



Morrisville Town Council

Regular Meeting

October 13, 2026, 6:00 PM

Town of Morrisville Mission Statement: Connecting our diverse community to an enhanced quality of life through innovative programs and services.

- 1. Call to Order**
- 2. Recognition of Sergeant at Arms**
- 3. Invocation**
- 4. Pledge of Allegiance**
- 5. Adoption of Regular Agenda**
Call for any conflicts of interest in relation to the proposed agenda.
- 6. Consent Agenda**
 - 6.a [Appointment of PZB Vice-Chair](#)
Michele Stegall, Planning Director
[2026-319-0 RES Appointing PZB Vice Chair](#)
[2026-319-0 ATTH01 PZB Vice Chair Ballot](#)
 - 6.b [FY27 Budget Ordinance Amendments 2nd Quarter](#)
Byron Hayes, Chief Financial Officer
[2026-350-0 BOA FY2027 Q2.pdf](#)
 - 6.c [Resolution Authorizing Street Acceptance for Novel Morrisville](#)
Mark Spanioli, P.E., Director of Engineering
October 13th, 2026
[2026-342-0 RES Novel Morrisville Street Acceptance.pdf](#)
[2026-342-0 ATTH01 Novel Morrisville Description of Streets .pdf](#)
[2026-342-0 ATTH02 Novel Morrisville - Exhibit.pdf](#)
 - 6.d [Resolution Adopting the 2027 Town Council Meeting Schedule](#)
Kayla Bertling, Town Clerk
[2026-346-0 RES Adopting CY2027 TC Meeting Schedule.pdf](#)

7. Items Pulled from Consent (if any)

8. Proclamations

- 8.a Community Planning Month Proclamation
[2026-349-0 Community Planning Month Proclamation](#)
- 8.b Fire Prevention Week (*for reference only*)
Kimberly Kowanick, Deputy Town Clerk
[2026-344-0 PROC Fire Prevention Week.pdf](#)
- 8.c Domestic Violence Awareness Month (*for reference only*)
Kimberly Kowanick, Deputy Town Clerk
[2026-343-0 PROC National Domestic Violence Awareness Month.pdf](#)
- 8.d Diwali Proclamation (*for reference only*)
[2026 Diwali Proclamation.pdf](#)

9. Morrisville Speaks: Public Comment

10. Administrative Reports

- 10.a [Quarterly Capital Projects Update](#)
Mark Spanioli, P.E., Director of Engineering
[Quarterly Capital Projects September 2026.pdf](#)
- 10.b [Morrisville Grants Team Update to Council](#)
Dawn Raab, Budget Analyst
[2026-334-0 Morrisville Grants Team Update to Council.pdf](#)

11. Presentations

- 11.a [Introduction of Administration Interns](#)
Kayla Bertling, Town Clerk
Kelsey Blackwell, Administration Intern
Margaret Klinger, Administration Intern
- 11.b [Town Center District - Branding/Wayfinding/Signage Master Plan Update](#)
Jeanne Hooks, Director Management Services
John Bosio, Principle, Merje
[2026-254-0 ATTH 01 Morrisville Town Center District FAQ](#)
[2026-254-0 PRES Town Center District BWS Master Plan Update.pdf](#)
- 11.c [Morrisville Smart Shuttle Node Prioritization Policy and Title VI Plan](#)
Bret Martin, AICP, Transportation Project Manager
Phillip Vereen, Senior Transportation Planner

Presentation - October 13, 2026

Action - November 10, 2026

[2026-351-0 RES Morrisville Smart Shuttle Title VI Plan and Node Prioritization Policy Adoption.pdf](#)

[2026-351-0 ATTH01 Draft Morrisville Smart Shuttle Node Prioritization and Phasing Policy.pdf](#)

[2026-351-0 ATTH02 Morrisville Smart Shuttle Draft Title VI Plan.pdf](#)

[2026-351-0 PRES Smart Shuttle Title VI Plan and Node Prioritization and Phasing Policy.pdf](#)

12. New Items

12.a Resolution and CPOA Authorizing Phase 2 of the Design-Build Delivery for Church Street Park Field Reconstruction Project

Mark Spanioli, P.E., Director of Engineering

[2026-333-0 RES DB Ph 2 for Cricket Field Recon.pdf](#)

[2026-333-0 CPOA Capital Projects Consolidation.pdf](#)

[2026-333-0 ATTH01 Church St Park Field Recon Cost Comparison.pdf](#)

13. Future Meetings, Events and Resident Involvement Opportunities For a full listing of events, please see the Town Calendar at www.MorrisvilleNC.gov

14. Council and Manager Comments

15. Closed Session

16. Adjournment

Thank you for attending this meeting of the Morrisville Town Council. We hope you plan to join us again! Please feel free to email your Town Council members at TownCouncil@morrisvillenc.gov or visit www.MorrisvilleNC.gov/Council for additional contact information.

Town Council Agenda Item Report

Agenda Item No. 6.a

Submitted by: Michele Stegall

Submitting Department Planning

Meeting Date: October 13, 2026

SUBJECT

Appointment of PZB Vice-Chair

Recommendation:

Vote

Updates/History of Briefing:

None

Executive Summary and Background Information:

In accordance with Section 2.2.2.E.1 of the Unified Development Ordinance (UDO), the Planning and Zoning Board (PZB) is to make a recommendation to the Town Council on the selection of a Chair and Vice-Chair on an annual basis. The Chair presides over all Board meetings and the Vice-Chair presides over meetings in the Chair's absence. Officers may be appointed to successive terms without limitation. All Board members can vote, but only regular voting members can be nominated. The former 2026 PZB Vice Chair's term expired.

Therefore, at the September 3, 2026 PZB meeting, the Board took nominations and made a recommendation for a new Vice-Chair. The Board unanimously recommended that Kristen Richardson serve as Vice Chair for the remainder of the 2026 calendar year. Please see the attached PZB Vice-Chair ballot for a list of eligible members.

