



# CAPITAL IMPROVEMENT PLAN

*Fiscal Years  
2025-2029*



**APEX**  
NORTH CAROLINA

# Table of Contents

|   |    |
|---|----|
| <b>Section 1: Overview of the Capital Improvement Plan</b> .....      | 1  |
| Relationship to the Annual Operating Budget.....                      | 1  |
| CIP Structure.....  | 2  |
| Capital Improvement Funding.....                                      | 2  |
| The CIP Process .....   | 3  |
| Resident Budget Priorities Survey.....                                | 5  |
| CIP Practices.....  | 8  |
| Planning By Fund .....  | 9  |
| <b>Section 2: General Fund</b> .....                                  | 10 |
| Transportation Element Projects .....                                 | 11 |
| Parks, Recreation, & Cultural Resources Element Projects.....         | 18 |
| Public Safety Element Projects .....                                  | 22 |
| Public Facilities Element Projects.....                               | 25 |
| Public Works & Environmental Services Element Projects.....           | 29 |
| General Fund Summary.....   | 32 |
| <b>Section 3: CIP Financial Impact Analysis on General Fund</b> ..... | 34 |
| Projections and Estimates .....                                       | 34 |
| Debt Ratios.....  | 34 |
| Tax Rate Analysis.....  | 37 |
| <b>Section 4: Electric Utility</b> .....                              | 40 |
| Electric Utility Element Projects.....                                | 41 |
| Electric Utility Fund Summary.....                                    | 44 |
| <b>Section 5: Water &amp; Sewer Utility</b> .....                     | 45 |
| Water & Sewer Element Projects.....                                   | 46 |
| Water & Sewer Utility Fund Summary.....                               | 51 |
| <b>Section 6: Stormwater Utility</b> .....                            | 52 |
| Stormwater Element Projects.....                                      | 53 |
| Stormwater Utility Fund Summary.....                                  | 55 |
| <b>Section 7: Project Funding Detail</b> .....                        | 56 |

## 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 inclusion in the CIP are those with an asset value of greater than \$100,000 and a useful life of greater than three years.

When identifying new projects, staff considers the long-term priorities and direction set by Town Council and submits 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 to 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 roadway, 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 (water, sewer, stormwater, and/or electric) charges.

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:

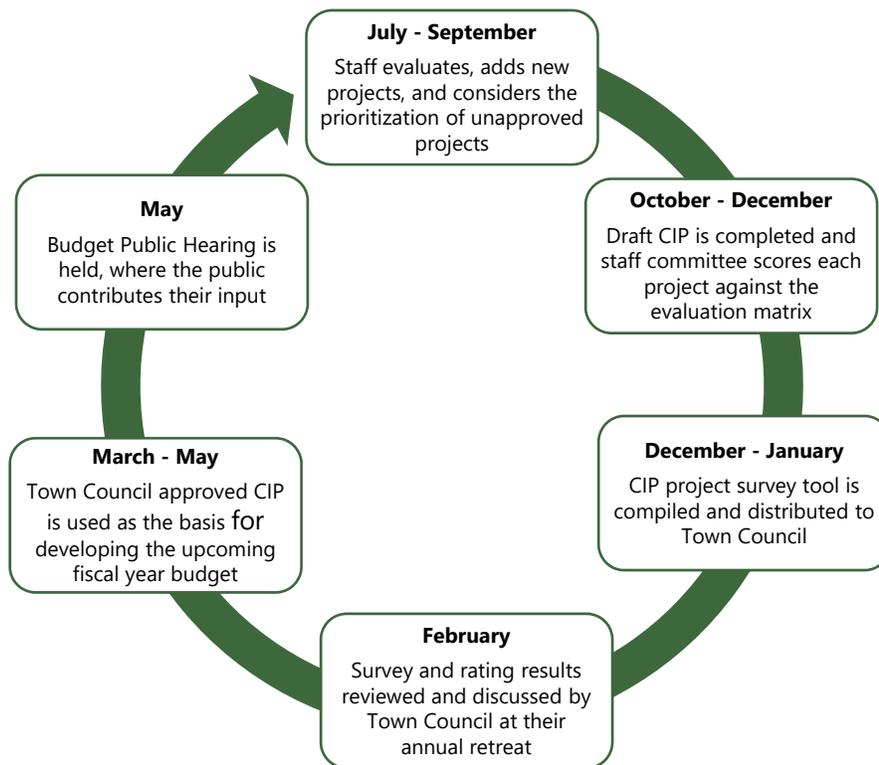
- **General Fund Revenue** is generated in large part by ad valorem (property) taxes along with sales taxes, intergovernmental revenues from the State and County, development permits and fees, waste collection fees, recreation participation and facility user fees, and other similar revenues. Compared 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 to 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 5-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 consequence 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 has 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, innovation, and inclusion. | 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 diversity of residents, employment opportunities, and businesses. |

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

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>- GoApex Transit Program</li> <li>- Salem Street Downtown Streetscape and Resurfacing</li> <li>- Safe Routes to School</li> <li>- Olive Chapel Road Improvements</li> <li>- Vision Zero - Intersection Upgrades</li> <li>- Hunter Street Park Renovation</li> <li>- Station 3 Renovations</li> <li>- Yard Waste Transfer Station</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>- Tingen Road Pedestrian Bridge</li> <li>- Reedy Branch Greenway</li> <li>- Jessie Drive Phase II</li> <li>- KidsTowne Playground Renovation (+1)</li> </ul>   |
| <p><b>3. Below Average Ranking, Below Average Agreement</b></p> <ul style="list-style-type: none"> <li>- Davis Drive at Salem Church Road Realignment</li> <li>- Apex Peakway Southeast Connector</li> <li>- Environmental Education Center</li> <li>- Beaver Creek Greenway Extension</li> <li>- Jaycee Park Expansion</li> <li>- Middle Creek Greenway</li> <li>- Fire Administration Building</li> <li>- Repurpose Depot Parking Lot</li> </ul> | <p><b>4. Below Average Ranking, Above Average Agreement</b></p> <ul style="list-style-type: none"> <li>- Big Branch Greenway</li> <li>- Seymour Athletic Fields/Nature Park Maintenance &amp; Operations Building</li> <li>- Apex Community Park Parking Lot Expansion</li> <li>- Community Park Renovations</li> <li>- Seymour Athletic Fields/Nature Park Parking Lot Expansion</li> <li>- Seymour Athletic Fields Renovation</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. During this year’s budget retreat, Town Council requested that the KidsTowne Playground Renovations be moved to a higher quartile based on their discussions, and this is indicated with (+1) after this project was moved from Quartile 3 to Quartile 2 on the table above.

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 through two public hearings held during the budget process and the annual Resident Budget Priorities Survey.

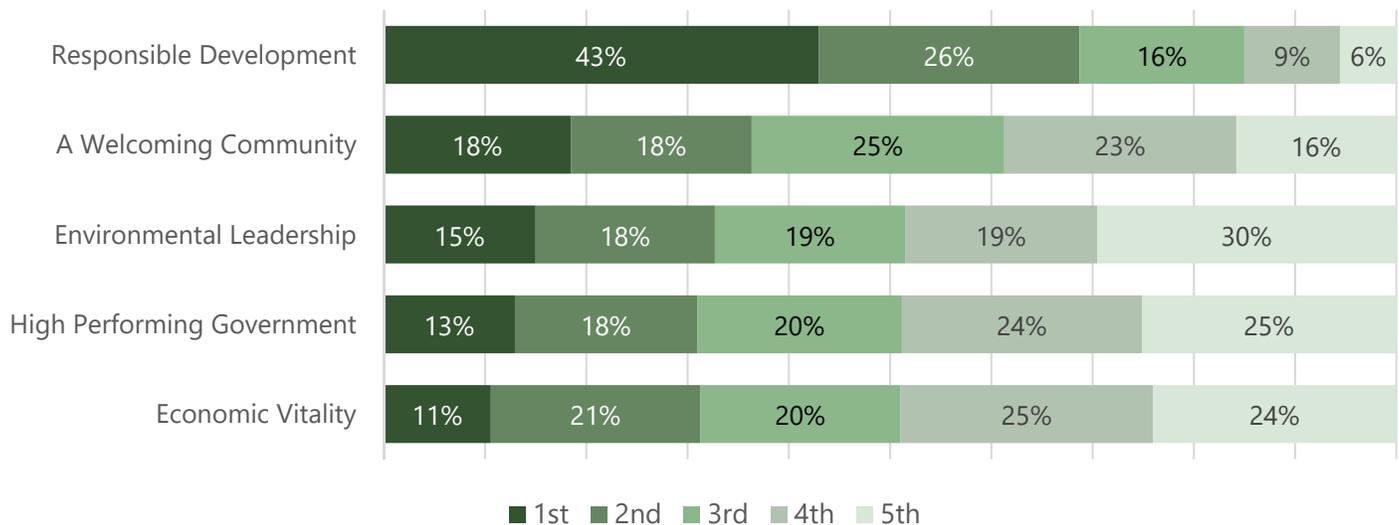
**Resident Budget Priorities Survey**

The Town of Apex’s Resident Budget Priorities Survey invites the community to share their input on budgetary decisions. For Fiscal Year (FY) 25, the online survey was redesigned to align with the Town’s strategic goals. Consequently, the broad categories from the FY24 survey were combined, divided, and added to during this transformation as different topics within each FY24 category apply to different strategic goals. The following table compares the FY25 and FY24 rankings:

| FY25 RANKING                          | FY24 RANKING   |
|---------------------------------------|--|
| <b>1st Responsible Development</b>    | - Transportation & Infrastructure (1 <sup>st</sup> )<br>- Housing Affordability (7 <sup>th</sup> )   |
| <b>2nd A Welcoming Community</b>      | - Public Safety (2 <sup>nd</sup> )<br>- Recreation & Cultural Opportunities (3 <sup>rd</sup> )<br>- Vibrant & Accessible Downtown (4 <sup>th</sup> )           |
| <b>3rd Environmental Leadership</b>   | - Environmental Sustainability (5 <sup>th</sup> )  |
| <b>4th High Performing Government</b> | - N/A  |
| <b>5th Economic Vitality</b>          | - Transportation & Infrastructure (1 <sup>st</sup> )<br>- Vibrant & Accessible Downtown (4 <sup>th</sup> )<br>- Economic Stability & Growth (6 <sup>th</sup> ) |

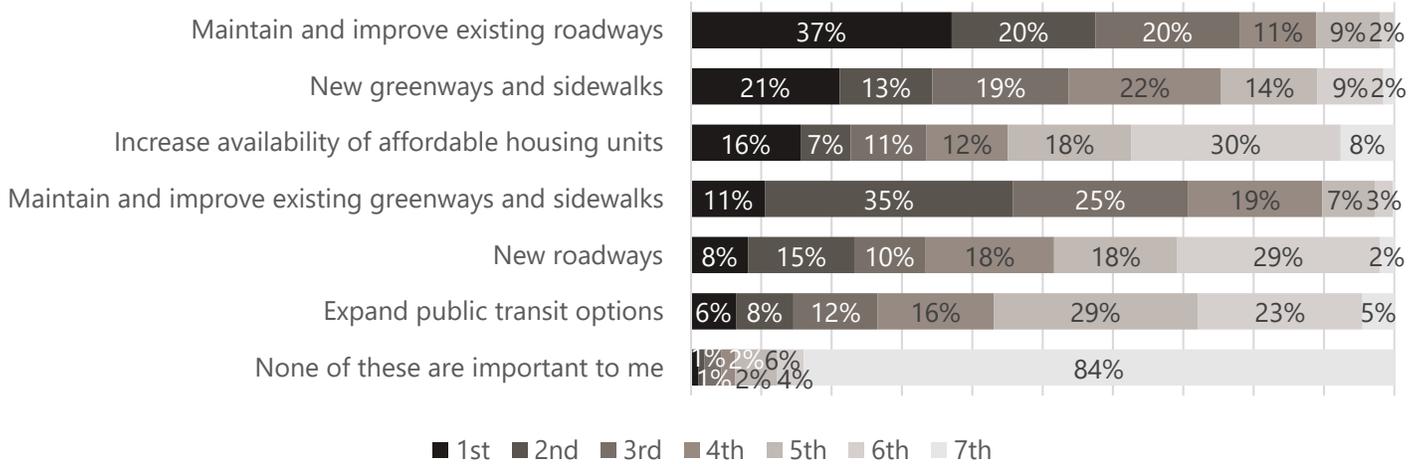
For the FY25 survey, community members were given a summary of the Town’s five strategic goals and were then asked to rank these five strategic goals from 1st to 5th. In the table below, the darkest shade of green represents community members’ highest ranked strategic goal, and the lightest shade of green represents community members’ lowest ranked strategic goal.

### STRATEGIC GOALS RANKING

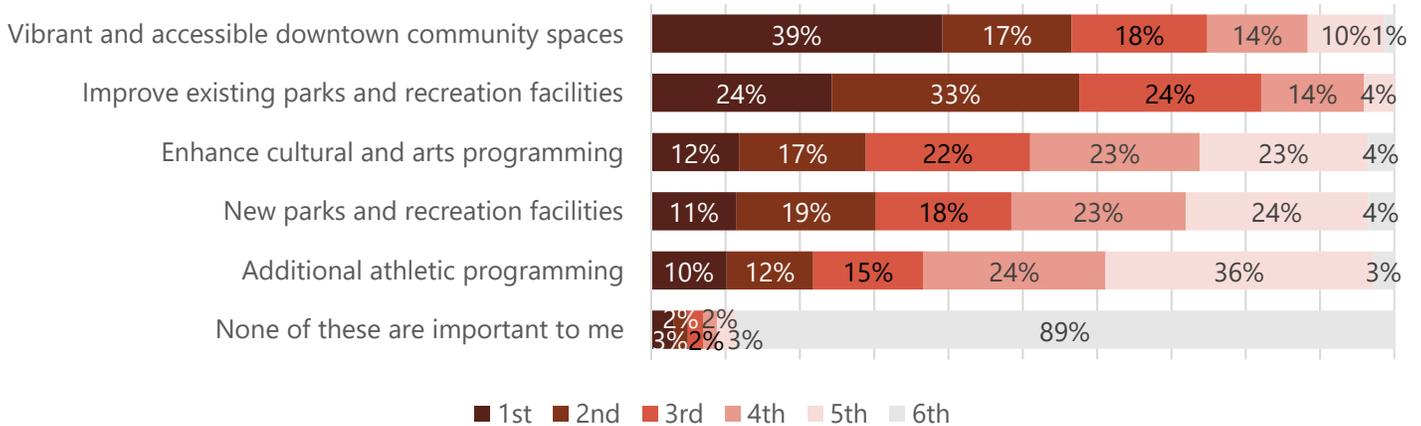


The next section of the survey asked community members to rank focus areas under each strategic goal as 1st, 2nd, 3rd, etc. By moving these focus areas into their preferred order, community members indicated which items within the broader goals they feel are most and least important to fund. All focus areas were required to be ranked, but community members could indicate that none of the focus areas listed are important to them. In the end, the vast majority of community members (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:

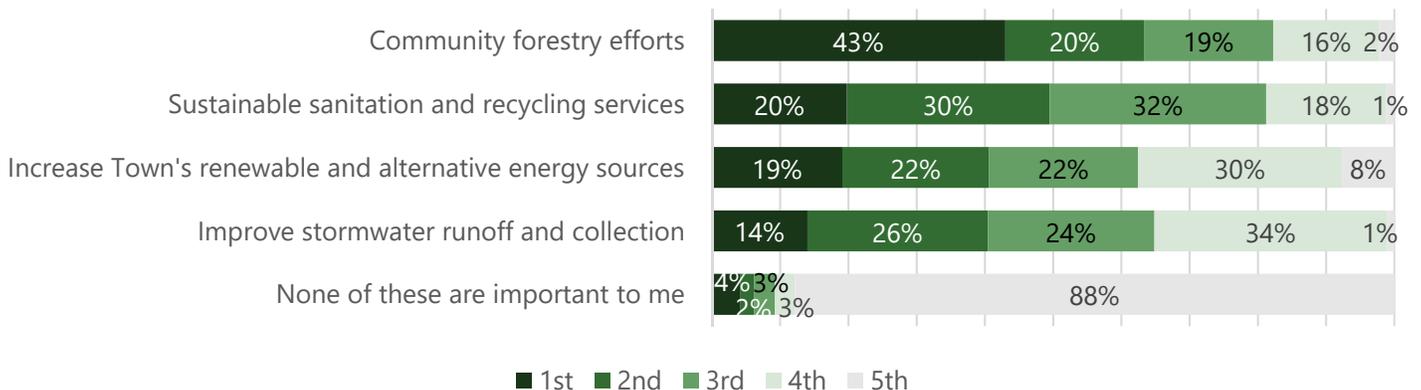
## RESPONSIBLE DEVELOPMENT RANKING



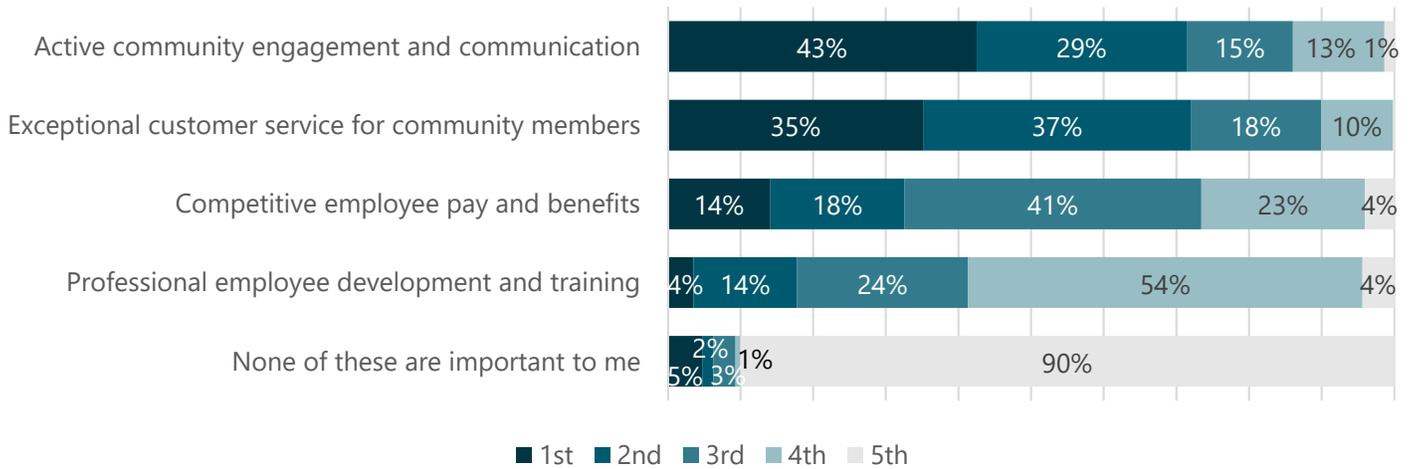
## A WELCOMING COMMUNITY RANKING



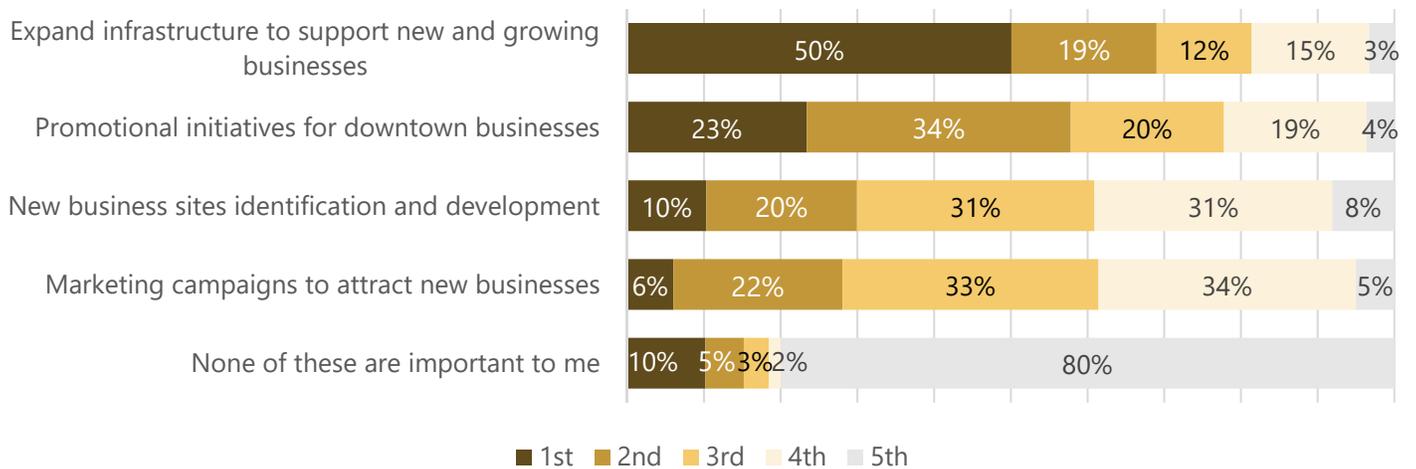
## ENVIRONMENTAL LEADERSHIP RANKING



## HIGH PERFORMING GOVERNMENT RANKING



## ECONOMIC VITALITY RANKING



The Town’s goal for the Resident Budget Priorities Survey is to gather input from more community members than is typically reached during the two annual budget hearings. With 633 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 considers 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 is provided in each summary section. The reference to “Local Revenue” in the revenue portion of the tables is indicative of the need for current year funding for some projects/purchases in each year. This could include appropriation of reserve funds from one or more of the major funds: General, Water & Sewer, Stormwater, and Electric.

## Section 2: General Fund

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

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

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

The 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 12 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 roadway, 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   | FY24-25             | FY25-26             | FY26-27             | FY27-28             | FY28-29             | Future Years        | Total Capital Cost   |
|--|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| Annual Pavement Management                                   | 4,000,000           | 3,625,000           | 3,750,000           | 3,875,000           | 4,000,000           | 4,125,000           | 23,375,000           |
| Annual Miscellaneous Road & Sidewalk Improvements            | 450,000             | 300,000             | 300,000             | 300,000             | 300,000             | 300,000             | 1,950,000            |
| Annual GoApex Transit Improvements                           | 200,000             | 200,000             | 200,000             | 200,000             | 200,000             | 200,000             | 1,200,000            |
| Apex Peakway North Widening                                  | 900,000             | 1,200,000           | 3,650,000           | -                   | -                   | -                   | 5,750,000            |
| Center Street Railroad Crossing Improvements                 | 150,000             | 50,000              | 800,000             | -                   | -                   | -                   | 1,000,000            |
| Chatham Street Railroad Crossing Improvements                | 150,000             | 50,000              | 800,000             | -                   | -                   | -                   | 1,000,000            |
| Felton Grove High School Improvements Cost Share             | 300,000             | -                   | -                   | -                   | -                   | -                   | 300,000              |
| GoApex Transit Program                                       | 100,000             | 690,000             | -                   | -                   | -                   | -                   | 790,000              |
| Jessie Drive Phase 1   | 1,500,000           | 4,350,000           | -                   | -                   | -                   | -                   | 5,850,000            |
| Old US 1 at Friendship Road Improvements Cost Share          | 200,000             | -                   | -                   | -                   | -                   | -                   | 200,000              |
| Olive Chapel Rd at Apex Barbecue Road Improvements           | 450,000             | 550,000             | 1,800,000           | -                   | -                   | -                   | 2,800,000            |
| Safe Routes to School  | 5,000,000           | 1,642,330           | 1,207,160           | 1,245,220           | 1,074,710           | 994,800             | 11,164,220           |
| South Salem Street Bicycle Connection                        | 740,000             | 890,000             | 2,970,000           | -                   | -                   | -                   | 4,600,000            |
| Technology Drive Enhancements Cost Share (HL-0007)           | 300,000             | -                   | -                   | -                   | -                   | -                   | 300,000              |
| Vision Zero - Intersection Upgrades                          | 150,000             | 850,000             | 850,000             | 850,000             | 850,000             | 850,000             | 4,400,000            |
| Wayfinding Signage Fabrication & Installation                | 400,000             | 500,000             | 500,000             | -                   | -                   | -                   | 1,400,000            |
| West Williams Street Sidewalk                                | 150,000             | 50,000              | 750,000             | -                   | -                   | -                   | 950,000              |
| Apex Peakway Southwest Landscaping                           | -                   | 75,000              | 250,000             | -                   | -                   | -                   | 325,000              |
| GPS Emergency Vehicle Preemption                             | -                   | 205,000             | 220,000             | 235,000             | -                   | -                   | 660,000              |
| Jones Street Improvements                                    | -                   | 300,000             | -                   | -                   | -                   | -                   | 300,000              |
| Pavement Management Backlog                                  | -                   | 5,000,000           | -                   | -                   | -                   | -                   | 5,000,000            |
| S-line Mobility Hub  | -                   | 460,000             | -                   | -                   | -                   | -                   | 460,000              |
| Salem Street Downtown Streetscape, Gathering Space, & Alleys | -                   | 2,350,000           | 2,765,000           | 2,430,000           | -                   | -                   | 7,545,000            |
| Center Street and Chatham Street Sidewalk Phase 2            | -                   | -                   | 260,000             | 205,000             | 1,300,000           | -                   | 1,765,000            |
| Jessie Drive Phase 2   | -                   | -                   | 2,330,000           | 3,000,000           | -                   | 9,300,000           | 14,630,000           |
| Davis Drive at Salem Church Road Realignment                 | -                   | -                   | -                   | 800,000             | 2,700,000           | 3,500,000           | 7,000,000            |
| Tingen Road Pedestrian Bridge                                | -                   | -                   | -                   | 4,000,000           | -                   | -                   | 4,000,000            |
| Traffic Signal System Partnership                            | -                   | -                   | -                   | 180,000             | 160,000             | 2,200,000           | 2,540,000            |
| Vision Zero – Bike & Pedestrian                              | -                   | -                   | -                   | 600,000             | 400,000             | 2,000,000           | 3,000,000            |
| NC 55 Sidewalk & Enhancement Cost Share (U-2901)             | -                   | -                   | -                   | -                   | 2,000,000           | -                   | 2,000,000            |
| US 64 Sidewalk & Enhancement Cost Share (U-5301)             | -                   | -                   | -                   | -                   | 2,000,000           | -                   | 2,000,000            |
| Apex Peakway Southeast Connector                             | -                   | -                   | -                   | -                   | -                   | 27,320,700          | 27,320,700           |
| <b>Element Total</b>   | <b>\$15,140,000</b> | <b>\$23,337,330</b> | <b>\$23,402,160</b> | <b>\$17,920,220</b> | <b>\$14,984,710</b> | <b>\$50,790,500</b> | <b>\$145,574,920</b> |



## Continuous Projects

---

### Annual Pavement Management

\$3,625,000+  
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 condition 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.

### 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 sidewalks gap connections, traffic control and warning device upgrades, and other related requests to provide a safe and accessible transportation system for all users.

### 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 service and potential overlap areas with regional transit service, such as GoCary and GoTriangle.

## FY24-25

---

### Apex Peakway North Widening

(Center Street to Old Raleigh Road)

\$5,750,000  
Three-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.

### Center Street Railroad Crossing Improvements

\$1,000,000  
Three-year Total

This project improves and expands the crossing surface to accommodate sidewalks crossing along both sides of Center Street. With this project, sidewalk will cross the railroad tracks on the south side of Center Street and extend from the Depot frontage to Elm Street. The project upgrades four-quadrant gates and the associated railroad equipment, and these safety enhancements could create a potential quiet zone at this crossing.

### Chatham Street Railroad Crossing Improvements

\$1,000,000  
Three-year Total

This project improves and expands the crossing surface to accommodate sidewalks crossing along both sides of Chatham Street. With this project, sidewalk will extend along the north side of Chatham Street to the east corner of Elm Street with a crosswalk to the south side of Chatham Street where sidewalk connects today. The project upgrades four-quadrant gates and the associated railroad equipment, and these safety enhancements could create a potential quiet zone at this crossing.



## Felton Grove High School Improvements Cost Share

\$300,000

This project contributes funds toward intersection improvements for the proposed Felton Grove High School (2025 anticipated opening) that would not otherwise be constructed because they are beyond the required improvements for Wake County Public School System (WCPSS). Without this project, potential capacity and safety issues would exist at multiple access points to the school. Funding is being prioritized at this time due to an agreement with WCPSS and to ensure the expected 2025 payment is funded.

## GoApex Transit Program

\$790,000

Two-year Total

This project improves GoApex Route 1 and expands local public transportation services to offer a second route, GoApex Route 2. The first local transit route, GoApex Route 1, began operating in 2022. After several years of operating, ridership will be quantified, and priority locations for shelters and other enhancements for GoApex Route 1 will be identified.

## Jessie Drive Phase 1

\$5,850,000

Two-year Total

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.

## Old US 1 at Friendship Road Improvements Cost Share

\$200,000

This project contributes funds toward the construction of a 150' westbound left turn lane on Old US 1 currently in design and a northbound left turn lane on Friendship Road as part of the Holland Road mixed-use development ("The Summit").

## Olive Chapel Road at Apex Barbecue Road Improvements

\$2,800,000

Three-year Total

This project addresses traffic congestion and reduces potential crashes at the intersection of Olive Chapel Road at 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' 10-foot side path eastward along the north side of Olive Chapel Road.

## Safe Routes to School

\$11,164,200

Six-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 Elementary, Apex Middle, Apex Friendship Schools, Laurel Park Elementary, Baucom Elementary, Olive Chapel Elementary, Scotts Ridge Elementary, Salem Schools, and Thales Academy Elementary School. These projects fill gaps in the sidewalk network and other deficiencies in the transportation system that will improve that ability to walk and bike to schools.

## South Salem Street Bicycle Connection

(Downtown to Pleasant Park)

\$4,600,000

Three-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.



## Technology Drive Enhancements Cost Share (HL-0007)

\$300,000

This project is a cost share for NC Department of Transportation project HL-0007 Reduced Conflict Intersection design plans which provides enhancements the Town has requested, which include landscaping grass medians on NC 55. NCDOT will not provide an enhanced streetscape unless the Town shares a portion of the costs.

## Vision Zero – Intersection Upgrades

\$4,400,000

Six-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 assist in creating a significant reduction in potential serious injuries and fatalities in the high-injury network.

## 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 as part of the Downtown Plan and Parking Study and is 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.

## West Williams Street Sidewalk

\$950,000

Three-year Total

This project completes sidewalk gaps from 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.

## **FY25-26**

---

## Apex Peakway Southwest Landscaping

\$325,000

Two-year Total

This project includes street trees around the loop and along S. Salem Street, subject to NC Department of Transportation (NCDOT) review and approval, as well as landscaping within the connector street loop area at the Peakway bridge project, scheduled for completion in 2027.

## GPS Emergency Vehicle Preemption

\$660,000

Three-year Total

This project installs GPS emergency vehicle preemption at 10 traffic signals each year, which allow 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.

## Jones Street Improvements

\$300,000

This project adds a curb along both sides of Jones Street, sidewalk on one side, and grading of the ditch along Holleman Street. This will meet or exceed 20' minimum street width in compliance with the Fire Code, provide a new pedestrian route from W. Chatham Street to Holleman Street, and address drainage complaints by capturing and directing storm water into the public system.



## Pavement Management Backlog

\$5,000,000

This project helps reduce the Town's backlog of needed street rehabilitation over a two-year period. This supplements the Town's ongoing pavement management program by optimizing pavement management strategies to ensure serviceable road condition 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.

## S-line Mobility Hub

\$460,000

In September of 2023, the Apex 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 mobility hub in Apex for a future passenger rail.