Advisory Board/Committee Review:

Planning and Zoning Board

Insert Date of Advisory Board/Committee Review:

Advisory Board/Committee Recommendation and/or Vote:

None

Potential Options:

The Town Council is requested to consider the PZB's recommendation for a new Vice Chair to serve the remainder of the 2026 calendar year. The Council may:

1. Accept the recommendation of the PZB; or

2. Select another regular member to serve as Vice Chair.

Staff Recommendation:

None

ATTACHMENTS

- [2026-319-0 RES Appointing PZB Vice Chair](#)
- [2026-319-0 ATTH01 PZB Vice Chair Ballot](#)



**RESOLUTION 2026-319-o OF THE MORRISVILLE TOWN
COUNCIL APPOINTING A VICE CHAIR TO THE
PLANNING AND ZONING BOARD FOR THE REMAINDER
OF 2026**

WHEREAS, the Town of Morrisville maintains a Planning and Zoning Board, consistent with North Carolina state statutes; and

WHEREAS, the Morrisville Unified Development Ordinance requires that “The Planning and Zoning Board shall recommend one of its members to serve as its Chair and another as its Vice Chair. The Town Council shall consider those recommendations and appoint the board’s Chair and Vice Chair, each to serve a one-year term. Members may be appointed to successive terms without limitation”; and

WHEREAS, the former Planning and Zoning Board Vice-Chair's term expired, therefore, a new Vice-Chair needs selected to serve the remainder of the 2026 calendar year; and

WHEREAS, the Morrisville Planning and Zoning Board forwarded a recommendation on September 3, 2026, that Kristen Richardson be appointed as Vice-Chair of the Planning and Zoning Board.

NOW, THEREFORE, BE IT RESOLVED THAT THE MORRISVILLE TOWN COUNCIL hereby appoints Kristen Richardson as Vice Chair of the Morrisville Planning and Zoning Board effective October 14, 2026 through December 31, 2026.

Adopted this the 13th day of October 2026.

TJ Cawley, Mayor

ATTEST:

Kimberly Kowanick, Deputy Town Clerk



Planning and Zoning Board 2026 Vice Chairman Nomination

Vice Chairman

Who would you like
to nominate for PZB

Vice Chairman?

Please make your
selection.

- ☐ Arthur Blue
- ☐ Courtney Bonham
- ☐ Justin McAleer
- ☐ Kristen Richardson

Town Council Agenda Item Report

Agenda Item No. 6.b

Submitted by: Byron Hayes

Submitting Department Finance

Meeting Date: October 13, 2026

SUBJECT

FY27 Budget Ordinance Amendments 2nd Quarter

Recommendation:

Approve Budget Ordinance Amendment 2026-350-0 as presented.

Updates/History of Briefing:

N/A

Executive Summary and Background Information:

Following a routine quarterly budget review and evaluation where staff assesses the need for any housekeeping budgetary amendments necessary to recognize accrued interests, proceeds, and/or grants awards to appropriate for spending authority. The second quarter budget ordinance amendment totaling \$5,357,338 will appropriate the following items: Sustainability Program - reappropriate last year's solar tax credit in the amount of \$40,805 for sustainability projects in FY27. Vehicle Replacements - reappropriate carryover funding in the amount of \$223,506 for the acquisition of vehicles ordered in FY26 but not received by year-end. Fire Station #2 Construction - recognize revenue received from the sale of the old Fire Station #2 in the amount of \$4,995,921 for the construction of a new Fire Station in Morrisville. 260A Town Hall Drive Facility Renovation - reappropriate the remaining funding received from the Morrisville Commerce Center Owners Association (MCCOA) in the amount of \$97,106 for the completion of renovation of the Town facility at 260A Town Hall Drive. The result of this amendment increases the General Fund budget by \$223,905 and the General Capital Projects Fund budget by \$5,093,029.

Advisory Board/Committee Review:

None

Insert Date of Advisory Board/Committee Review:

Advisory Board/Committee Recommendation and/or Vote:

None

Potential Options:

Approve Budget Ordinance Amendment 2026-350-0 as presented or provide feedback and request changes.

Staff Recommendation:

None

ATTACHMENTS

- [2026-350-0 BOA FY2027 Q2.pdf](#)



Town of Morrisville
Morrisville, NC 27560

BUDGET ORDINANCE AMENDMENT 2026-350-0

Be it ordained by the Town Council of the Town of Morrisville, North Carolina that the following amendment is made to the Budget Ordinance for the Fiscal Year ending June 30, 2027.

Section 1: The following Fund revenues & expenditures are to be changed as prescribed below:

Revenue	Description	Increase/ (Decrease) per this Amendment
<u>General Fund</u>		
Fund Balance	Reappropriate Solar Tax Credit from Prior Year End	\$ 40,805
Fund Balance	Reappropriate Carryover Fund from Prior Year End - PD Vehicles	192,516
Fund Balance	Reappropriate Carryover Fund from Prior Year End - Town Center	30,990
<u>Gen. Capital Projects Fund</u>		
Sale of Property	Recognize funding received from NCDOT for the sale of Fire Station 2	4,995,921
Transfer from General Fund	Transfer remaining MCCOA funding to the 260A Town Hall Drive Renovation Project	97,106
Total Revenues		\$ 5,357,338
<u>Expenditure</u>		
<u>General Fund</u>		
Public Works	Reappropriate Tax Credit Revenue for Sustainability Program	\$ 40,805
Fleet	Reappropriate Carryover Funds from Prior Year End - PD Vehicles	192,516
Public Works	Reappropriate Carryover Funds for Town Center Vehicle	30,990
<u>Gen. Capital Projects Fund</u>		
Construction	Appropriate funding for the construction of the new Fire Station 2 Facility	4,995,921
Construction	Appropriate MCCOA revenue for the Renovation of 260A Town Hall Drive	97,106
Total Expenditures		\$ 5,357,338

SECTION 2: This will result in a \$264,311 increase to the General Fund and an increase of \$5,093,027 in the General Capital Projects Fund. The budgets remain balanced in accordance with the Local Government Budget and Fiscal Control Act.

SECTION 3: Copies of this ordinance shall be furnished to the Town Clerk, Budget Officer (Town Manager) and the Finance Officer (Chief Financial Officer).

SECTION 4: The Finance Officer (Chief Financial Officer) is hereby directed to maintain within the fund detailed accounting records.

SECTION 5: The Budget Officer (Town Manager) is directed to include a detailed analysis of the past and future costs and revenues on this fund in every budget submission made to the Town Council.