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

\$7,545,000  
Three-year Total

This project funds the Saunders Lot with Smart Parking, the Williams Lot parking expansion, curbless Salem Streetscape, Saunders Street gathering space, and Commerce, Seaboard, and 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.

## FY26-27

---

## 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. Without it, sidewalk connectivity along both sides of these streets remains incomplete.

## 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 development of adjacent land, 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.

## FY27-28

---

## 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 be shifted west, away from the CSX railroad freight line, allowing vehicle stacking beyond the tracks. This project



alleviates the need for 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.

**Tingen Road Pedestrian Bridge** **\$4,000,000**

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 per 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 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.

**Vision Zero – Bike & Pedestrian** **\$3,000,000**  
Three-year Total

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

**FY28-29**

---

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

Transportation Improvement Program Project U-2901 will widen NC 55 from US 1 to Olive Chapel Road. This project provides enhancements the Town has requested, which include pedestrian facilities (sidewalk and path), 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 sharing a portion of the costs. Similarly, NCDOT will not provide an enhanced streetscape unless the Town shares a portion of the costs.

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

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



## Future Years

### Apex Peakway Southeast Connector (NC 55 to Center Street)

\$27,320,700

This project completes the final gap in the Apex Peakway, provides a full loop around downtown Apex, and is consistent with the 2018 Apex Peakway Southeast Connector Feasibility Study. Apex Peakway construction has been identified as a high priority and will become increasingly important given anticipated delays to NCDOT's widening of the NC 55 corridor between US 1 and Olive Chapel Road. This project would provide a needed alternative to the NC 55 corridor through Apex. This project creates an intuitive relief valve for NC 55 and handles the anticipated traffic volume.





## Parks, Recreation & Cultural Resources Element Projects



| Parks, Recreation & Cultural Resources                                      | FY24-25             | FY25-26            | FY26-27            | FY27-28            | FY28-29            | Future Years         | Total Capital Cost   |
|---|---------------------|--------------------|--------------------|--------------------|--------------------|----------------------|----------------------|
| Annual Greenway Feasibility and Development                                 | 500,000             | 400,000            | 400,000            | 400,000            | 400,000            | 400,000              | 2,500,000            |
| Environmental Education Center  | 1,000,000           | 4,165,000          | -                  | -                  | -                  | -                    | 5,165,000            |
| KidsTowne Playground Renovation   | 250,000             | 2,000,000          | 750,000            | -                  | -                  | -                    | 3,000,000            |
| Pleasant Park Baseball and Softball Complex                                 | 14,350,000          | -                  | -                  | -                  | -                  | -                    | 14,350,000           |
| Street Hockey Rink & Inclusive Playground                                   | 650,000             | 1,000,000          | 800,000            | -                  | -                  | -                    | 2,450,000            |
| Beaver Creek Greenway Extension   | -                   | 250,000            | 2,386,000          | 2,256,500          | 2,256,500          | 8,340,000            | 15,489,000           |
| Hunter Street Park Renovation   | -                   | 125,000            | 775,000            | -                  | -                  | -                    | 900,000              |
| Big Branch Greenway   | -                   | -                  | -                  | 639,000            | 150,000            | 4,260,000            | 5,049,000            |
| Jaycee Park Expansion   | -                   | -                  | -                  | 500,000            | -                  | 2,500,000            | 3,000,000            |
| Middle Creek Greenway   | -                   | -                  | -                  | 450,000            | 150,000            | 4,000,000            | 4,600,000            |
| Reedy Branch Greenway   | -                   | -                  | -                  | 972,000            | 350,000            | 6,480,000            | 7,802,000            |
| Seymour Athletic Fields/Nature Park Operations & Maintenance Building       | -                   | -                  | -                  | -                  | 1,250,000          | 15,450,000           | 16,700,000           |
| Apex Community Park Parking Lot Expansion                                   | -                   | -                  | -                  | -                  | -                  | 950,000              | 950,000              |
| Olive Farm Park   | -                   | -                  | -                  | -                  | -                  | 44,750,000           | 44,750,000           |
| Seymour Athletic Fields/Nature Park Parking Lot Expansion & Turf Renovation | -                   | -                  | -                  | -                  | -                  | 3,575,000            | 3,575,000            |
| Wimberly Road Park  | -                   | -                  | -                  | -                  | -                  | 97,500,000           | 97,500,000           |
| <b>Element Total</b>  | <b>\$16,750,000</b> | <b>\$7,940,000</b> | <b>\$5,111,000</b> | <b>\$5,217,500</b> | <b>\$4,556,500</b> | <b>\$188,205,000</b> | <b>\$227,780,000</b> |



## Continuous Projects

---

### Annual Greenway Feasibility and Development

\$400,000+  
Annually

This annual 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.

## FY24-25

---

### Environmental Education Center

\$5,165,000  
Two-year Total

This project includes the design and development of a 7,000+ square foot facility at the Nature Park. This design will focus on providing space for nature and environmental education, connecting with the shelter and restroom, and supporting amphitheater programming.

### KidsTowne Playground Renovation

\$3,000,000  
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 inclusive 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.

### Pleasant Park Baseball & Softball Complex

\$14,350,000

This project adds a baseball and softball complex to Pleasant Park. There are four lighted synthetic turf fields of ranging sizes, a fieldhouse with restrooms, offices, meeting space, concession space, a maintenance storage building, a concourse with seating, two signature fields with stadium type seating, four batting cages, and support facilities. This project also includes a large picnic shelter with restrooms and associated amenities, a sand volleyball court, and grading, sodding, and irrigation for an open play lawn.

### Street Hockey Rink & Inclusive Playground

\$2,450,000  
Three-year Total

In partnership with the NHL Carolina Hurricanes, this project will develop 2 street hockey courts (multifunctional courts - including Futsal and Basketball) in the fenced field space. This programmable space will be utilized to introduce street hockey to the community and provide access to underserved and vulnerable populations through events with the Boys and Girls Club, Miracle League and Town Specialized Recreation programming. This project also removes the existing play equipment and constructs an inclusive playground with accessible ramps and walkways. It includes new poured in place safety surfacing and sidewalks. This project constructs a roof, lighting, and IT equipment to monitor games and tournaments for the street hockey rinks.



## FY25-26

---

### Beaver Creek Greenway Extension

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

**\$15,489,000**

Five-year Total

This project extends the Beaver Creek Greenway from 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 land for Jordan Lake to the American Tobacco Trail north of the New Hill-Olive Chapel Road Wake County trailhead.

### Hunter Street Park Renovation

**\$900,000**

Two-Year Total

This project includes the replacement of the turf field at Hunter Street Park from 2016 due to use in addition to various other park improvements. Turf fields are intended to provide play for approximately 10 years. This particular field was the Town's first synthetic turf field and the demand for field space through Town programs, school agreements and outside organization rental have this field being utilized daily for many hours. Even with grooming and routine maintenance and repair, the carpet fibers deteriorate and seams wear out. This renovation will result in approximately 10 years of all-weather field use. Additional improvements include increasing paved surfaces for visitors, installing a retaining wall and slope stabilization to reduce erosion on the field surface, addressing stormwater, and adding accessible areas for visitors.

## FY26-27

---

### 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. This 10' asphalt trail will provide connectivity to transit routes and side paths that extends 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.

### Jaycee Park Expansion

**\$3,000,000**

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 court space for pickleball or tennis, and additional parking serving multiple subdivisions within walking distance and more that would have access from the Peakway. This will connect to the Beaver Creek Greenway and existing Jaycee Park amenities.

### Middle Creek Greenway

(Gladstone North to Center Street)

**\$4,600,000**

Three-year Total

This project extends the bike and pedestrian facilities north of Jessie Drive to a crossing of Ten Ten Road, and it ultimately connects 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)

**\$7,802,000**

Three-year Total

This project extends the 10' asphalt Reedy Branch Greenway from Kelly Road to Goliath Lane to complete the gap between the American Tobacco Trail to Kelly Road. 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.

**FY27-28**

---

|   |                                       |
|---|---------------------------------------|
| Seymour Athletic Fields/Nature Park Operations & Maintenance Building | <b>\$16,700,000</b><br>Two-year Total |
|---|---------------------------------------|

This project replaces the current Operation and Maintenance Building with a 2-story 30,000 square foot office with a warehouse and sign shop and adds a 2-acre yard with staff parking to Town owned property on the eastern side of Evans Road. The existing Maintenance Building has continuing moisture issues and the department has outgrown the space. This new Operations and Maintenance Building will have both storage space requires for the Operations team as well as office space for the expanding department.

**Future Years**

---

|   |                  |
|---|------------------|
| Apex Community Park Parking Lot Expansion | <b>\$950,000</b> |
|---|------------------|

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

|                 |                     |
|-----------------|---------------------|
| Olive Farm Park | <b>\$44,750,000</b> |
|-----------------|---------------------|

This project includes the design and development of approximately 25 acres with a 40,000+ square foot recreation center. Preliminary project features, per public input, include indoor staffed and programmed recreation space (gymnasium/classrooms), trails, street-side greenway, greenway connectivity to surrounding subdivisions, passive open space, and adaptive multi-use fields and sport courts.

|   |                    |
|---|--------------------|
| Seymour Athletic Fields/Nature Park Parking Lot Expansion & Turf Renovation | <b>\$3,575,000</b> |
|---|--------------------|

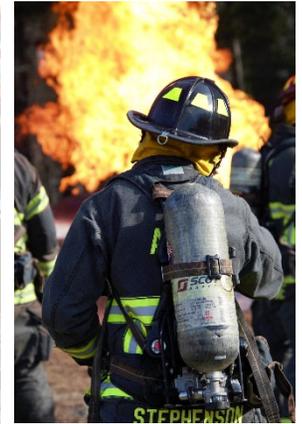
This project would add approximately 50 parking spaces near the Seymour Athletic Fields, renovate the existing synthetic turf fields, and address drainage issues. The Parks, Recreation, Greenways, and Open Space Master Plan update identified the need for additional parking. With the conversion of the Seymour Athletic Fields to synthetic turf and the current volume of use, additional parking is needed to discourage patrons from parking on Evans Road.

|                    |                     |
|--------------------|---------------------|
| Wimberly Road Park | <b>\$97,500,000</b> |
|--------------------|---------------------|

This project includes the design and development of nearly 50 acres with a 70,000+ square foot. recreation center, maintenance facility, and yard. Preliminary project features, per public input, include indoor staffed and programmed recreation space (gymnasium/multi-functional spaces/classrooms), trails, passive open space, adaptive multi-use fields and sport courts, community gardens, and environmental education and conservation opportunities which will require a park operations facility and yard.



## Public Safety Element Projects



| Public Safety                                  | FY24-25            | FY25-26            | FY26-27            | FY27-28            | FY28-29     | Future Years       | Total Capital Cost  |
|--|--------------------|--------------------|--------------------|--------------------|-------------|--------------------|---------------------|
| Engine (Pumper) - Replacement                  | 1,019,000          | -                  | -                  | -                  | -           | -                  | 1,019,000           |
| Radio Replacement                              | 764,050            | 764,050            | 764,050            | -                  | -           | -                  | 2,292,150           |
| Self-Contained Breathing Apparatus Replacement | 325,000            | 325,000            | 325,000            | 325,000            | -           | -                  | 1,300,000           |
| Driving Simulator                              | -                  | 279,000            | -                  | -                  | -           | -                  | 279,000             |
| Engine (Pumper) - Replacement                  | -                  | 1,019,000          | -                  | -                  | -           | -                  | 1,019,000           |
| Ladder (Aerial) - Replacement                  | -                  | -                  | 1,688,000          | -                  | -           | -                  | 1,688,000           |
| Rescue Retrieval Van                           | -                  | -                  | 194,000            | -                  | -           | -                  | 194,000             |
| Rescue Fire Vehicle - Replacement              | -                  | -                  | -                  | 936,000            | -           | -                  | 936,000             |
| Fire Pumper for Station 7                      | -                  | -                  | -                  | -                  | -           | 1,125,000          | 1,125,000           |
| Fire Pumper for Station 8                      | -                  | -                  | -                  | -                  | -           | 1,324,000          | 1,324,000           |
| <b>Element Total</b>                           | <b>\$2,108,050</b> | <b>\$2,387,050</b> | <b>\$2,971,050</b> | <b>\$1,261,000</b> | <b>\$ -</b> | <b>\$2,449,000</b> | <b>\$11,176,150</b> |



## **FY24-25**

---

Engine (Pumper) - Replacement \$1,019,000

This project replaces Unit 148, a fire engine pumper, following the replacement schedule for engines, ladders, and rescues at the 15-year timeframe. This fire engine is 17 years old with over 130,000 miles.

Public Safety Radio Replacement \$2,292,150  
Three-year Total

This project replaces all mobile and portable radios for Public Safety. Current radios will begin to go end-of-life in 2024, and repair costs will exceed device costs. This three-year replacement schedule allows radio replacement as their warranties expire.

Self-Contained Breathing Apparatus Replacement \$1,300,000  
Four-year Total

This project replaces the Fire Department's self-contained breathing apparatus (SCBAs). Due to changing 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 5-7 years. This project includes a full complement of SCBA equipment include the airpack itself, air bottles, Bluetooth option, and a remote monitoring system.

## **FY25-26**

---

Driving Simulator \$279,000

The Police Department currently has limited access to a quality, driving simulator. This project can benefit staff in every department and improve employee safety. A modern, driving simulator is realistic and can simulate most equipment in a Town vehicle. Trainers can program real life scenarios staff will encounter during the simulation and integrate challenges into the course. A quality simulator's life expectancy is at least 10 years, based on continued maintenance and proper use.

Engine (Pumper) - Replacement \$1,019,000

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 13 years old with over 113,000 miles.

## **FY26-27**

---

Ladder (Aerial) - Replacement \$1,688,000

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 18 years old with over 98,000 miles.

Rescue Retrieval Van \$194,000

The Police Department has limited access to a ruggedized rescue retrieval vehicle that can move civilians away from hostile environments safely and efficiently. This vehicle enhances the Police Department's ability to respond to a victim rescue situation and safely insert police officers into a critical incident. This vehicle would support Fire, Police, and Medic responses



to rapidly evolving events. This inconspicuous vehicle would primarily serve as a rescue/medical transport and police response to a hostile environment.

## **FY27-28**

---

Rescue Fire Vehicle- Replacement \$936,000

This rescue fire vehicle supports the need for a reserve rescue or support apparatus. The current rescue vehicle transports a large assortment of equipment, rescue tools, and breathing air supply for fire and rescue operations. There is only one vehicle with these capabilities in the fleet, which is problematic when it is out of service. Unit 87 is a 2017 rescue fire vehicle will become a reserve vehicle until it meets the 15-year time frame.

## **Future Years**

---

Fire Pumper for Station 7 \$1,125,000

This fire pumper is needed for the fire station slated to be built near Olive Farm Road and Humie Olive Road. This new station is needed according to a third-party station distribution assessment by EnviroSAFE.

Fire Pumper for Station 8 \$1,324,000

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   | FY24-25            | FY25-26            | FY26-27            | FY27-28          | FY28-29          | Future Years        | Total Capital Cost  |
|---|--------------------|--------------------|--------------------|------------------|------------------|---------------------|---------------------|
| Brine Equipment Relocation                                | 150,000            | -                  | -                  | -                | -                | -                   | 150,000             |
| Fire Station 3 Renovation                                 | 500,000            | 3,000,000          | -                  | -                | -                | -                   | 3,500,000           |
| Mechanical (HVAC/Chiller) Upgrades to Town Facilities     | 405,000            | -                  | -                  | -                | -                | -                   | 405,000             |
| Town Hall Remodel   | 900,000            | 900,000            | 900,000            | -                | -                | -                   | 2,700,000           |
| Town Facility Solar Initiative                            | 670,000            | 670,000            | 670,000            | -                | -                | -                   | 2,010,000           |
| Yard Waste Transfer & Processing Center Feasibility Study | 250,000            | -                  | -                  | -                | -                | -                   | 250,000             |
| Fire Department Administration Building                   | -                  | 500,000            | 6,000,000          | -                | -                | -                   | 6,500,000           |
| Parking Lot and Internal Street Maintenance               | -                  | 350,000            | 500,000            | 250,000          | 180,000          | 600,000             | 1,880,000           |
| Warehouse/Storage Building                                | -                  | 1,080,000          | -                  | -                | -                | -                   | 1,080,000           |
| Depot Parking Lot Repurposing                             | -                  | -                  | -                  | 250,000          | -                | 2,000,000           | 2,250,000           |
| Fleet Fluid Pumps/Reclamation                             | -                  | -                  | -                  | -                | -                | 100,000             | 100,000             |
| Land Purchase for Affordable Housing                      | -                  | -                  | -                  | -                | -                | 500,000             | 500,000             |
| Police Department Addition & Renovation                   | -                  | -                  | -                  | -                | -                | 6,600,000           | 6,600,000           |
| Public Safety Station 7                                   | -                  | -                  | -                  | -                | -                | 10,640,000          | 10,640,000          |
| Public Safety Station 8                                   | -                  | -                  | -                  | -                | -                | 10,940,000          | 10,940,000          |
| <b>Element Total</b>                                      | <b>\$2,875,000</b> | <b>\$6,500,000</b> | <b>\$8,070,000</b> | <b>\$500,000</b> | <b>\$180,000</b> | <b>\$31,380,000</b> | <b>\$49,505,000</b> |



**FY24-25**

---

**Brine Equipment Relocation** **\$150,000**

This project re-locates existing brine equipment and replaces the existing tanks to meet double wall standards. This need has been elevated due an existing tank failure.

**Fire Station 3 Renovation** **\$3,500,000**  
Two-year Total

This project renovates Fire Station 3, so Fire Station 1’s engine company and crew can move to Fire Station 3 when Fire Station 1 closes. Current Fire Station 3 has insufficient kitchen, living room, bedroom, locker, and bathroom space for nine personnel per shift. This project includes needed renovations due to the station’s age (flooring, paint, fixtures, plumbing, etc.). If not funded, Fire Station’1 engine company and crew will continue operating out of Fire Station 1 which does not have suitable living conditions.

**Mechanical (HVAC/Chiller) Upgrades to Town Facilities** **\$405,000**

This project replaces two Heating, Ventilation, and Air Conditioning (HVAC) units for the Police Department (PD) server room and upgrades the HVAC system for Public Safety Station 4 (PSS#4). These two PD HVAC units need to operate 24/7 to ensure there are no issues with the servers. These units have had numerous repairs over the last three years and are reaching the end of their useable life. The PD units use R22 refrigerant which is being phased out with limited to no replacements available, and when replacements can be found, it is extremely expensive and timely to replace or repair. Replacement unit lead times are 3-6 months, so these units should be replaced before a critical failure. PSS#4 has struggled to maintain a comfortable temperature and humidity level for years. The HVAC system at PSS#4 is not appropriate for such a large facility and has caused inconsistent and uncomfortable temperatures as the seasons change. By adding equipment to the PSS#4 distribution system, the system will operate correctly, create a more comfortable work environment, and improve the system’s energy efficiency.

**Town Hall Remodel** **\$2,700,000**  
Three-year Total

With the opening of Mason Street Municipal Building, the Planning and Building Inspections Departments have relocated out of Town Hall. This project funds Town Hall design changes following the FY19-20 space needs study recommendations, which has identified areas to renovate or change to improve and increase the building’s physical capacity. This project will anticipate growth and changes for each department and consider interactions between departments.

**Town Facility Solar Initiative** **\$2,010,000**  
Three-year Total

In alignment with the Town’s strategic goal of environmental leadership, this project funds the design and construction of solar panels on Town facilities over a three-year period. Prioritization of solar projects are informed by the Town’s Solar Panel Assessment. The budget for this project is for twelve Town facilities that meet the criteria for potential solar panel locations identified in the assessment.

**Yard Waste Transfer & Processing Center Feasibility Study** **\$250,000**

This project studies the feasibility for a permitted transfer and/or processing center to adequately and sustainably offer curbside yard waste collection in addition to a location for resident to drop off their yard waste. This supports the future migration to containerized yard waste which improves workers safety, stormwater compliance, water quality, and community aesthetics.



## FY25-26

---

### Fire Department Administration Building

**\$6,500,000**  
Two-year Total

The current Fire Department Administration Building occupies an old Apex EMS station with 2,400 square feet of office space for 13 full-time employees and is currently shared with Wake County Emergency Medical Services (EMS) staff and one ambulance. This building is scheduled to be demolished during the NC 55 construction project in the coming years. A new Fire Department Administration Building, at current Fire Station 1 property will address insufficient space available for offices, meetings, training, parking, and storage.

### Parking Lot and Internal Street Maintenance

**\$1,880,000**  
Five-year Total

This project funds the maintenance and repair of the Town of Apex parking lots and streets internal to Town based on the schedule created as a result of the Parking Lot and Internal Street Assessment and Long Maintenance Plan. First-year funds replace and repair Public Safety Station 4's rear parking lot and drive due to near complete failure in spots and expanding depressions.

### Warehouse/Storage Building

**\$1,080,000**

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.

## FY27-28

---

### Depot Parking Lot Repurposing

**\$2,250,000**  
Two-year Total

Converting the Depot parking lot to a premier space for people to gather downtown was identified as a "Top 10" priority project in the Downtown Plan. The final design includes a durable curbsless environment with sunny and shaded areas, lighting, and movable interactive furnishings. Conceptual plans include space for a farmer's market, splash pad, ice skating rink, and seating and space to host various activities.

## Future Years

---

### Fleet Fluid Pumps/Reclamation

**\$100,000**

This project relocates a motor oil, hydraulic, coolant, and reclamation reservoir. Currently, vehicle and equipment fluids are in a small room with limited size drums, which increases how often vendors must refill or remove used fluids and increases the risk of spills and overflows. Currently, a mechanic hand pours or pumps old fluids into an open drum, which can be hazardous. With this project, the reservoir will be relocated to a larger area with larger tanks for new fluids and reclamation tanks using pneumatic pumps to safely and efficiently remove used fluids.

### Land Purchase for Affordable Housing

**\$500,000**

This project funds a land purchase for future development of affordable housing.



## Police Department Addition & Renovation

\$6,600,000

This project adds space for operations, administrative functions, and the Communications Center. The conceptual plan adds two stories of office space above the current administrative parking lot (east side). The first added level would align with the building's existing second story and be finished into office space for administrative functions. The second added level would be 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 office and work space.

## Public Safety Station 7

\$10,640,000

(Olive Chapel Road and Richardson Road Area)

This project would create Public Safety Station 7 to serve the Olive Chapel Road area which supports the Apex Fire Department's standard of coverage including a goal of a 5-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 PSS#6 response time data, Station 1 plans, and results of the Master Facility Plan Study.

## Public Safety Station 8

\$10,940,000

This project would create Public Safety Station 8 which supports the Apex Fire Department's standard of coverage including a goal of a 5-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 PSS#6 response time data, future PSS#7 location, and Station 1 plans.





## Public Works & Environmental Services Element Projects



| Public Works & Environmental Services             | FY24-25     | FY25-26            | FY26-27          | FY27-28          | FY28-29          | Future Years     | Total Capital Cost |
|---|-------------|--------------------|------------------|------------------|------------------|------------------|--------------------|
| Fleet Services Field Response Truck - Replacement | -           | 240,000            | -                | -                | -                | -                | 240,000            |
| Grapple Truck - Addition                          | -           | 386,000            | -                | -                | -                | -                | 386,000            |
| Rear Loader - Addition                            | -           | 640,000            | -                | -                | -                | -                | 640,000            |
| Leaf Truck - Addition                             | -           | -                  | 325,000          | -                | 355,000          | -                | 680,000            |
| Right of Way Mowing Tractor - Replacement         | -           | -                  | 160,000          | -                | -                | -                | 160,000            |
| Leaf Truck - Replacement                          | -           | -                  | -                | 340,000          | -                | 360,000          | 700,000            |
| Tandem Semi Tractor w/ Wet Line - Addition        | -           | -                  | -                | -                | 210,000          | -                | 210,000            |
| Dump Truck - Replacement                          | -           | -                  | -                | -                | -                | 185,000          | 185,000            |
| <b>Element Total</b>                              | <b>\$ -</b> | <b>\$1,266,000</b> | <b>\$485,000</b> | <b>\$340,000</b> | <b>\$565,000</b> | <b>\$545,000</b> | <b>\$3,201,000</b> |



## **FY25-26**

---

Fleet Services Field Response Truck – Replacement \$240,000

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

Grapple Truck - Addition \$386,000

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

Rear Loader – Addition \$640,000

This project adds a zero-emissions battery-electric 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**

---

Leaf Truck – Addition \$325,000

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.

Right of Way Mowing Tractor – Replacement \$160,000

This project replaces a right of way mower (Unit #556) that will be 24 years old with over 1,672 hours of use at the replacement time.

## **FY27-28**

---

Leaf Truck – Replacement \$340,000

This project replaces leaf truck Unit #212. This vehicle will be 8 years old with over 75,000 miles at the time of replacement.

## **FY28-29**

---

Leaf Truck – Addition \$355,000

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.

Tandem Semi Tractor w/ Wet Line – Addition \$210,000

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



## Future Years

---

Leaf Truck – Replacement

\$360,000

This project replaces leaf truck Unit #108. This vehicle will be 10 years old with over 85,000 miles at time of replacement.

Dump Truck – Replacement

\$185,000

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 CIP element supported by the General Fund and the revenue sources proposed to support these needs. 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 12 of this document details each project's proposed funding source(s).

The level of capital need reflected in this document necessitates the issuance of 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 purchase is used primarily for debt issues that are short term 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 this illustration. 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>FY24-25</b>      | <b>FY25-26</b>      | <b>FY26-27</b>      | <b>FY27-28</b>      | <b>FY28-29</b>      | <b>Future Years</b>  | <b>Total Capital Cost</b> |
|--|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------------|
| Transportation                         | 15,140,000          | 23,337,330          | 23,402,160          | 17,920,220          | 14,984,710          | 50,790,500           | 145,574,920               |
| Parks, Recreation & Cultural Resources | 16,750,000          | 7,940,000           | 5,111,000           | 5,217,500           | 4,556,500           | 188,205,000          | 227,780,000               |
| Public Safety                          | 2,108,050           | 2,387,050           | 2,971,050           | 1,261,000           | -                   | 2,449,000            | 11,176,150                |
| Public Facilities                      | 2,875,000           | 6,500,000           | 8,070,000           | 500,000             | 180,000             | 31,380,000           | 49,505,000                |
| Public Works & Environmental Services  | -                   | 1,266,000           | 485,000             | 340,000             | 565,000             | 545,000              | 3,201,000                 |
| <b>Total</b>                           | <b>\$36,873,050</b> | <b>\$41,430,380</b> | <b>\$40,039,210</b> | <b>\$25,238,720</b> | <b>\$20,286,210</b> | <b>\$273,369,500</b> | <b>\$437,237,070</b>      |

| <b>General Fund Project Revenues</b> | <b>FY24-25</b>      | <b>FY25-26</b>      | <b>FY26-27</b>      | <b>FY27-28</b>      | <b>FY28-29</b>      | <b>Future Years</b>  | <b>Total Revenue</b> |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|----------------------|
| General Fund / Capital Outlay        | 6,254,050           | 12,455,380          | 19,086,210          | 19,367,720          | 15,321,210          | 6,494,800            | 78,979,370           |
| General Obligation Bonds             | 7,550,000           | 10,650,000          | 7,980,000           | 320,000             | -                   | 229,175,700          | 255,675,700          |
| Limited Obligation Bonds             | 15,250,000          | -                   | -                   | -                   | -                   | -                    | 15,250,000           |
| Grants                               | 100,000             | 3,370,000           | 750,000             | 100,000             | 100,000             | 100,000              | 4,520,000            |
| Installment Purchase / Capital Lease | 1,019,000           | 10,530,000          | 8,173,000           | 1,276,000           | 565,000             | 33,174,000           | 54,737,000           |
| Designated Capital Funds             | 4,542,800           | 2,159,940           | 1,671,687           | 1,677,771           | 1,677,910           | 1,671,805            | 13,401,914           |
| Intergovernmental Funds              | 2,157,200           | 2,265,060           | 2,378,313           | 2,497,229           | 2,622,090           | 2,753,195            | 14,673,086           |
| <b>Total</b>                         | <b>\$36,873,050</b> | <b>\$41,430,380</b> | <b>\$40,039,210</b> | <b>\$25,238,720</b> | <b>\$20,286,210</b> | <b>\$273,369,500</b> | <b>\$437,237,070</b> |