SECTION 6: The Budget Officer (Town Manager) is authorized to amend expenditures within the fund for expenditures that are authorized per Section 1 of this ordinance, that do not change the total appropriation within the fund. The Town Manager may make Interfund Loans as necessary for cash flow needs pending receipt of debt proceeds and/or reimbursement grants or agreements. Such transactions will comply with financial reporting requirements.

SECTION 7: Copies of this ordinance shall be furnished to the Town Clerk, Budget Officer (Town Manager) and the Finance Officer (Chief Financial Officer) for direction in carrying out this project within five (5) days after adoption.

SECTION 8: All ordinances in conflict with this ordinance are hereby repealed or superseded to reflect the controlling nature of this Ordinance.

Adopted this 13th day of October, 2026.

TJ Cawley, Mayor

Kimberly Kowanick, Deputy Town Clerk

Town Council Agenda Item Report

Agenda Item No. 6.c

Submitted by: Levi Henry

Submitting Department Engineering

Meeting Date: October 13, 2026

SUBJECT

Resolution Authorizing Street Acceptance for Novel Morrisville

Recommendation:

Approve Resolution Authorizing Street Acceptance for Novel Morrisville.

Updates/History of Briefing:

N/A

Executive Summary and Background Information:

Novel Morrisville was developed as an apartment complex having 336 units. The project was originally designed by Kimley-Horn And Associates, Inc. and developed by Crescent Communities between 2022 and 2026. The Engineering Department was responsible for the inspection of the proposed public streets during construction and along with the Public Works Department, conducted a final walk-through inspection in September of 2026 to confirm that the conditions of the streets were in acceptable condition prior to initiating this request for formal public acceptance of WCC Lane. Staff recommends initiating an extended warranty period where the developer is still responsible for all defects in materials and/or workmanship or damage (streets, sidewalks, curb and gutter or associated infrastructure damage caused by the use of the facilities) for a one-year period from the date that this resolution is adopted. Prior to expiration of the warranty period, the Owner/Developer must request a final inspection from the Engineering Department so a letter of final acceptance or a punch list letter can be provided. The agreement must be recorded before final inspection and approval.

In August of 2024, the Town entered into a Landscape Maintenance Agreement with CC Morrisville Owner, LLC for them to maintain the landscaping and public art installed within the cul-de-sac of WCC Lane. This agreement will remain in effect in perpetuity and obligates CC Morrisville to maintain the landscaping and art sculpture installation. Said agreement must be recorded in the Register of Deeds before the final inspection. This right-of-way dedication shall not obligate the Town to maintain the landscaping and art installation.

Advisory Board/Committee Review:

None

Insert Date of Advisory Board/Committee Review:

Advisory Board/Committee Recommendation and/or Vote:

None

Potential Options:

Approve Resolution Authorizing Street Acceptance for Novel Morrisville.

Do Not Approve Resolution Authorizing Street Acceptance for Novel Morrisville.

Staff Recommendation:

None

ATTACHMENTS

- [2026-342-0 RES Novel Morrisville Street Acceptance.pdf](#)
- [2026-342-0 ATTH01 Novel Morrisville Description of Streets .pdf](#)
- [2026-342-0 ATTH02 Novel Morrisville - Exhibit.pdf](#)



RESOLUTION 2026-342-0 AUTHORIZING STREET ACCEPTANCE FOR NOVEL MORRISVILLE

WHEREAS, North Carolina General Statute 160A-296 and related case law grants municipalities general authority and control over all public streets, sidewalks, alleys, bridges, and other ways of public passage within its corporate limits except to the extent that authority and control over certain streets and bridges is vested in the Board of Transportation; and

WHEREAS, including a street on a town map does not provide any evidence of intent to accept the street for public use; and

WHEREAS, to accept a street for public use, the proper authorities must accept the offer in some recognized legal manner; and

WHEREAS, Crescent Communities (the Developer) has offered the following corresponding right-of-ways width, length, area, and length of sidewalk within Novel Morrisville to be accepted for Town maintenance as identified in the following table; and

Novel Morrisville					
	Right-of-Way				Sidewalk
Street Name	Width (ft.)	Length (ft.)	Length (mi)	Area (ac)	Length (ft.)
WCC Lane	50	425	0.08	0.49	475
TOTALS		425	0.08	0.49	475

WHEREAS, the Engineering Department recommends that the dedicated right-of-ways, as referenced above, be formally accepted and typical maintenance responsibilities be initiated by the Town; upon the posting of the required warranty period guarantee equivalent to 20% of the estimated cost of construction, the remaining performance guarantee(s) will be released, initiating an extended warranty period where the developer is still responsible for all defects in materials and/or workmanship or damage; and

WHEREAS, the extended warranty period shall continue for a minimum of one year from the date of acceptance by Town Council; and

WHEREAS, no more than 30 days prior to expiration of the warranty period, the Owner/Developer in writing must request a final inspection from the Engineering Department so a letter of final acceptance or a punch list letter can be provided; and

WHEREAS, upon the expiration of the warranty period the 20% cost of warranty period guarantee shall be released and the Developer will have no further obligation to the Town with respect to the streets, except for any hidden defects or deficiencies which could not have been identified by a reasonable walk-through inspection; and

WHEREAS, in August of 2024, the Town entered into a Landscape Maintenance Agreement with CC Morrisville Owner, LLC to maintain the landscaping and purchase, install and maintain an art sculpture installed within the cul-de-sac of WCC Lane in perpetuity; and

WHEREAS, this right-of-way dedication shall not obligate the Town to maintain the landscaping and art installation as stipulated in the Landscape Maintenance Agreement with CC Morrisville Owner, LLC.

NOW, THEREFORE, BE IT RESOLVED THAT THE MORRISVILLE TOWN COUNCIL hereby accepts the dedicated rights-of-way and improvements within Novel Morrisville on the following streets for public Town maintenance:

- WCC Lane

Adopted this, 13th day of October 2026.