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

- **Transportation Element:** New road and parking lot construction requires future maintenance work, including pothole repair, crack sealing, road marking repair, and resurfacing. Downtown improvements, such as the Salem Street Downtown Streetscape, Gathering Space, and Alleys, have future costs such as landscaping, electrical work, and repainting. Sidewalk construction, such as those in the Safe Routes to School project, require regular pavement repair, crosswalk marking repainting, and crosswalk signal maintenance. Lastly, the GoApex Transit Program has future costs, including operating personnel wages and routine vehicle maintenance and repair work.
- **Parks, Recreation, and Cultural Resources Element:** New greenway connections require future maintenance work, including brush clearing, sign and bench replacement, and trail reconstruction. Once constructed and operational, the Environmental Education Center has ongoing costs, such as staff wages, educational materials, and regular cleaning and building maintenance. Parking lot expansions have future costs, including sweeping and asphalt treatment. New park construction includes annual operating costs, such as landscaping, irrigation system maintenance, restroom and public facility cleaning, and maintenance and programming staff wages.
- **Public Safety Element:** Replacement fire engines and a new rescue retrieval van require regular costs, such as fuel purchases, operating personnel wages, repairs, and maintenance. Once acquired, the driving simulator has annual repair and maintenance costs.
- **Public Facilities Element:** New public safety and fire stations require future costs, including staff wages, building cleaning, facility maintenance, and utility services. Once complete, the Regional Yard Waste Center and Fire Warehouse/Storage Building have costs for routine maintenance and repairs. The repurposed downtown Depot parking lot involves future operational costs, including street sweeping, landscaping, furniture and lighting replacement, and programming. Town facility HVAC and chiller upgrades require routine maintenance and repair costs.
- **Public Works and 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. 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 requires projections and estimates for 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 a 7.76 percent growth factor for operations expenditures throughout the five-year scope. This growth factor represents the Town's three-year rolling average for personnel and operating expenditure increases. The Town has benefited from sustained property value growth with a three-year rolling average of 6.09 percent not including revaluation years. Wake County performed a revaluation in 2024 that affected the assessed value and revenue neutral tax rate for Apex. The CIP includes an adjustment in FY24-25 for the revenue neutral rate in response to the revaluation plus a 3.8 cent increase. The CIP includes an overall revenue growth rate of eight percent beyond FY24-25 except for property tax revenues. For projects financed in FY24-25, the debt model includes a four percent interest rate. For future years, a half percent has been added to the interest rate per year beginning in FY25-26. That rate may vary depending on the project size and term length. Financing recommendations in this CIP include use of general obligation (GO) bonds, limited obligation bonds, and 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 FY24-25, Apex's expected net debt-to-assessed valuation ratio is .51 percent. The .51 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 \$1,557,041,230. The CIP includes a maximum debt obligation of \$120,391,281 in FY26-27.
- **Aggregate ten-year payout ratio** measures the amount of principal being retired in the next ten years. This indicator determines if debt is back-loaded, 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 75.29 percent in FY24-25. The lowest ratio of 61.57 in FY26-27 remains above the Town's minimum.
- **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 12 percent. For FY24-25, the General Fund debt service ratio is 7.59 percent. Without significant changes to the CIP, the debt service ratio will remain below 12 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>FY23-24</b>      | <b>FY24-25</b>      | <b>FY25-26</b>       | <b>FY26-27</b>       | <b>FY27-28</b>       | <b>FY28-29</b>       |
|---|---------------------|---------------------|----------------------|----------------------|----------------------|----------------------|
| GO Bond Debt  | \$56,235,000        | \$82,060,000        | \$88,985,000         | \$91,765,000         | \$87,090,000         | \$82,090,000         |
| Installment Purchase and Lease Debt                       | \$16,651,138        | \$15,727,449        | \$24,150,865         | \$28,626,281         | \$26,110,321         | \$21,139,984         |
| <b>Total Net Debt Obligations</b>                         | <b>\$72,886,138</b> | <b>\$97,787,449</b> | <b>\$113,135,865</b> | <b>\$120,391,281</b> | <b>\$113,200,321</b> | <b>\$103,229,984</b> |
| <b>Debt Service</b>                                       | <b>FY23-24</b>      | <b>FY24-25</b>      | <b>FY25-26</b>       | <b>FY26-27</b>       | <b>FY27-28</b>       | <b>FY28-29</b>       |
| GO Bond Principal   | \$3,725,000         | \$5,200,000         | \$4,995,000          | \$5,000,000          | \$5,005,000          | \$5,180,000          |
| GO Bond Interest  | \$2,189,147         | \$3,036,031         | \$2,819,181          | \$2,595,181          | \$2,370,931          | \$2,154,931          |
| Total GO Bond Debt Service                                | \$5,914,147         | \$8,236,031         | \$7,814,181          | \$7,595,181          | \$7,375,931          | \$7,334,931          |
| IP and Lease Principal                                    | \$1,942,689         | \$2,106,584         | \$3,697,584          | \$3,791,960          | \$5,535,337          | \$6,531,744          |
| IP and Lease Interest                                     | \$348,351           | \$328,878           | \$579,013            | \$549,497            | \$930,387            | \$1,145,462          |
| Total IP Debt Service                                     | \$2,291,040         | \$2,435,462         | \$4,276,597          | \$4,341,457          | \$6,465,724          | \$7,677,206          |
| <b>Total GF Debt Service</b>                              | <b>\$8,205,187</b>  | <b>\$10,671,493</b> | <b>\$12,090,778</b>  | <b>\$11,936,638</b>  | <b>\$13,841,655</b>  | <b>\$15,012,137</b>  |
| <b>General Fund Debt Ratios and Fiscal Indicators</b>     | <b>FY23-24</b>      | <b>FY24-25</b>      | <b>FY25-26</b>       | <b>FY26-27</b>       | <b>FY27-28</b>       | <b>FY28-29</b>       |
| Fund Balance  | \$33,619,642        | \$34,265,251        | \$24,604,363         | \$11,679,613         | \$97,863             | \$3,129,833          |
| Fund Balance Percentage                                   | 28.44%              | \$31,959,642        | \$23,924,695         | \$12,677,168         | \$2,823,228          | \$4,050,203          |
| Impact on Capital Designated Funds                        | \$1,400,000         | 27.07%              | 17.63%               | 8.40%                | 1.74%                | 2.38%                |
| Impact on Operating Budget                                | \$0                 | \$0                 | \$0                  | \$0                  | \$0                  | \$0                  |
| Revenue per Capita  | \$1,318.14          | \$1,347             | \$1,352              | \$1,373              | \$1,394              | \$1,450              |
| % Property Tax Revenue                                    | 46.43%              | 55.94%              | 57.39%               | 57.96%               | 58.49%               | 60.01%               |
| 10-year Principal Payout (>55%)                           | 78.39%              | 75.29%              | 66.72%               | 61.57%               | 63.47%               | 65.68%               |
| Net Debt per Assessed Valuation (<2.5%)                   | 0.589%              | 0.502%              | 0.544%               | 0.546%               | 0.484%               | 0.384%               |
| Net Debt Service to Expenditures Less Transfers-in (<12%) | 8.33%               | 7.59%               | 8.91%                | 7.91%                | 8.51%                | 8.83%                |
| PAYGO %   | 88.68%              | 35.40%              | 48.88%               | 59.66%               | 93.68%               | 97.21%               |

## 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 below depicts the potential tax rate needed to generate enough revenue to account for General Fund CIP project costs beyond the Town's typical capital and operating expenditures. This calculation 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 FY24-25 Recommended Budget includes a tax rate of \$0.34, which is a \$0.038 increase over the revenue neutral tax rate calculation. 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 12.0 percent of the General Fund budget over the next few years. Capital expenditures represent 10.97 percent of the FY24-25 Recommended General Fund Budget. The five-year tax rate assessment table on page 39 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" used reflects the \$.016 increase for the 2021 Transportation Bond in FY26, with an additional .015 increase in subsequent two fiscal years recommended per last year's CIP analysis and discussion, this path would return the Town to 12.0 percent capital expenditures around FY29. While the \$.015 increase was previously enough to guide the Town back to 12.0 percent capital expenditures by FY26, the significant increase in goods and services as well as new capital needs extended this timeline. The "zero-balance" tax rate line reflects the tax rate adjusted to generate revenue to offset the funding gap for the corresponding year.

The total CIP costs have increased this fiscal year by 51 percent over the FY24 CIP. There are two main catalysts for the significant increase year of over year in the CIP; the growth of the capital needs in Apex and the significant increases to goods and services. The FY25 CIP submission cycle identified eight new projects totaling \$29 million, an increase of 9.95 percent to the CIP. While the new additions were a relatively small increase for Transportation, Parks, Recreation & Cultural Resources, and Public Facilities, the substantial increase in Public Safety is due to the aging of the fire engine fleet and subsequent implementation of the 15-year replacement schedule. Approximately 80 percent of the \$147 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.

### **CIP Increases Over FY24**

| <b>CIP Element</b>                      | <b>New Additions</b> | <b>% Increase</b> | <b>Existing Project Increases</b> | <b>% Increase</b> | <b>Total Increase</b> | <b>% Increase</b> |
|---|----------------------|-------------------|-----------------------------------|-------------------|-----------------------|-------------------|
| Transportation                          | \$3,585,000          | 2.64%             | \$7,934,920                       | 5.84%             | \$11,519,920          | 8.48%             |
| Parks, Recreation, & Cultural Resources | \$18,500,000         | 16.72%            | \$98,924,000                      | 89.48%            | \$117,424,000         | 106.21%           |
| Public Safety                           | \$4,662,000          | 75.23%            | \$317,150                         | 5.12%             | \$4,979,150           | 80.35%            |
| Public Facilities                       | \$2,260,000          | 6.14%             | \$10,411,000                      | 28.26%            | \$12,671,000          | 34.40%            |
| Public Works & Environmental Services   | \$-                  | 0.00%             | \$1,093,000                       | 51.85%            | \$1,093,000           | 51.85%            |
| <b>General Fund Total</b>               | <b>\$29,007,000</b>  | <b>9.95%</b>      | <b>\$118,680,070</b>              | <b>40.71%</b>     | <b>\$147,187,070</b>  | <b>50.66%</b>     |

Staff had to move several costly projects to future years to decrease the gap in funding. Moving the projects out on the CIP will allow for further evaluation and discussion by staff and Town Council regarding the feasibility of these projects. These projects include Phase 2 of Jessie Drive (\$9.3 million), SE Peakway (\$27.3 million), Davis Drive and Salem Church Road Realignment (\$3.5 million), Beaver Creek Greenway extension (\$8.3 million), Big Branch Greenway (\$4.3 million), Jaycee Park Expansion (\$2.5 million), Reedy Branch Creek Greenway (\$6.5 million), Seymour Athletic Fields/Nature Park Operations and Maintenance Building and Parking Lot Expansion & Turf Renovation (\$15.5 million and \$3.6 million respectively), Middle Creek Greenway (\$4 million), and Wimberly Road Park (\$97.5 million). Staff will continue to seek alternate funding sources as well as plans to reduce project costs.

If projections are accurate, CIP projects will create a funding gap each year beyond FY24-25 until FY28-29, with potential shortfalls ranging from \$8.03 million in FY25-26 to \$11.25 million in FY26-27. 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, and parks and recreation capital projects. Notably, several large parks and recreation projects are new to the CIP and have created larger funding gaps than previously identified in prior years' analyses. The CIP includes \$94.78 million in transportation projects over the next five years, plans \$7.54 million for downtown projects, and identifies \$50.79 million in projects on the horizon. Total cost estimates for twenty-one transportation projects exceed \$1 million over the next five years. The CIP programs four of these large projects, which cost \$21.93 million, to correspond with bond sales from the November 2021 bond referendum. Overall, the CIP includes debt service for general obligation bonds to cover \$42 million in transportation projects – \$17 million reflected in FY22-23 and \$25 million reflected in FY24-25 through FY27-28. The impact model includes a tax rate increase to accompany the proposed general obligation debt with the tax rate increasing \$.016 in FY26-27 to cover the annual debt service for this bond. Significant parks and recreation projects include an environmental education center (\$5.17 million), Beaver Creek Greenway Extension (\$7.15 million), Pleasant Park Baseball and Softball Complex (\$14.35 million), and maintenance and renovations at KidsTowne Playground (\$3 million). Pleasant Park Baseball and Softball complex have been identified to be funded along with Town Hall Renovations with a limited obligation bond. Aside from Pleasant Park Baseball and Softball Complex, these parks and recreation projects currently do not have funding identified beyond typical General Fund revenues.

The table indicates that without changes to the project schedule, operational cuts, or identifying alternate funding sources, the town would need to increase the property tax rate by an average of \$.044 in future years to ensure a balanced budget and maintain sufficient reserves, including \$.016 required in FY25-26 for debt service for the 2021 Transportation Bonds. Although the recommended tax rates included in 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, additional debt obligations such as general obligation bonds, and considering operational cuts in order to meet the future capital needs of the Town of Apex.

## Five-Year Tax Rate Assessment

| <b>Forecasted Expenditures (Including CIP Projects)</b> | <b>FY24-25</b>       | <b>FY25-26</b>       | <b>FY26-27</b>       | <b>FY27-28</b>       | <b>FY28-29</b>       |
|---|----------------------|----------------------|----------------------|----------------------|----------------------|
| Operating Budget  | \$99,679,350         | \$107,653,698        | \$116,265,994        | \$125,567,273        | \$135,612,655        |
| Capital Outlay  | \$12,954,050         | \$16,880,380         | \$23,136,210         | \$23,542,720         | \$19,621,210         |
| Debt Service  | \$8,835,800          | \$12,090,778         | \$11,936,638         | \$13,841,655         | \$15,012,137         |
| Capital Reserve Coverage                                | -\$4,542,800         | -\$2,159,940         | -\$1,671,687         | -\$1,677,771         | -\$1,677,910         |
| Transfers Out   | \$1,137,200          | \$1,225,447          | \$1,320,541          | \$1,423,015          | \$1,533,441          |
| <b>Total Expenditures</b>                               | <b>\$118,063,600</b> | <b>\$135,690,363</b> | <b>\$150,987,697</b> | <b>\$162,696,893</b> | <b>\$170,101,534</b> |
| Total Capital and Debt                                  | \$17,247,050         | \$26,811,218         | \$33,401,161         | \$35,706,604         | \$32,955,437         |
| Capital and Debt Expenditures %                         | 14.61%               | 19.76%               | 22.12%               | 21.95%               | 19.37%               |
| <b>Forecasted Revenues</b>                              | <b>FY24-25</b>       | <b>FY25-26</b>       | <b>FY26-27</b>       | <b>FY27-28</b>       | <b>FY28-29</b>       |
| Property Tax  | \$66,041,904         | \$73,264,784         | \$80,998,287         | \$89,401,720         | \$102,811,978        |
| Other Taxes, Fees, Charges                              | \$50,361,696         | \$54,390,632         | \$58,741,882         | \$63,441,233         | \$68,516,531         |
| Available Capital Funds                                 | \$1,660,000          | \$0                  | \$0                  | \$0                  | \$0                  |
| Transfers In  | \$0                  | \$0                  | \$0                  | \$0                  | \$0                  |
| <b>Total Revenues</b>                                   | <b>\$118,063,600</b> | <b>\$127,655,416</b> | <b>\$139,740,169</b> | <b>\$152,842,953</b> | <b>\$171,328,509</b> |
| <b>Forecasted Expenditures vs. Forecasted Revenues</b>  | <b>FY24-25</b>       | <b>FY25-26</b>       | <b>FY26-27</b>       | <b>FY27-28</b>       | <b>FY28-29</b>       |
| Total Revenues – Total Expenditures                     | \$0                  | (\$8,034,947)        | (\$11,247,527)       | (\$9,853,940)        | \$1,226,975          |
| Projected Fund Balance                                  | \$31,959,642         | \$23,924,695         | \$12,677,168         | \$2,823,228          | \$4,050,203          |
| Capital Impact on Fund Balance                          | \$0                  | (\$8,034,947)        | (\$11,247,527)       | (\$9,853,940)        | \$1,226,975          |
| Fund Balance Impact Percentage                          | 27.07%               | 17.63%               | 8.40%                | 1.74%                | 2.38%                |
| Assessed Property Value                                 | \$19,463,015,380     | \$20,787,874,133     | \$22,052,951,693     | \$23,395,017,463     | \$26,904,270,082     |
| \$.01 Property Tax Increase                             | \$1,942,557          | \$2,058,000          | \$2,183,242          | \$2,316,107          | \$2,663,523          |
| Tax Rate  | \$0.340              | \$0.356              | \$0.371              | \$0.386              | \$0.386              |
| Change in Tax Rate Needed for Difference                | \$0.000              | \$0.039              | \$0.052              | \$0.043              | (\$0.005)            |
| <b>Zero-Balance Tax Rate</b>                            | <b>\$0.340</b>       | <b>\$0.395</b>       | <b>\$0.423</b>       | <b>\$0.429</b>       | <b>\$0.381</b>       |
| Projected Fund Balance with Tax Rate Adjustment         | \$31,959,642         | \$15,970,097         | \$1,542,116          | (\$6,932,173)        | \$5,264,909          |
| Projected Fund Balance % with Tax Rate Adjustment       | 27.07%               | 11.77%               | 1.02%                | -4.26%               | 3.10%                |
| <b>Proposed Tax Rate Plan for Capital Expenditures</b>  | <b>FY24-25</b>       | <b>FY25-26</b>       | <b>FY26-27</b>       | <b>FY27-28</b>       | <b>FY28-29</b>       |
| Proposed Tax Rate                                       | \$0.340              | \$0.356              | \$0.371              | \$0.386              | \$0.386              |
| Estimated Range of % Capital Expenditures*              | 10.97% – 11.1%       | 6.9% – 8.4%          | 8.5% – 9.9%          | 8.9% – 10.3%         | 12.2% – 13.5%        |

\*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.

| Electric Utility                | FY24-25            | FY25-26            | FY26-27             | FY27-28            | FY28-29            | Future Years | Total Capital Cost  |
|---------------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|--------------|---------------------|
| Bucket Truck – Replacement      | 275,000            | -                  | -                   | -                  | -                  | -            | 275,000             |
| Green Level Substation          | 1,800,000          | -                  | 200,000             | 1,500,000          | -                  | -            | 3,500,000           |
| LED Replacement                 | 500,000            | 750,000            | 750,000             | -                  | -                  | -            | 2,000,000           |
| Mount Zion Upgrades             | 230,000            | -                  | -                   | -                  | -                  | -            | 230,000             |
| System Expansion                | 4,200,000          | 4,000,000          | 4,000,000           | 3,500,000          | 3,500,000          | -            | 19,200,000          |
| System Fault Indicators - SCADA | 175,000            | -                  | -                   | -                  | -                  | -            | 175,000             |
| East Williams Substation        | -                  | 775,000            | 3,000,000           | -                  | -                  | -            | 3,775,000           |
| Service Truck - Replacement     | -                  | 250,000            | -                   | -                  | -                  | -            | 250,000             |
| Veridea System Expansion        | -                  | 3,000,000          | 3,000,000           | 3,000,000          | 3,000,000          | -            | 12,000,000          |
| Service Truck - Replacement     | -                  | -                  | 250,000             | -                  | -                  | -            | 250,000             |
| Bucket Truck - Replacement      | -                  | -                  | -                   | 400,000            | -                  | -            | 400,000             |
| <b>Total</b>                    | <b>\$7,180,000</b> | <b>\$8,775,000</b> | <b>\$11,200,000</b> | <b>\$8,400,000</b> | <b>\$6,500,000</b> | <b>\$ -</b>  | <b>\$42,055,000</b> |



## FY24-25

---

### Bucket Truck – Replacement

\$275,000

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

### Green Level Substation

\$3,500,000

Three-year Total

This project includes the land, transformer, design work, and construction for the Green Level Substation. As population growth in Apex continues, the electrical load on the Laura Duncan and Mount Zion substations will require a new substation to serve this demand, especially in the northwest corner of Town. The proposed Green Level Substation location will increase reliability by reducing feeder exposure. Not funding this project will impede additional Town growth and revenue opportunities and remove imperative system redundancy.

### LED Replacement

\$2,000,000

Three-year Total

This project replaces the remainder of the Town’s decorative fixtures with LED technology. This effort will reduce the Town’s energy usage for lighting significantly, thus reducing overall energy purchases from Duke Energy. This project would carry out a Town Council directive and will create long-term cost reductions of LED technology.

### Mount Zion Upgrades

\$230,000

This project upgrades equipment at the Mount Zion Substation due to age. Regulators need an overhaul every ten years to ensure the oil’s insulating capabilities remain intact. The controls for all regulators will be replaced because they are no longer supported and have caused operational issues. This vital maintenance ensures the substation’s continuous operation.

### System Expansion

\$19,200,000

Five-year Total

This project includes system expansion based on Apex’s continued growth and development to continue providing reliable Electric service.

### System Fault Indicators - SCADA

\$175,000

This project replaces existing battery-operated fault indicators with supervisory control and data acquisition (SCADA) enabled cellular fault indicators. This new technology allows for faster outage response and increases available information for addressing system issues before an outage. The project creates the opportunity to increase customer satisfaction and service reliability.

## FY25-26

---

### East Williams Substation

\$3,775,000

Two-year Total

This project adds electrical capacity to the existing East Williams Substation to improve the Town’s ability to serve the future Veridea development and other residents in the surrounding area. To support the large Veridea development, the Town needs to add a 40-MVA power transformer to the East Williams Substation for additional capacity in the area.



### Service Truck - Replacement

\$250,000

This project replaces an electric service truck (Unit #307), which is utilized daily and for on-call responses within Town. The vehicle will be 8 years old and has over 120,000 miles at time of replacement.

### Veridea System Expansion

\$12,000,000  
Four-year Total

This project funds system expansion for the development of Veridea, a proposed sustainable, mixed-use urban community on 1,100 acres within the Town of Apex. In order to support a development of this size, considerable expansion to the existing Electric infrastructure will be required.

### **FY26-27**

---

### Service Truck - Replacement

\$250,000

This project replaces an electric service truck (Unit #331), which is utilized daily and for on-call responses within Town. At time of replacement, the truck will be 9 years old with over 100,000 miles.

### **FY27-28**

---

### Bucket Truck – Replacement

\$400,000

This project replaces an electric line bucket truck (Unit #183), which is a specialized vehicle required to install overhead 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                | FY24-25            | FY25-26            | FY26-27             | FY27-28            | FY28-29            | Future Years | Total Capital Cost  |
|---------------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|--------------|---------------------|
| Bucket Truck - Replacement      | 275,000            | -                  | -                   | -                  | -                  | -            | 275,000             |
| Green Level Substation          | 1,800,000          | -                  | 200,000             | 1,500,000          | -                  | -            | 3,500,000           |
| LED Replacement                 | 500,000            | 750,000            | 750,000             | -                  | -                  | -            | 2,000,000           |
| Mount Zion Upgrades             | 230,000            | -                  | -                   | -                  | -                  | -            | 230,000             |
| System Expansion                | 4,200,000          | 4,000,000          | 4,000,000           | 3,500,000          | 3,500,000          | -            | 19,200,000          |
| System Fault Indicators - SCADA | 175,000            | -                  | -                   | -                  | -                  | -            | 175,000             |
| East Williams Substation        | -                  | 775,000            | 3,000,000           | -                  | -                  | -            | 3,775,000           |
| Service Truck - Replacement     | -                  | 250,000            | -                   | -                  | -                  | -            | 250,000             |
| Veridea System Expansion        | -                  | 3,000,000          | 3,000,000           | 3,000,000          | 3,000,000          | -            | 12,000,000          |
| Service Truck - Replacement     | -                  | -                  | 250,000             | -                  | -                  | -            | 250,000             |
| Bucket Truck - Replacement      | -                  | -                  | -                   | 400,000            | -                  | -            | 400,000             |
| <b>Total</b>                    | <b>\$7,180,000</b> | <b>\$8,775,000</b> | <b>\$11,200,000</b> | <b>\$8,400,000</b> | <b>\$6,500,000</b> | <b>\$ -</b>  | <b>\$42,055,000</b> |

| Electric Utility Project Revenues | FY24-25            | FY25-26            | FY26-27             | FY27-28            | FY28-29            | Future Years | Total Revenue       |
|-----------------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|--------------|---------------------|
| Capital Outlay                    | 5,380,000          | 8,775,000          | 11,000,000          | 6,900,000          | 6,500,000          | -            | 38,555,000          |
| Designated Capital Funds          | -                  | -                  | 200,000             | 1,500,000          | -                  | -            | 1,700,000           |
| Revenue Bonds                     | 1,800,000          | -                  | -                   | -                  | -                  | -            | 1,800,000           |
| <b>Total Revenue</b>              | <b>\$7,180,000</b> | <b>\$8,775,000</b> | <b>\$11,200,000</b> | <b>\$8,400,000</b> | <b>\$6,500,000</b> | <b>\$ -</b>  | <b>\$42,055,000</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

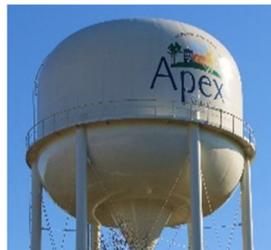
The icon below signifies the Water and Sewer Utility element, and is located on the top right corner of the pages that are associated with these projects.





## Water & Sewer Utility Element Projects

| Water & Sewer Utility                                  | FY24-25            | FY25-26            | FY26-27            | FY27-28            | FY28-29             | Future Years        | Total Capital Cost  |
|--|--------------------|--------------------|--------------------|--------------------|---------------------|---------------------|---------------------|
| Little Beaver Creek Gravity Sewer Extension            | 300,000            | 1,000,000          | -                  | -                  | -                   | -                   | 1,300,000           |
| Old Raleigh Road Water Line Replacement                | 850,000            | 3,500,000          | -                  | -                  | -                   | -                   | 4,350,000           |
| Pump Mechanic Truck with 7-ton Crane                   | 180,000            | -                  | -                  | -                  | -                   | -                   | 180,000             |
| Wimberly Road Water Supply Vault                       | 200,000            | -                  | -                  | -                  | -                   | -                   | 200,000             |
| Abbingtion Gravity Sewer Extension                     | -                  | 450,000            | -                  | -                  | -                   | -                   | 450,000             |
| Apex Elementary Gravity Sewer Extension                | -                  | 70,000             | 330,000            | -                  | -                   | -                   | 400,000             |
| Gateway  | -                  | 220,000            | 220,000            | 220,000            | 220,000             | 1,320,000           | 2,200,000           |
| Green Level West Water Line Connection                 | -                  | 100,000            | 300,000            | -                  | -                   | -                   | 400,000             |
| NC 55 South Utility Relocation                         | -                  | 1,000,000          | -                  | -                  | -                   | -                   | 1,000,000           |
| Shearon Harris Road Water Line Connection              | -                  | 100,000            | 400,000            | -                  | -                   | -                   | 500,000             |
| UV System Replacement                                  | -                  | 1,500,000          | -                  | -                  | -                   | -                   | 1,500,000           |
| 2.0 MG Elevated Water Storage Tank                     | -                  | -                  | 100,000            | 350,000            | 7,350,000           | -                   | 7,800,000           |
| Crossroads Water Line Connection                       | -                  | -                  | 400,000            | -                  | -                   | -                   | 400,000             |
| Green Level Church Water Line Connection               | -                  | -                  | 120,000            | 500,000            | -                   | -                   | 620,000             |
| US 64 & New Hill Olive Chapel Water Loop               | -                  | -                  | 330,000            | 1,400,000          | -                   | -                   | 1,730,000           |
| Zeno Road Water Line Connection                        | -                  | -                  | 75,000             | 150,000            | -                   | -                   | 225,000             |
| Davis Drive & North Salem Street Water Line Connection | -                  | -                  | -                  | 350,000            | -                   | 2,000,000           | 2,350,000           |
| Richardson Road Water Line Connection                  | -                  | -                  | -                  | 60,000             | 600,000             | -                   | 660,000             |
| US 64 Off Ramp Water Line Connection                   | -                  | -                  | -                  | 100,000            | 225,000             | -                   | 325,000             |
| Villages of Apex Water Line Connection                 | -                  | -                  | -                  | 50,000             | 250,000             | -                   | 300,000             |
| Castlewood & Orchard Villas Water Line Connection      | -                  | -                  | -                  | -                  | 200,000             | 1,000,000           | 1,200,000           |
| NC 55 North Utility Relocation                         | -                  | -                  | -                  | -                  | -                   | 2,225,000           | 2,225,000           |
| SR 1010 Utility Relocation                             | -                  | -                  | -                  | -                  | -                   | 3,000,000           | 3,000,000           |
| US 64 Utility Relocation                               | -                  | -                  | -                  | -                  | -                   | 2,500,000           | 2,500,000           |
| Cary Projects Sub-Total                                | 287,500            | 695,750            | 465,750            | 2,967,000          | 57,500              | 747,500             | 5,221,000           |
| WWRWRF Sub-Total                                       | 629,000            | 782,000            | 4,437,000          | 119,000            | 29,452,500          | 425,000             | 35,844,500          |
| <b>Total</b>   | <b>\$2,446,500</b> | <b>\$9,417,750</b> | <b>\$7,177,750</b> | <b>\$6,266,000</b> | <b>\$38,355,000</b> | <b>\$13,217,500</b> | <b>\$76,880,500</b> |





## FY24-25

---

### Little Beaver Creek Gravity Sewer Extension

\$1,300,000  
Two-year Total

Due to recent sewer extensions along Little Beaver Creek, the existing pump station at the Friendship Elementary School site may be taken offline. In order to do so, 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 the funding needed for its maintenance and eventual upgrades and reduces the noises and odors from the site.

### Old Raleigh Road Water Line Replacement

\$4,350,000  
Two-year total

This project replaces the water main in Old Raleigh Road that has surpassed its 50-year life expectancy. Improvements to Old Raleigh Road has increased the vibrations and stress on this pipe from vehicle traffic. Research shows that expansive clay soil contributes to pipe failure, particularly in smaller diameters pipes, like the existing 10-inch line. Despite system redundancy, a pipe failure here would require many other valves and loops to be closed.

### Pump Mechanic Truck with 7-ton Crane

\$180,000

This project replaces a 2008 Ford F550 (Unit #36) with a new pump mechanic truck that has a 7-ton crane. The vehicle will be 8 years of age with over 75,000 miles at time of replacement.

### Wimberly Road Water Supply Vault

\$200,000

This project installs a third water meter vault to assist in water supply quantification to support shared Water Plant distribution with the Town of Cary. This vault ensures that Apex can receive enough water to meet our demand and provides a redundancy if other transmission lines from Cary are disrupted.

## FY25-26

---

### Abbington Gravity Sewer Extension

\$450,000

Due to constant overtime and emergency maintenance at the Abbington Pump Station, approximately 2,400 linear feet of gravity sewer is needed to connect the sewer flowing into the station to the outfall along Reedy Branch. Not funding this project will require continued pump station maintenance. Abandoning this pump station reduces the funding needed for maintenance and eventual upgrades and reduces the noise and odors from the site.

### Apex Elementary Gravity Sewer Extension

\$400,000  
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.

### Gateway

\$2,200,000  
Three-year Total

This project involves constructing utility infrastructure as part of an Economic Development Agreement entered into in 2022. This project is expected to directly and indirectly benefit the Town through needed infrastructure, job creation, economic diversification, and stimulus in technology and manufacturing skills. In exchange for completing sewer and water line extensions, the Town will reimburse costs associated with the extension and installation of public utilities, specifically water and sewer.



### Green Level West Water Line Connection

\$400,000

Two-year Total

This project connects The Pointe and Weddington subdivision along Green Level West Road with a ductile iron water line and by crossing the American Tobacco Trail.

### NC 55 South Utility Relocation

\$1,000,000

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 have to be relocated to prevent disrupting customer utility service within the construction corridor.

### Shearon Harris Road Water Line Connection

\$500,000

Two-year Total

This project installs a water line that would extend from the stubbed line at the intersection of Reclamation Road and Shearon Harris Road north to where it would connect to the existing waterline along Old US 1. This provides a looped connection and a second water feed to the Western Water Regional Water Reclamation Facility.

### UV System Replacement

\$1,500,000

This project replaces the UV system at the Apex Water Reclamation Facility. The current UV system was installed in 1998. Its core electronic components are reaching the end of their useful life and becoming increasingly difficult to stock and replace. Given the advances in lamp and driver technologies and smart reactor design in the past 20 years, a new UV system requires less energy to disinfect compared to the current UV systems.

## **FY26-27**

---

### 2.0 MG Elevated Water Storage Tank

\$7,800,000

Three-year Total

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

### Crossroads Water Line Connection

\$400,000

This project uses a ductile iron pipe to connect five dead end lines in the Crossroads area to improve water quality and redundancy for two neighborhoods and the Crossroads Ford.

### Green Level Church Water Line Connection

\$620,000

Two-year Total

This project installs a water line tie in that helps redundancy in the Green Level Church area. This ductile iron pipe will run north from the Ellsworth development and parallel to Green Level Church Road before tying into the newly extended and stubbed line from the Freedom Square development at Green Level West Road.

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

\$1,730,000

Two-year Total

This project extends a water line along US 64, starting at the Legacy Development and routing west to New Hill Olive Chapel Road, and connects to the existing water line from Deer Creek. 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.



### Zeno Road Water Line Connection

\$225,000  
Two-year total

This project connects two stubbed lines along Zeno Road with a ductile iron water line.

## **FY27-28**

---

### Davis Drive & North Salem Street Water Line Connection

\$2,350,000  
Two-year total

This project provides a connection from the southern piece of the Davis Drive water line to the last western segment of the water line on N. Salem Street connecting above US 64. This project will then bore underneath US 64 and connect to the stubbed water line on the other side of the highway.

### Richardson Road Water Line Connection

\$660,000  
Two-year total

This project provides three stubbed connections at the Richardson Road and Mt. Zion Church Road intersection above Friendship Station with a water line parallel to Richardson Road south to the Mt. Zion Church Road intersection and a water line from Mt. Zion Church Road south to the Y intersection connection point.

### US 64 Off Ramp Water Line Connection

\$325,000  
Two-year Total

This project connects the stubbed end of the Villages of Apex subdivision, runs parallel to US 64, and crosses the railroad with a ductile iron pipe. This waterline continues west along US 64 to tie into the N. Salem Street ramp.

### Villages of Apex Water Line Connection

\$300,000  
Two-year total

This project provides a connection crossing the Apex Peakway to help connect the Villages of Apex South to the Villages of Apex with a ductile iron pipe.

## **FY28-29**

---

### Castlewood & Orchard Villas Water Line Connection

\$1,200,000  
Two-year total

This project provides a connection between the Castlewood and the Orchard Villa subdivisions with a ductile iron water line and an additional encasement pipe for the boring underneath US 64.