TJ Cawley, Mayor

ATTEST:

Kimberly Kawonick, Deputy Town Clerk

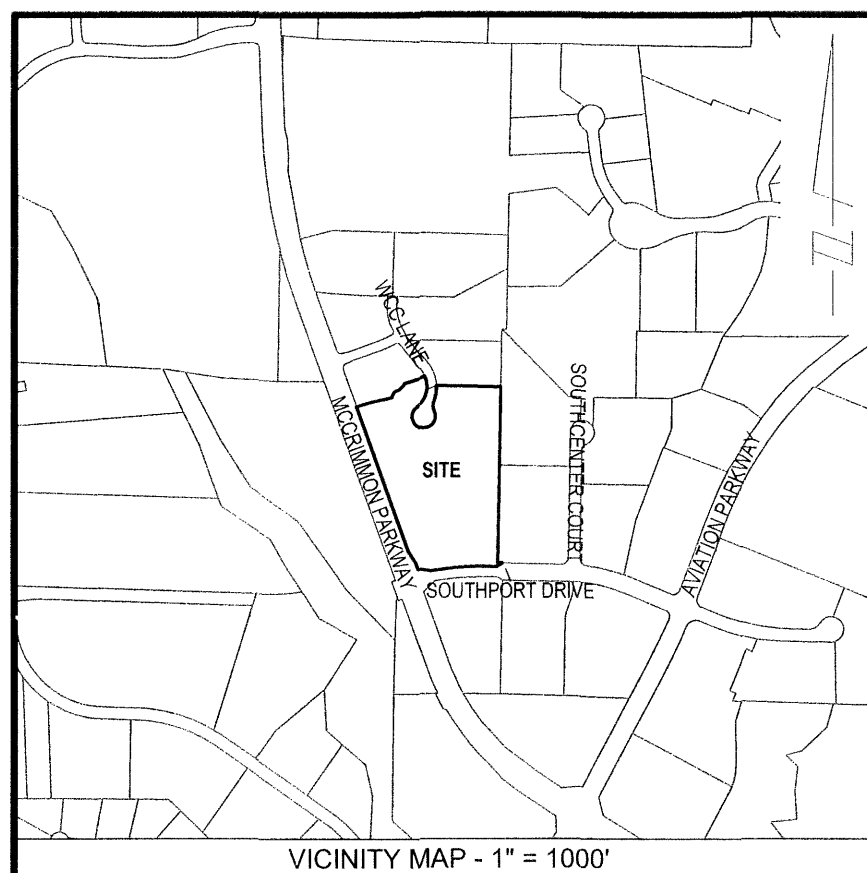
2026-342-0 ATTH 01

EXHIBIT A – DESCRIPTION OF STREETS

The following streets, or portions thereof, in Novel Morrisville in the Town of Morrisville, Wake County, North Carolina, as shown on one or more of the plats listed below, all of which plats are recorded in the Wake County, North Carolina registry:

Streets:

- | | |
|-----------------|----------------|
| 1. WCC Lane | |
| Map Book | Page(s) |
| 2024 | 01434 |



I, DAN GREGORY, CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION. DEED DESCRIPTION RECORDED IN BOOK SEE, PAGE REFERENCES, ; THAT THE BOUNDARIES NOT SURVEYED ARE CLEARLY INDICATED AS DRAWN FROM INFORMATION FOUND IN BOOK SEE, PAGE REFERENCES; THAT THE RATIO OF PRECISION AS CALCULATED IS 1:10,000+; THAT THIS PLAT WAS PREPARED IN ACCORDANCE WITH G.S. 47-30 AS AMENDED.

D. THAT THIS PLAT IS OF A SURVEY OF ANOTHER CATEGORY, SUCH AS THE RECOMBINATION OF EXISTING PARCELS, A COURT-ORDERED SURVEY OR OTHER EXCEPTION TO THE DEFINITION OF SUBDIVISION;

WITNESS MY ORIGINAL SIGNATURE, LICENSE NUMBER AND SEAL THIS

12 DAY OF JUNE, A.D., 2024.

DAN GREGORY, PS L-5240

NOTE:

1. AREAS BY COORDINATE GEOMETRY UNLESS SHOWN OTHERWISE.
2. ALL DISTANCES ARE HORIZONTAL GROUND DISTANCES.
3. ALL STREETS ARE PUBLIC RIGHTS-OF-WAY UNLESS SHOWN OTHERWISE.
4. OTHER INSTRUMENTS OF RECORD MAY AFFECT THIS PROPERTY.
5. NO TITLE SEARCH PERFORMED FOR THIS SURVEY.
6. NO WCCS MONUMENT WITHIN 2.00 FEET OF PROPERTY.
7. NO FEMA FLOOD HAZARD AREAS PER FIRM NUMBER(S) 3720075500K & 3720075600K DATED JULY 19, 2012, PROPERTY LIES IN ZONE X.
8. PROPERTY IS ZONED BUSINESS ACTIVITY CENTER WITH GATEWAY OVERLAY. (BAC-GO)
9. THE COORDINATES SHOWN ON THIS PLAT WERE DERIVED BY REAL TIME NETWORK (RTN) GLOBAL POSITIONING SYSTEM (GPS). THIS METHOD RESULTS IN (NAD 1983/2011) - (CORS 96) POSITIONS AND NORTH AMERICAN VERTICAL DATUM 88 (MEAN SEA LEVEL) ELEVATIONS USING THE CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS) MAINTAINED BY NORTH CAROLINA GEODETIC SURVEY. CLASS A SURVEY, 0.033 FT POSITIONAL ACCURACY, VRS FIELD PROCEDURE, GEOID12A AND UNITS IN FEET.
10. WETLANDS DELINEATED BY S&C 12636.W3 DATED 11-24-20.
11. EACH REFERENCE TO THE PLAT RECORDED IN BM 2021, PAGE 1469 ON THIS SURVEY IS DEEMED TO BE AS AFFECTED BY THAT CORRECTIVE NOTICE OR SCRIVENER'S AFFIDAVIT FOR NOTICE OF TYPOGRAPHICAL OR MINOR ERROR RECORDED JULY 15, 2022, IN BOOK 19089, PAGES 1523-1528 OF THE WAKE COUNTY CLERK'S OFFICE TO THAT EXTENT OF THE DATE OF DEPOSITION OF THE PIPELINE EASEMENT DATED JULY 18, 2022, RECORDED JULY 18, 2022, IN BOOK 19090, PAGES 2272-2277 OF THE WAKE COUNTY REGISTRY.
12. PROPERTY LIES IN AIRPORT OVERLAY A CIRCUMFERENTIAL SOUTHERN PORTION OF PROPERTY AS SHOWN.

SEE SHEETS 2 & 3 FOR EASEMENT
AND RIGHT-OF-WAY DEDICATIONS

SEE SHEET 4 FOR
EASEMENT LINE AND CURVE TABLE(S)

SEE SHEET 4 FOR
OWNER AND TOWN CERTIFICATIONS

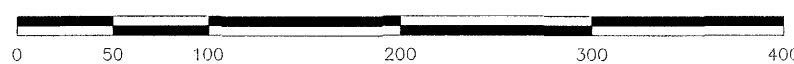
NOTE:
THE LOCATIONS OF UNDERGROUND UTILITIES AS SHOWN HEREON ARE BASED ON OBSERVED ABOVE GROUND STRUCTURES, FIELD MARKINGS AND DRAWINGS PROVIDED TO THE SURVEYOR. LOCATIONS OF UNDERGROUND UTILITIES/STRUCTURES MAY VARY FROM LOCATIONS SHOWN HEREON. ADDITIONAL BURIED UTILITIES/STRUCTURES MAY BE ENCOUNTERED. NO EXCAVATIONS WERE MADE DURING THE PROGRESS OF THIS SURVEY TO LOCATE BURIED UTILITIES/STRUCTURES. BEFORE EXCAVATIONS ARE BEGUN, FIELD LOCATIONS AND THE TYPE OF UTILITIES/STRUCTURES SHOULD BE VERIFIED.

WAKE COUNTY, NC - 22
TAMMY L. BRUNNER
REGISTER OF DEEDS
PRESENTED & RECORDED ON
07/17/2024 13:03:28



BOOK:BM2024 PAGE:01434

SCALE: 1" = 100'



THE TOWN OF CARY ACKNOWLEDGES THE OFFER OF DEDICATION OF THE UTILITY AND PIPELINE EASEMENTS SHOWN HEREIN TO THE PUBLIC, BUT THE TOWN OF CARY ASSUMES NO RESPONSIBILITY TO ACCEPT, OPEN OR MAINTAIN THE SAME UNTIL IT IS IN THE PUBLIC INTEREST TO DO SO AND ACTION IS TAKEN BY THE TOWN OF CARY TO ACCEPT SAID OFFER OF DEDICATION.

SHEET 2

SHEET 3

TRACT 3A
545,890 SF OR 12.5319 AC

SOUTHPORT DRIVE
55' PUBLIC RIGHT-OF-WAY
BM. 2021 PG. 1469

STORMWATER CONTROL MEASURE & ACCESS EASEMENT:

MAINTENANCE OF THE STORMWATER CONTROL MEASURE (BMP) AND ACCESS EASEMENT IS THE RESPONSIBILITY OF THE UNDERLYING PROPERTY OWNER(S). THE EASEMENT GRANTS THE TOWN OF MORRISVILLE THE RIGHT TO ACCESS THE STORMWATER CONTROL MEASURE FOR THE PURPOSES OUTLINED IN THE RECORDED OPERATION AND MAINTENANCE AGREEMENT, TO INCLUDE, AT A MINIMUM, INSPECTING THE STORMWATER CONTROL MEASURE AND ASSOCIATED STORM DRAINAGE INFRASTRUCTURE. IT IS THE RESPONSIBILITY OF THE UNDERLYING PROPERTY OWNER(S) TO MAINTAIN THE EASEMENT, THE STORMWATER CONTROL MEASURE, AND THE UNDERLYING INFRASTRUCTURE WITHIN THE EASEMENT, TO MAINTAIN COMPLIANCE WITH THE RECORDED OPERATION AND MAINTENANCE AGREEMENT AND APPROVED PLANS. THE EASEMENT PROHIBITS ANY CONSTRUCTION WHICH WILL OBSTRUCT OR INTERFERE WITH THE ACCESS TO, OR PERFORMANCE OF, THE STORMWATER CONTROL MEASURE. ANY SUCH OBSTRUCTIONS WILL BE REMOVED, AT THE UNDERLYING PROPERTY OWNER(S) EXPENSE, AS NECESSARY FOR MAINTENANCE AND ACCESS PURPOSES.

REFERENCES

DB. 18208 PG. 876
DB. 18157 PG. 1142
DB. 19123 PG. 2074
DB. 19422 PG. 2110
BM. 2021 PG. 1469

LEGEND

- EIP = EXISTING IRON PIPE
- IPS = IRON PIPE SET
- CP = CALCULATED POINT
- ◆ PK = PK NAIL
- R/W = RIGHT-OF-WAY
- XXXX DENOTES ADDRESS

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S 89°03'4" E	25.00'
L2	S 63°39'45" W	38.22'
L3	N 88°03'55" W	71.51'
L4	S 80°26'49" W	43.83'
L5	N 81°11'58" W	66.33'
L6	N 19°45'32" W	33.00'
L7	N 32°14'40" W	71.70'
L8	N 73°28'27" E	88.16'
L9	N 78°13'07" E	78.20'
L10	N 72°22'10" E	24.42'
L11	N 22°53'59" E	21.70'
L12	N 42°34'00" E	13.68'
L13	N 68°30'05" E	23.06'
L14	N 44°22'71" E	32.47'
L15	N 21°56'08" E	11.04'

CURVE TABLE				
CURVE	RADIUS	LENGTH	CHORD DIRECTION	CHORD
C1	1,227.50'	224.69'	S 85°41'27" W	224.38'
C2	150.00'	51.00'	S 12°42'42" E	50.76'
C3	150.00'	25.77'	S 01°57'06" W	25.74'
C4	113.00'	97.99'	S 31°42'40" W	94.93'
C5	61.50'	283.97'	S 75°44'31" E	90.99'
C6	53.00'	46.61'	N 02°50'25" W	45.12'
C7	200.00'	88.39'	N 09°41'25" E	87.67'

<u>SITE DATA TABLE</u>	
OWNER(S):	CC MORRISVILLE OWNER, LLC
PIN:	0755492399
SITE ADDRESS:	917 ATHLETIC LANE, MORRISVILLE, NC 27660
DEED REFERENCE:	DB. 1913 PG. 2074
MAP REFERENCE:	BM. 2021 PG. 1469
ZONING:	BUSINESS ACTIVITY CENTER WITH GATEWAY OVERLAY (BAG-GO)
LAND USE:	VACANT
AREAS:	
EXISTING TRACT 3A AREA:	563,455 SF OR 12.8251 AC
RIGHT-OF-WAY AREA DEDICATED:	17,965 SF OR 0.4032 AC
REMAINING TRACT 3A AREA:	545,890 SF OR 12.5319 AC