## **Future Years**

---

### NC 55 North Utility Relocation

\$2,250,000

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.



## SR1010 Utility Relocation

\$3,000,000

This project relocates existing water and sewer utilities to accommodate NCDOT's widening of Ten Ten Road/Center Street to Kildaire Farm Road. The Town has existing water and sewer utilities within the right-of-way, including water lines, fire hydrants, valves, water service lines, and force mains that conflict with the NCDOT's proposed road widening.

## US 64 Utility Relocation

\$2,500,000

This project extends a water line down Laura Duncan Road, under US 64, and ties into the existing water line running parallel with US 64. Utilities, including water lines, a force main, and gravity sewers, need to be relocated to accommodate US 64 improvements.



## 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                             | FY24-25            | FY25-26            | FY26-27            | FY27-28            | FY28-29             | Future Years        | Total Capital Cost  |
|---|--------------------|--------------------|--------------------|--------------------|---------------------|---------------------|---------------------|
| Little Beaver Creek Gravity Sewer Extension       | 300,000            | 1,000,000          | -                  | -                  | -                   | -                   | 1,300,000           |
| Old Raleigh Road Water Line Replacement           | 850,000            | 3,500,000          | -                  | -                  | -                   | -                   | 4,350,000           |
| Pump Mechanic Truck with 7-ton Crane              | 180,000            | -                  | -                  | -                  | -                   | -                   | 180,000             |
| Wimberly Road Water Supply Vault                  | 200,000            | -                  | -                  | -                  | -                   | -                   | 200,000             |
| Abbington Gravity Sewer Extension                 | -                  | 450,000            | -                  | -                  | -                   | -                   | 450,000             |
| Apex Elementary Gravity Sewer Extension           | -                  | 70,000             | 330,000            | -                  | -                   | -                   | 400,000             |
| Gateway   | -                  | 220,000            | 220,000            | 220,000            | 220,000             | 1,320,000           | 2,200,000           |
| Green Level West Water Line Connection            | -                  | 100,000            | 300,000            | -                  | -                   | -                   | 400,000             |
| NC 55 South Utility Relocation                    | -                  | 1,000,000          | -                  | -                  | -                   | -                   | 1,000,000           |
| Shearon Harris Road Water Line Connection         | -                  | 100,000            | 400,000            | -                  | -                   | -                   | 500,000             |
| UV System Replacement                             | -                  | 1,500,000          | -                  | -                  | -                   | -                   | 1,500,000           |
| 2.0 MG Elevated Water Storage Tank                | -                  | -                  | 100,000            | 350,000            | 7,350,000           | -                   | 7,800,000           |
| Crossroads Water Line Connection                  | -                  | -                  | 400,000            | -                  | -                   | -                   | 400,000             |
| Green Level Church Water Line Connection          | -                  | -                  | 120,000            | 500,000            | -                   | -                   | 620,000             |
| US 64 & New Hill Olive Chapel Water Loop          | -                  | -                  | 330,000            | 1,400,000          | -                   | -                   | 1,730,000           |
| Zeno Road Water Line Connection                   | -                  | -                  | 75,000             | 150,000            | -                   | -                   | 225,000             |
| Davis Dr. & N. Salem Street Water Line Connection | -                  | -                  | -                  | 350,000            | -                   | 2,000,000           | 2,350,000           |
| Richardson Road Water Line Connection             | -                  | -                  | -                  | 60,000             | 600,000             | -                   | 660,000             |
| US 64 Off Ramp Water Line Connection              | -                  | -                  | -                  | 100,000            | 225,000             | -                   | 325,000             |
| Villages of Apex Water Line Connection            | -                  | -                  | -                  | 50,000             | 250,000             | -                   | 300,000             |
| Castlewood & Orchard Villas Water Line Connection | -                  | -                  | -                  | -                  | 200,000             | 1,000,000           | 1,200,000           |
| NC 55 North Utility Relocation                    | -                  | -                  | -                  | -                  | -                   | 2,225,000           | 2,225,000           |
| SR 1010 Utility Relocation                        | -                  | -                  | -                  | -                  | -                   | 3,000,000           | 3,000,000           |
| US 64 Utility Relocation                          | -                  | -                  | -                  | -                  | -                   | 2,500,000           | 2,500,000           |
| Cary Projects Sub-Total                           | 287,500            | 695,750            | 465,750            | 2,967,000          | 57,500              | 747,500             | 5,221,000           |
| WWRWRF Sub-Total                                  | 629,000            | 782,000            | 4,437,000          | 119,000            | 29,452,500          | 425,000             | 35,844,500          |
| <b>Total</b>                                      | <b>\$2,446,500</b> | <b>\$9,417,750</b> | <b>\$7,177,750</b> | <b>\$6,266,000</b> | <b>\$38,355,000</b> | <b>\$13,217,500</b> | <b>\$76,880,500</b> |

| Water & Sewer Utility Project Revenues | FY24-25            | FY25-26            | FY26-27            | FY27-28            | FY28-29             | Future Years        | Total Revenue       |
|--|--------------------|--------------------|--------------------|--------------------|---------------------|---------------------|---------------------|
| Capital Outlay                         | 1,530,000          | 7,940,000          | 2,275,000          | 3,180,000          | 1,495,000           | 12,045,000          | 28,465,000          |
| Designated Capital Funds               | 916,500            | 1,477,750          | 4,902,750          | 3,086,000          | 36,860,000          | 1,172,500           | 48,415,500          |
| <b>Total Revenue</b>                   | <b>\$2,446,500</b> | <b>\$9,417,750</b> | <b>\$7,177,750</b> | <b>\$6,266,000</b> | <b>\$38,355,000</b> | <b>\$13,217,500</b> | <b>\$76,880,500</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                   | FY24-25     | FY25-26          | FY26-27     | FY27-28          | FY28-29     | Future Years | Total Capital Cost |
|------------------------------|-------------|------------------|-------------|------------------|-------------|--------------|--------------------|
| Street Sweeper - Replacement | -           | 334,000          | -           | -                | -           | -            | 334,000            |
| Excavator - Addition         | -           | -                | -           | 225,000          | -           | -            | 225,000            |
| <b>Total</b>                 | <b>\$ -</b> | <b>\$334,000</b> | <b>\$ -</b> | <b>\$225,000</b> | <b>\$ -</b> | <b>\$ -</b>  | <b>\$559,000</b>   |



**FY25-26**

---

Street Sweeper – Replacement

\$334,000

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

**FY27-28**

---

Excavator - Addition

\$225,000

This excavator will significantly increase the Town’s stormwater maintenance repair capabilities.

## 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.



| <b>Stormwater Utility Project Costs</b> | <b>FY24-25</b> | <b>FY25-26</b>   | <b>FY26-27</b> | <b>FY27-28</b>   | <b>FY28-29</b> | <b>Future Years</b> | <b>Total Capital Cost</b> |
|---|----------------|------------------|----------------|------------------|----------------|---------------------|---------------------------|
| Street Sweeper - Replacement            | -              | 334,000          | -              | -                | -              | -                   | 334,000                   |
| Excavator - Addition                    | -              | -                | -              | 225,000          | -              | -                   | 225,000                   |
| <b>Total</b>                            | <b>\$ -</b>    | <b>\$334,000</b> | <b>\$ -</b>    | <b>\$225,000</b> | <b>\$ -</b>    | <b>\$ -</b>         | <b>\$559,000</b>          |

| <b>Stormwater Utility Project Revenues</b> | <b>FY24-25</b> | <b>FY25-26</b>   | <b>FY26-27</b> | <b>FY27-28</b>   | <b>FY28-29</b> | <b>Future Years</b> | <b>Total Revenue</b> |
|--|----------------|------------------|----------------|------------------|----------------|---------------------|----------------------|
| Capital Outlay                             | -              | 334,000          | -              | 225,000          | -              | -                   | 559,000              |
| <b>Total Revenue</b>                       | <b>\$ -</b>    | <b>\$334,000</b> | <b>\$ -</b>    | <b>\$225,000</b> | <b>\$ -</b>    | <b>\$ -</b>         | <b>\$559,000</b>     |

## Section 7: General Fund Project Funding

The following pages contain project funding details.

| Transportation   | FY24-25          | FY25-26          | FY26-27          | FY27-28          | FY28-29          | Future           | Total             |
|--|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| <b>Annual Pavement Management</b>                            | <b>4,000,000</b> | <b>3,625,000</b> | <b>3,750,000</b> | <b>3,875,000</b> | <b>4,000,000</b> | <b>4,125,000</b> | <b>23,375,000</b> |
| - Intergovernmental Funds (Powell Bill Revenues)             | 2,157,200        | 2,265,060        | 2,378,313        | 2,497,229        | 2,622,090        | 2,753,195        | 14,673,087        |
| - Designated Capital Funds                                   | 1,842,800        | 1,359,940        | 1,371,687        | 1,377,771        | 1,377,910        | 1,371,805        | 8,701,913         |
| <b>Annual Miscellaneous Road &amp; Sidewalk Improvements</b> | <b>450,000</b>   | <b>300,000</b>   | <b>300,000</b>   | <b>300,000</b>   | <b>300,000</b>   | <b>300,000</b>   | <b>1,950,000</b>  |
| - Designated Capital Funds                                   | 450,000          | 300,000          | 300,000          | 300,000          | 300,000          | 300,000          | 1,950,000         |
| <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>Apex Peakway North Widening</b>                           | <b>900,000</b>   | <b>1,200,000</b> | <b>3,650,000</b> | -                | -                | -                | <b>5,750,000</b>  |
| - General Obligation Bonds                                   | 900,000          | 1,200,000        | 3,300,000        | -                | -                | -                | 5,400,000         |
| - General Fund / Capital Outlay                              | -                | -                | 350,000          | -                | -                | -                | 350,000           |
| <b>Center Street Railroad Crossing Improvements</b>          | <b>150,000</b>   | <b>50,000</b>    | <b>800,000</b>   | -                | -                | -                | <b>1,000,000</b>  |
| - Designated Capital Funds                                   | 150,000          | -                | -                | -                | -                | -                | 150,000           |
| - General Obligation Bonds                                   | -                | 50,000           | 800,000          | -                | -                | -                | 850,000           |
| <b>Chatham Street Railroad Crossing Improvements</b>         | <b>150,000</b>   | <b>50,000</b>    | <b>800,000</b>   | -                | -                | -                | <b>1,000,000</b>  |
| - Designated Capital Funds                                   | 150,000          | -                | -                | -                | -                | -                | 150,000           |
| - General Obligation Bonds                                   | -                | 50,000           | 800,000          | -                | -                | -                | 850,000           |
| <b>Felton Grove High School Improvements Cost Share</b>      | <b>300,000</b>   | -                | -                | -                | -                | -                | <b>300,000</b>    |
| - General Fund / Capital Outlay                              | 300,000          | -                | -                | -                | -                | -                | 300,000           |
| <b>GoApex Transit Program</b>                                | <b>100,000</b>   | <b>690,000</b>   | -                | -                | -                | -                | <b>790,000</b>    |
| - Grants   | 100,000          | 690,000          | -                | -                | -                | -                | 790,000           |
| <b>Jessie Drive Phase 1</b>                                  | <b>1,500,000</b> | <b>4,350,000</b> | -                | -                | -                | -                | <b>5,850,000</b>  |
| - General Obligation Bonds                                   | 1,500,000        | 4,350,000        | -                | -                | -                | -                | 5,850,000         |
| <b>Old US 1 at Friendship Road Improvements Cost Share</b>   | <b>200,000</b>   | -                | -                | -                | -                | -                | <b>200,000</b>    |
| - Designated Capital Funds                                   | 200,000          | -                | -                | -                | -                | -                | 200,000           |
| <b>Olive Chapel Rd at Apex Barbecue Road Improvements</b>    | <b>450,000</b>   | <b>550,000</b>   | <b>1,800,000</b> | -                | -                | -                | <b>2,800,000</b>  |
| - Designated Capital Funds                                   | 450,000          | -                | -                | -                | -                | -                | 450,000           |
| - General Fund / Capital Outlay                              | -                | 550,000          | 1,800,000        | -                | -                | -                | 2,350,000         |
| <b>Safe Routes to School</b>                                 | <b>5,000,000</b> | <b>1,642,330</b> | <b>1,207,160</b> | <b>1,245,220</b> | <b>1,074,710</b> | <b>994,800</b>   | <b>11,164,220</b> |
| - General Obligation Bonds                                   | 5,000,000        | -                | -                | -                | -                | -                | 5,000,000         |
| - General Fund / Capital Outlay                              | -                | 1,642,330        | 1,207,160        | 1,245,220        | 1,074,710        | 994,800          | 6,164,220         |
| <b>South Salem Street Bicycle Connection</b>                 | <b>740,000</b>   | <b>890,000</b>   | <b>2,970,000</b> | -                | -                | -                | <b>4,600,000</b>  |
| - General Fund / Capital Outlay                              | 740,000          | 890,000          | 2,970,000        | -                | -                | -                | 4,600,000         |
| <b>Technology Drive Enhancements Cost Share (HL-0007)</b>    | <b>300,000</b>   | -                | -                | -                | -                | -                | <b>300,000</b>    |
| - Designated Capital Funds                                   | 300,000          | -                | -                | -                | -                | -                | 300,000           |
| <b>Vision Zero - Intersection Upgrades</b>                   | <b>150,000</b>   | <b>850,000</b>   | <b>850,000</b>   | <b>850,000</b>   | <b>850,000</b>   | <b>850,000</b>   | <b>4,400,000</b>  |
| - General Fund / Capital Outlay                              | 150,000          | 850,000          | 850,000          | 850,000          | 850,000          | 850,000          | 4,400,000         |
| <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>Transportation (Cont.)</b>   | <b>FY24-25</b> | <b>FY25-26</b>   | <b>FY26-27</b>   | <b>FY27-28</b>   | <b>FY28-29</b>   | <b>Future</b>     | <b>Total</b>      |
|---|----------------|------------------|------------------|------------------|------------------|-------------------|-------------------|
| <b>West Williams Street Sidewalk</b>                                    | <b>150,000</b> | <b>50,000</b>    | <b>750,000</b>   | -                | -                | -                 | <b>950,000</b>    |
| - General Obligation Bonds  | 150,000        | -                | 750,000          | -                | -                | -                 | 900,000           |
| - General Fund / Capital Outlay   | -              | 50,000           | -                | -                | -                | -                 | 50,000            |
| <b>Apex Peakway Southwest Landscaping</b>                               | -              | <b>75,000</b>    | <b>250,000</b>   | -                | -                | -                 | <b>325,000</b>    |
| - General Fund / Capital Outlay   | -              | 75,000           | 250,000          | -                | -                | -                 | 325,000           |
| <b>GPS Emergency Vehicle Preemption</b>                                 | -              | <b>205,000</b>   | <b>220,000</b>   | <b>235,000</b>   | -                | -                 | <b>660,000</b>    |
| - General Fund / Capital Outlay   | -              | 205,000          | 220,000          | 235,000          | -                | -                 | 660,000           |
| <b>Jones Street Improvements</b>  | -              | <b>300,000</b>   | -                | -                | -                | -                 | <b>300,000</b>    |
| - General Fund / Capital Outlay   | -              | 300,000          | -                | -                | -                | -                 | 300,000           |
| <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>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>Salem Street Downtown Streetscape, Gathering Space, &amp; Alleys</b> | -              | <b>2,350,000</b> | <b>2,765,000</b> | <b>2,430,000</b> | -                | -                 | <b>7,545,000</b>  |
| - Grants  | -              | 2,350,000        | 650,000          | 2,430,000        | -                | -                 | 5,430,000         |
| - General Fund / Capital Outlay   | -              | -                | 2,115,000        | -                | -                | -                 | 2,115,000         |
| <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>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        | 320,000          | -                | 9,300,000         | 11,950,000        |
| - To Be Determined  | -              | -                | -                | 2,680,000        | -                | -                 | 2,680,000         |
| <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          | -                | -                 | 800,000           |
| - General Obligation Bonds  | -              | -                | -                | -                | -                | 3,500,000         | 3,500,000         |
| - To Be Determined  | -              | -                | -                | -                | 2,700,000        | -                 | 2,700,000         |
| <b>Tingen Road Pedestrian Bridge</b>                                    | -              | -                | -                | <b>4,000,000</b> | -                | -                 | <b>4,000,000</b>  |
| - To Be Determined  | -              | -                | -                | 4,000,000        | -                | -                 | 4,000,000         |
| <b>Traffic Signal System 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           |
| - General Obligation Bonds  | -              | -                | -                | -                | -                | 2,200,000         | 2,200,000         |
| <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         |
| - General Obligation Bonds  | -              | -                | -                | -                | -                | 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>FY24-25</b>    | <b>FY25-26</b>   | <b>FY26-27</b>   | <b>FY27-28</b>   | <b>FY28-29</b>   | <b>Future</b>     | <b>Total</b>      |
|--|-------------------|------------------|------------------|------------------|------------------|-------------------|-------------------|
| <b>Annual Greenway Feasibility and Development</b>                                     | <b>500,000</b>    | <b>400,000</b>   | <b>400,000</b>   | <b>400,000</b>   | <b>400,000</b>   | <b>400,000</b>    | <b>2,500,000</b>  |
| - General Fund / Capital Outlay  | 500,000           | 400,000          | 400,000          | 400,000          | 400,000          | 400,000           | 2,500,000         |
| <b>Environmental Education Center</b>  | <b>1,000,000</b>  | <b>4,165,000</b> | -                | -                | -                | -                 | <b>5,165,000</b>  |
| - Designated Capital Funds   | 1,000,000         | -                | -                | -                | -                | -                 | 1,000,000         |
| - Installment Purchase / Capital Lease   | -                 | 4,165,000        | -                | -                | -                | -                 | 4,165,000         |
| <b>KidsTowne Playground Renovation</b>   | <b>250,000</b>    | <b>2,000,000</b> | <b>750,000</b>   | -                | -                | -                 | <b>3,000,000</b>  |
| - General Fund / Capital Outlay  | 250,000           | 2,000,000        | 750,000          | -                | -                | -                 | 3,000,000         |
| <b>Pleasant Park Baseball and Softball Complex</b>                                     | <b>14,350,000</b> | -                | -                | -                | -                | -                 | <b>14,350,000</b> |
| - Limited Obligation Bonds   | 14,350,000        | -                | -                | -                | -                | -                 | 14,350,000        |
| <b>Street Hockey Rink &amp; Inclusive Playground</b>                                   | <b>650,000</b>    | <b>1,000,000</b> | <b>800,000</b>   | -                | -                | -                 | <b>2,450,000</b>  |
| - General Fund / Capital Outlay  | 650,000           | 1,000,000        | 800,000          | -                | -                | -                 | 2,450,000         |
| <b>Beaver Creek Greenway Extension</b>   | -                 | <b>250,000</b>   | <b>2,386,000</b> | <b>2,256,500</b> | <b>2,256,500</b> | <b>8,340,000</b>  | <b>15,489,000</b> |
| - General Fund / Capital Outlay  | -                 | 250,000          | 2,386,000        | 2,256,500        | 2,256,500        | -                 | 7,149,000         |
| - General Obligation Bond  | -                 | -                | -                | -                | -                | 8,340,000         | 8,340,000         |
| <b>Hunter Street Park Renovation</b>   | -                 | <b>125,000</b>   | <b>775,000</b>   | -                | -                | -                 | <b>900,000</b>    |
| - General Fund / Capital Outlay  | -                 | 125,000          | 775,000          | -                | -                | -                 | 900,000           |
| <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          | -                 | 789,000           |
| - General Obligation Bond  | -                 | -                | -                | -                | -                | 4,260,000         | 4,260,000         |
| <b>Jaycee Park Expansion</b>   | -                 | -                | -                | <b>500,000</b>   | -                | <b>2,500,000</b>  | <b>3,000,000</b>  |
| - General Fund / Capital Outlay  | -                 | -                | -                | 500,000          | -                | -                 | 500,000           |
| - General Obligation Bond  | -                 | -                | -                | -                | -                | 2,500,000         | 2,500,000         |
| <b>Middle Creek Greenway</b>   | -                 | -                | -                | <b>450,000</b>   | <b>150,000</b>   | <b>4,000,000</b>  | <b>4,600,000</b>  |
| - General Fund / Capital Outlay  | -                 | -                | -                | 450,000          | 150,000          | -                 | 600,000           |
| - General Obligation Bond  | -                 | -                | -                | -                | -                | 4,000,000         | 4,000,000         |
| <b>Reedy Branch Greenway</b>   | -                 | -                | -                | <b>972,000</b>   | <b>350,000</b>   | <b>6,480,000</b>  | <b>7,802,000</b>  |
| - General Fund / Capital Outlay  | -                 | -                | -                | 972,000          | 350,000          | -                 | 1,322,000         |
| - General Obligation Bond  | -                 | -                | -                | -                | -                | 6,480,000         | 6,480,000         |
| <b>Seymour Athletic Fields/Nature Park Operations &amp; Maintenance Building</b>       | -                 | -                | -                | -                | <b>1,250,000</b> | <b>15,450,000</b> | <b>16,700,000</b> |
| - General Fund / Capital Outlay  | -                 | -                | -                | -                | 1,250,000        | -                 | 1,250,000         |
| - General Obligation Bond  | -                 | -                | -                | -                | -                | 15,450,000        | 15,450,000        |
| <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>44,750,000</b> | <b>44,750,000</b> |
| - General Obligation Bond  | -                 | -                | -                | -                | -                | 44,750,000        | 44,750,000        |
| <b>Seymour Athletic Fields/Nature Park Parking Lot Expansion &amp; Turf Renovation</b> | -                 | -                | -                | -                | -                | <b>3,575,000</b>  | <b>3,575,000</b>  |
| - General Obligation Bond  | -                 | -                | -                | -                | -                | 3,575,000         | 3,575,000         |
| <b>Wimberly Road Park</b>  | -                 | -                | -                | -                | -                | <b>97,500,000</b> | <b>97,500,000</b> |
| - General Obligation Bond  | -                 | -                | -                | -                | -                | 97,500,000        | 97,500,000        |