BUILDING SETBACKS	
CORNER SIDE:	20' MINIMUM
SIDE:	15' MINIMUM
REAR:	20' MINIMUM

OWNER(S):

CC MORRISVILLE OWNER, LLC
601 S TRYON ST STE 800
CHARLOTTE NC 28202-1841

PLAT: 24-0068

2	05-16-2024	REVISED PER COMMENTS #2	AMH
1	04-08-2024	REVISED PER COMMENTS #1	AMH
REV.	DATE	DESCRIPTION	BY

B N K

BASS, NIXON & KENNEDY, INC.
CONSULTING ENGINEERS

- 6310 CHAPEL HILL ROAD, SUITE 250
RALEIGH, NORTH CAROLINA 27607
- TELEPHONE: (919)851-4422 OR (800)354-1879
- FAX: (919)851-8968
- CERTIFICATION NUMBERS: NCBELS (C-0110); NCBLA (C-0267)

SURVEYED BY	KHA
DRAWN BY	AMH
CHECKED BY	DG
DATE	02-29-2024

FINAL PLAT
FOR
NOVEL MORRISVILLE
(WCC SOUTH)

SHEET
1
OF
4

Town Council Agenda Item Report

Agenda Item No. 6.d

Submitted by: Kayla Bertling

Submitting Department Administration

Meeting Date: October 13, 2026

SUBJECT

Resolution Adopting the 2027 Town Council Meeting Schedule

Recommendation:

Adopt as presented

Updates/History of Briefing:

NA

Executive Summary and Background Information:

Formal adoption of a regular meeting date calendar keeps the community informed and provides a structured schedule format to plan around.

Advisory Board/Committee Review:

None

Insert Date of Advisory Board/Committee Review:

Advisory Board/Committee Recommendation and/or Vote:

None

Potential Options:

Approve as presented or direct changes.

Staff Recommendation:

None

ATTACHMENTS

- [2026-346-0 RES Adopting CY2027 TC Meeting Schedule.pdf](#)



**RESOLUTION 2026-346-0 OF THE MORRISVILLE TOWN
COUNCIL ADOPTING THE CY2027 TOWN COUNCIL
MEETING SCHEDULE**

WHEREAS, formal adoption of a regular meeting date calendar keeps the community informed and provides a structured schedule format to plan around; and

WHEREAS, the Town Council has maintained an annual schedule where it holds business meetings on the second and fourth Tuesday of each month, including opportunities for public input; and

WHEREAS, work sessions to manage discussion topics and other work items requiring specific focused attention have been scheduled on a Thursday following a Tuesday Council meeting in the months of February, March, April, May, July, August, September and October.

WHEREAS, Town Council may add or cancel other meetings and/or work sessions, as well as consider other modifications and adjustments to the meeting format during the year to address fluctuations in workload and budget preparation; and

WHEREAS, Council Meetings are scheduled and held in accordance with NC Open Meetings Law; and

WHEREAS, the Council reserves the right to make changes according to the Open Meetings Law notification procedures, including, but not limited to, changing the meeting time, location, date, or calling of special meetings; and

NOW, THEREFORE, BE IT RESOLVED THAT THE MORRISVILLE TOWN COUNCIL hereby adopts the 2027 Town Council Regular Meeting Calendar (Exhibit A).

Adopted this the 13th day of October 2026.

TJ Cawley, Mayor

Kimberly Kowanick, Deputy Town Clerk

Morrisville Town Council CY2027 Meeting Schedule

January		July	
12	Regular Meeting	13	**NO MEETING**
26	Regular Meeting	27	Regular Meeting
		29	Work Session
February		August	
4	Retreat	10	Regular Meeting
5	Retreat	24	Regular Meeting
6	Retreat	26	Work Session
9	Regular Meeting		
23	Regular Meeting		
25	Budget Work Session		
March		September	
9	Regular Meeting	14	Regular Meeting
23	Regular Meeting	28	Regular Meeting
25	Work Session	30	Work Session
April		October	
13	Regular Meeting	12	Regular Meeting
15	Budget Work Session	26	Regular Meeting
27	Regular Meeting	28	Work Session
May		Novemeber	
11	Regular Meeting	9	Regular Meeting
13	Work Session	23	Regular Meeting
25	Regular Meeting		
27	Budget Work Session (if needed)		
June		December	
8	Regular Meeting	14	Regular Meeting
22	Regular Meeting		

With the exception of February 4-6, all meetings will begin at 6 p.m. in the Town Hall Council Chambers, located at 100 Town Hall Dr., Morrisville, NC 27560

The February 4 meeting will begin at 5:30 p.m. in the Town Hall Council Chambers, located at 100 Town Hall Dr., Morrisville, NC 27560

The February 5-6 meetings will begin at 8 a.m. in the East Ridge Buidling, located at 150 Perimeter Park Dr, Morrisville, NC 27560



Proclamation

Recognizing October as Community Planning Month

WHEREAS, change is constant and impacts all cities, towns, suburbs, counties, boroughs, townships, rural areas and other places; and

WHEREAS, planners can help navigate this change with data-driven insights and expertise that provide better choices for how people live, work, and play in their communities; and

WHEREAS, community planning provides an opportunity for all residents to be involved in making choices that determine the future of the community; and

WHEREAS, the full benefits of planning requires public officials and residents to understand, support, and demand excellence in planning and plan implementation; and

WHEREAS, the month of October is designated as National Community Planning Month throughout the United States of America and its territories; and

WHEREAS, the American Planning Association endorses National Community Planning Month as an opportunity to highlight how planning is essential to every community and how planners are uniquely positioned to identify solutions to communities' most difficult housing, transportation and land use questions; and

WHEREAS, the celebration of National Community Planning Month gives us the opportunity to publicly recognize the participation and dedication of the members of the Planning and Zoning Board who have contributed their time and expertise to the improvement of the Town of Morrisville; and

WHEREAS, we recognize the many valuable contributions made by the professional community and regional planners of the Town of Morrisville and its partners and extend our heartfelt thanks for the continued commitment to public service by these professionals.