| <b>Public Safety</b>                                  | <b>FY24-25</b>   | <b>FY25-26</b>   | <b>FY26-27</b>   | <b>FY27-28</b> | <b>FY28-29</b> | <b>Future</b>    | <b>Total</b>     |
|---|------------------|------------------|------------------|----------------|----------------|------------------|------------------|
| <b>Engine (Pumper) - Replacement</b>                  | <b>1,019,000</b> | -                | -                | -              | -              | -                | <b>1,019,000</b> |
| - Installment Purchase / Capital Lease                | 1,019,000        | -                | -                | -              | -              | -                | 1,019,000        |
| <b>Radio Replacement</b>                              | <b>764,050</b>   | <b>764,050</b>   | <b>764,050</b>   | -              | -              | -                | <b>2,292,150</b> |
| - General Fund / Capital Outlay                       | 764,050          | 764,050          | 764,050          | -              | -              | -                | 2,292,150        |
| <b>Self-Contained Breathing Apparatus Replacement</b> | <b>325,000</b>   | <b>325,000</b>   | <b>325,000</b>   | <b>325,000</b> | -              | -                | <b>1,300,000</b> |
| - General Fund / Capital Outlay                       | 325,000          | 325,000          | 325,000          | 325,000        | -              | -                | 1,300,000        |
| <b>Driving Simulator</b>                              | -                | <b>279,000</b>   | -                | -              | -              | -                | <b>279,000</b>   |
| - General Fund / Capital Outlay                       | -                | 279,000          | -                | -              | -              | -                | 279,000          |
| <b>Engine (Pumper) - Replacement</b>                  | -                | <b>1,019,000</b> | -                | -              | -              | -                | <b>1,019,000</b> |
| - Installment Purchase / Capital Lease                | -                | 1,019,000        | -                | -              | -              | -                | 1,019,000        |
| <b>Ladder (Aerial) - Replacement</b>                  | -                | -                | <b>1,688,000</b> | -              | -              | -                | <b>1,688,000</b> |
| - Installment Purchase / Capital Lease                | -                | -                | 1,688,000        | -              | -              | -                | 1,688,000        |
| <b>Rescue Retrieval Van</b>                           | -                | -                | <b>194,000</b>   | -              | -              | -                | <b>194,000</b>   |
| - General Fund / Capital Outlay                       | -                | -                | 194,000          | -              | -              | -                | 194,000          |
| <b>Rescue - Replacement</b>                           | -                | -                | -                | <b>936,000</b> | -              | -                | <b>936,000</b>   |
| - Installment Purchase / Capital Lease                | -                | -                | -                | 936,000        | -              | -                | 936,000          |
| <b>Fire Pumper for Station 7</b>                      | -                | -                | -                | -              | -              | <b>1,125,000</b> | <b>1,125,000</b> |
| - Installment Purchase / Capital Lease                | -                | -                | -                | -              | -              | 1,125,000        | 1,125,000        |
| <b>Fire Pumper for Station 8</b>                      | -                | -                | -                | -              | -              | <b>1,324,000</b> | <b>1,324,000</b> |
| - Installment Purchase / Capital Lease                | -                | -                | -                | -              | -              | 1,324,000        | 1,324,000        |

| <b>Public Facilities</b>   | <b>FY24-25</b> | <b>FY25-26</b>   | <b>FY26-27</b>   | <b>FY27-28</b> | <b>FY28-29</b> | <b>Future</b>     | <b>Total</b>      |
|--|----------------|------------------|------------------|----------------|----------------|-------------------|-------------------|
| <b>Brine Equipment Relocation</b>                                    | <b>150,000</b> | -                | -                | -              | -              | -                 | <b>150,000</b>    |
| - General Fund / Capital Outlay                                      | 150,000        | -                | -                | -              | -              | -                 | 150,000           |
| <b>Fire Station 3 Renovation</b>                                     | <b>500,000</b> | <b>3,000,000</b> | -                | -              | -              | -                 | <b>3,500,000</b>  |
| - General Fund / Capital Outlay                                      | 500,000        | -                | -                | -              | -              | -                 | 500,000           |
| - Installment Purchase / Capital Lease                               | -              | 3,000,000        | -                | -              | -              | -                 | 3,000,000         |
| <b>Mechanical (HVAC/Chiller) Upgrades to Town Facilities</b>         | <b>405,000</b> | -                | -                | -              | -              | -                 | <b>405,000</b>    |
| - General Fund / Capital Outlay                                      | 405,000        | -                | -                | -              | -              | -                 | 405,000           |
| <b>Town Hall Remodel</b>   | <b>900,000</b> | <b>900,000</b>   | <b>900,000</b>   | -              | -              | -                 | <b>2,700,000</b>  |
| - General Fund / Capital Outlay                                      | -              | 900,000          | 900,000          | -              | -              | -                 | 1,800,000         |
| - Limited Obligation Bonds   | 900,000        | -                | -                | -              | -              | -                 | 900,000           |
| <b>Town Facility Solar Initiative</b>                                | <b>670,000</b> | <b>670,000</b>   | <b>670,000</b>   | -              | -              | -                 | <b>2,010,000</b>  |
| - General Fund / Capital Outlay                                      | 670,000        | 670,000          | 670,000          | -              | -              | -                 | 2,010,000         |
| <b>Yard Waste Transfer &amp; Processing Center Feasibility Study</b> | <b>250,000</b> | -                | -                | -              | -              | -                 | <b>250,000</b>    |
| - General Fund / Capital Outlay                                      | 250,000        | -                | -                | -              | -              | -                 | 250,000           |
| <b>Fire Department Administration Building</b>                       | -              | <b>500,000</b>   | <b>6,000,000</b> | -              | -              | -                 | <b>6,500,000</b>  |
| - Designated Capital Funds   | -              | 500,000          | -                | -              | -              | -                 | 500,000           |
| - Installment Purchase / Capital Lease                               | -              | -                | 6,000,000        | -              | -              | -                 | 6,000,000         |
| <b>Parking Lot and 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>Warehouse/Storage Building</b>                                    | -              | <b>1,080,000</b> | -                | -              | -              | -                 | <b>1,080,000</b>  |
| - Installment Purchase / Capital Lease                               | -              | 1,080,000        | -                | -              | -              | -                 | 1,080,000         |
| <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>Fleet Fluid Pumps/Reclamation</b>                                 | -              | -                | -                | -              | -              | <b>100,000</b>    | <b>100,000</b>    |
| - General Fund / Capital Outlay                                      | -              | -                | -                | -              | -              | 100,000           | 100,000           |
| <b>Land Purchase for Affordable Housing</b>                          | -              | -                | -                | -              | -              | <b>500,000</b>    | <b>500,000</b>    |
| - General Fund / Capital Outlay                                      | -              | -                | -                | -              | -              | 500,000           | 500,000           |
| <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 7</b>                                       | -              | -                | -                | -              | -              | <b>10,640,000</b> | <b>10,640,000</b> |
| - Installment Purchase / Capital Lease                               | -              | -                | -                | -              | -              | 10,640,000        | 10,640,000        |
| <b>Public Safety Station 8</b>                                       | -              | -                | -                | -              | -              | <b>10,940,000</b> | <b>10,940,000</b> |
| - Installment Purchase / Capital Lease                               | -              | -                | -                | -              | -              | 10,940,000        | 10,940,000        |

| <b>Public Works and Environmental Services</b>           | <b>FY24-25</b> | <b>FY25-26</b> | <b>FY26-27</b> | <b>FY27-28</b> | <b>FY28-29</b> | <b>Future</b>  | <b>Total</b>   |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>Fleet Services Field Response Truck - Replacement</b> | -              | <b>240,000</b> | -              | -              | -              | -              | <b>240,000</b> |
| - Installment Purchase / Capital Lease                   | -              | 240,000        | -              | -              | -              | -              | 240,000        |
| <b>Grapple Truck - Addition</b>                          | -              | <b>386,000</b> | -              | -              | -              | -              | <b>386,000</b> |
| - Installment Purchase / Capital Lease                   | -              | 386,000        | -              | -              | -              | -              | 386,000        |
| <b>Rear Loader - Addition</b>                            | -              | <b>640,000</b> | -              | -              | -              | -              | <b>640,000</b> |
| - Installment Purchase / Capital Lease                   | -              | 640,000        | -              | -              | -              | -              | 640,000        |
| <b>Leaf Truck - Addition</b>                             | -              | -              | <b>325,000</b> | -              | <b>355,000</b> | -              | <b>680,000</b> |
| - Installment Purchase / Capital Lease                   | -              | -              | 325,000        | -              | 355,000        | -              | 680,000        |
| <b>Right of Way Mowing Tractor - Replacement</b>         | -              | -              | <b>160,000</b> | -              | -              | -              | <b>160,000</b> |
| - Installment Purchase / Capital Lease                   | -              | -              | 160,000        | -              | -              | -              | 160,000        |
| <b>Leaf Truck - Replacement</b>                          | -              | -              | -              | <b>340,000</b> | -              | <b>360,000</b> | <b>700,000</b> |
| - Installment Purchase / Capital Lease                   | -              | -              | -              | 340,000        | -              | 360,000        | 700,000        |
| <b>Tandem Semi Tractor w/ Wet Line - Addition</b>        | -              | -              | -              | -              | <b>210,000</b> | -              | <b>210,000</b> |
| - Installment Purchase / Capital Lease                   | -              | -              | -              | -              | 210,000        | -              | 210,000        |
| <b>Dump Truck - Replacement</b>                          | -              | -              | -              | -              | -              | <b>185,000</b> | <b>185,000</b> |
| - Installment Purchase / Capital Lease                   | -              | -              | -              | -              | -              | 185,000        | 185,000        |