NOW, THEREFORE, the Town Council of the Town of Morrisville, does hereby recognize the month of October 2026 as Community Planning Month in conjunction with the celebration of National Community Planning Month.

TJ Cawley,
Mayor

Kimberly Kowanick
Deputy Town Clerk



Proclamation

Recognizing Fire Prevention Week

WHEREAS, the Town of Morrisville is committed to ensuring the safety and security of all those living in and visiting Morrisville; and

WHEREAS, fire remains a serious public safety concern both locally and nationally, and the presence of lithium-ion batteries in many household devices introduces fire risks; and

WHEREAS, most of the rechargeable electronics used in homes daily, including smartphones, tablets, laptops, power tools, e-bikes, e-scooters, and toys, are powered by lithium-ion batteries, which if misused, damaged, or improperly charged, can overheat, start a fire, or explode; and

WHEREAS, the National Fire Protection Association® (NFPA®) reports an increase in battery-related fires, underscoring the need for public education on the safe use of lithium-ion batteries and devices; and

WHEREAS, the way lithium-ion battery devices are charged can make a difference in helping prevent home fires; and

WHEREAS, safe charging includes using the cord and charger that came with your device or one approved by the manufacturer, charging on a hard, flat surface, watching for warning signs like devices that are very hot or start to swell, unplugging when fully charged, and charging larger devices like e-bikes outside and away from exits; and

WHEREAS, residents are encouraged to understand that safe charging means making smart choices every time they plug in; and

WHEREAS, the Town of Morrisville first responders remain dedicated to reducing the occurrence of fires through prevention, safety education, and community outreach; and

WHEREAS, the 2026 Fire Prevention Week™ theme, "Charge into Fire Safety™: Safe Charging Is a Superpower," serves to remind all residents that safe charging can help reduce the risk of fires in homes and communities.

NOW, THEREFORE, the Town Council of the Town of Morrisville, does hereby recognize the efforts made by the Morrisville Fire Department during Fire Prevention Week to educate the public, and urges all residents to learn about and practice safe charging habits throughout the year.

TJ Cawley, Mayor

Kimberly Kowanick, Deputy Town Clerk



Proclamation

*Recognizing October as National Domestic Violence
Awareness Month*

WHEREAS, domestic violence can be physical, sexual, emotional, economic, psychological, or technological actions or threats of actions or other patterns of coercive behavior that influence another person within an intimate partner relationship; and

WHEREAS, in the United States, more than 16 million individuals experience domestic violence annually; and

WHEREAS; domestic violence is the single most common source of injury to survivors, more common than automobile accidents, muggings, and rape by a stranger combined; and

WHEREAS, domestic violence can affect anyone regardless of economic, racial, gender, educational, religious, or societal status. Domestic violence violates a person's privacy, dignity, security, and humanity through a pattern of abusive behavior intended to control and dominate another person; and

WHEREAS, U.S. domestic violence hotlines receive approximately 20,800 calls daily from domestic violence victims. These victims need things like emergency shelter, housing, counseling, transportation, childcare, legal representation, and more; and

WHEREAS, research shows that creating communities where people are connected, supportive, and care for one another can reduce incidents of domestic violence; and

WHEREAS, we must remind domestic violence victims that they are not alone and urge victims and families to seek aid from the National Domestic Violence Hotline (800-799-7233).

NOW, THEREFORE, the Town Council of the Town of Morrisville does hereby recognize the month of October 2026 as National Domestic Violence Awareness Month and urges the community to become involved in efforts to prevent and respond to domestic violence and show support for the numerous organizations and individuals who provide critical advocacy, services, and assistance to victims.

TJ Cawley, Mayor

Kimberly Kowanick, Deputy Town Clerk



Proclamation

In Recognition of Diwali

WHEREAS, Diwali or Deepavali, is celebrated in the Autumn of each year throughout the Town of Morrisville and around the world; and

WHEREAS, Diwali is celebrated by lighting the Diya, or oil lamp, which symbolizes dispelling darkness and bringing light into life with traditional offerings, rituals, festivals; and

WHEREAS, Diwali is a festival of lights that includes many traditions, such as gathering with friends and family for community prayer, exchanging gifts, decorating houses with colorful rangolis; and

WHEREAS, Diwali is also the Hindu New Year, and it is celebrated on the last day of the month in the lunar calendar; and

WHEREAS, for Hindus, Diwali is the celebration of good triumphing over evil, that light will prevail over darkness; and

WHEREAS, for Sikhs, Diwali is the day on which the sixth founding Sikh guru, Guru Hargobind, was released from confinement by the Mughal Emperor Jehangir; and

WHEREAS, for Jains, Diwali symbolizes Lord Mahavira's attainment of Nirvana; and

WHEREAS, for Buddhists, Diwali represents the day Emperor Ashoka chose the peaceful path of Buddhism over destruction carnage; and

WHEREAS, diversity represents one of our greatest strengths, and Morrisville joins everyone worldwide in celebrating Diwali.

NOW, THEREFORE, the Town Council of the Town of Morrisville does hereby recognize Diwali in the Town of Morrisville and urges all residents to celebrate our diverse heritage and culture and continue our efforts to create a world that is more just, peaceful, and prosperous for all.

TJ Cawley, Mayor

Kimberly Kowanick, Deputy Town Clerk

Town Council Agenda Item Report

Agenda Item No. 10.a

Submitted by: Mark Spanioli

Submitting Department Engineering

Meeting Date: October 13, 2026

SUBJECT

Quarterly Capital Projects Update

Recommendation:

Receive Update

Updates/History of Briefing:

N/A

Executive Summary and Background Information:

Each quarter, staff will be providing Council with an update of ongoing major capital projects that are managed by the Town. This updated report reflects progress to-date on each of our ongoing projects.

This report is also published monthly on the Town's project web page.

Advisory Board/Committee Review:

None

Insert Date of Advisory Board/Committee Review:

Advisory Board/Committee Recommendation and/or Vote:

None

Potential Options:

Receive information or ask questions.

Staff Recommendation:

None

ATTACHMENTS

- [Quarterly Capital Projects September 2026.pdf](#)



CAPITAL PROJECTS REPORT

SEPTEMBER 2026

MORRISVILLENC.GOV

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OVERVIEW

Welcome to the Town of Morrisville’s Monthly Capital Projects report. This report is provided so that our residents, businesses, and other stakeholders can easily access information related to capital projects that the Town is undertaking to improve our community and to enhance the Morrisville experience. The Town Council and Town staff are committed to transparency in all that we (and the taxpayer funds we expend) accomplish in and for Morrisville.

This report will be updated once a month, typically on the third Friday of each month, to ensure that the information we are sharing is current. This report is available on the Town website, will be shared via our weekly “Next Week in Morrisville” newsletter ([sign up here](#)) and via our social media platforms. This report will also be provided to Town Council on a quarterly basis so Council can have the opportunity to ask questions and discuss progress on our various projects.

This report addresses current and future Town capital projects that are being designed, constructed, or otherwise studied. However, it does not address all projects from the Town’s five-year Capital Improvement Plan. Some of those projects are not funded and others have not yet moved to an active project. It is also important to focus on the type of project, as many projects start only as design efforts because that is typically funded separately in order to get to a reliable project cost estimate.

This overview page is intended to provide readers with an overview of the content of the report, how capital projects proceed in Morrisville, who we often work with (and why), and how projects are funded.

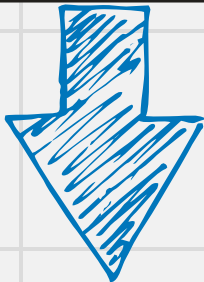
PROJECT PAGES



Project Photo - a current look at the latest phase of each project.

Project Summary - provides a basic overview of the project scope, location and general information about the project.

Strategic Plan Alignment – this shows how the project aligns with the Town’s current Strategic Plan goals and objectives.



Project Status – there are any number of factors that can change or delay a Town project schedule; these include (but are not limited to) the following:

- Challenges with the site materials (particularly the amount of rock found underground in Morrisville) or other site issues that result in unplanned delays.
- Cost increases for materials and for design and construction services.
- Material delays, a much more common challenge in recent years.
- Project partners – in cases where the Town does not manage the project, we are reliant on outside partners, such as NCDOT, and any changes they make to the schedule.
- Interruption of funding, particularly from the federal government.

STRATEGIC PLAN

- ☐ Sustainable, livable community growth
- ☐ Public safety readiness
- ☐ Engaged, inclusive community
- ☐ Community mobility
- ☐ Economic prosperity
- ☐ Operational excellence
- ☐ Organizational resiliency

NCDOT AIRPORT BLVD EXTENSION PHASE I



CONSTRUCTION START DATE: APRIL 2026

CURRENT PHASE: CONSTRUCTION

EST. COMPLETION DATE: NOVEMBER 2028

PROJECT MANAGER: TIM JOHNSON, PE

SUMMARY

Design and construction of new roadway segment (0.44 miles) which includes a 4-lane divided roadway with median, streetlights, sidewalks, pedestrian crossings, and new traffic signals from Garden Square Lane to Church Street. This is an NCDOT managed project. The current cost estimate for all phases of the project is \$16.9 million with the Town's share (inclusive of sunk and future costs) being \$12.4 million. Right of Way & utility relocation costs exceeded estimates significantly.

STATUS

- Bids were received February 17, 2026. Low construction bid is \$9,867,642 by Carolina Sunrock, LLC.
- Indian Creek Greenway is closed for construction and a detour has been provided for safe passage. Contractor is performing widening on Church Street and grading in other areas. Sidewalk on the West side (non-school side) is closed.
- Additional measures are being installed to enhance pedestrian safety along Town Hall Drive for the sidewalk closures.

Challenges:

- The exact cost share will be known at project completion.
- The Town requested a review of the 45-mph speed limit. NCDOT will review after the project is complete when a speed study can be performed.

FINANCES

**Total Revenues
& Sources
\$7,214,035**

**Latest Indicated Cost
\$12.4 million**

STRATEGIC PLAN

- ☐ Sustainable, livable community growth
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MORRISVILLE PARKWAY IMPROVEMENTS



START DATE: OCTOBER 2024

CURRENT PHASE: DESIGN, ENVIRONMENTAL STUDIES

EST. COMPLETION DATE: TBD

PROJECT MANAGER: TIM JOHNSON, P.E.

SUMMARY

Various intersection improvements along Morrisville Parkway from Davis Drive to NC54 as identified in the Access Management plan. Project scope includes new traffic signals, turn lanes, median modifications, striping and pedestrian safety improvements. Project is currently authorized for design phase only. Current phase improvements and Latest Indicated Cost are limited to the intersections between Davis Drive (except for a westbound right turn lane) and NC 54 (Chapel Hill Road).

STATUS

- 65% design plans and cost estimate are complete and are being reviewed by NCDOT. The environmental document has also been submitted.
- CAMPO approved LAPP funding for Right of Way & Utilities in the amount of \$205,030 for FY27. The proposed work plan has been phased to align with the Town’s budget capabilities. LAPP funding is a key component for future phases as the project is currently authorized for design only.
- The Town is also applying for a Federal “Safe Streets and Roads For All (SS4A)” grant to fund the remaining project expenses.

Challenges:

- Need to finalize funding for eventual construction.
- NCDOT has significant review times.

FINANCES

Total Revenues & Sources
\$3,200,000

Latest Indicated Cost
\$14.5 million. Town share = \$5.5 million

STRATEGIC PLAN

- ☐ Sustainable, livable community growth
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PUBLIC WORKS FACILITY



START DATE: MARCH 2025

CURRENT PHASE: CONSTRUCTION

EST. COMPLETION DATE: SPRING 2027

PROJECT MANAGER: TIM JOHNSON, P.E.

SUMMARY

Purchase of an existing building at 125 International Drive to be renovated for a replacement Public Works facility.

\$10.5 million authorized for purchase, due diligence, and engineering.

\$10.0 million authorized for renovations and upfit of the building.

STATUS

Town Council has approved all of the necessary contracts and amendments to complete the project.

The Local Government Commission approved the remaining financing on June 9, 2026.

The contractor has completed asphalt repairs. Interior painting has begun. Cabling for IT and security systems has begun. The main air handler has been installed.

FINANCES

Total Revenues
& Sources
\$20.5 million

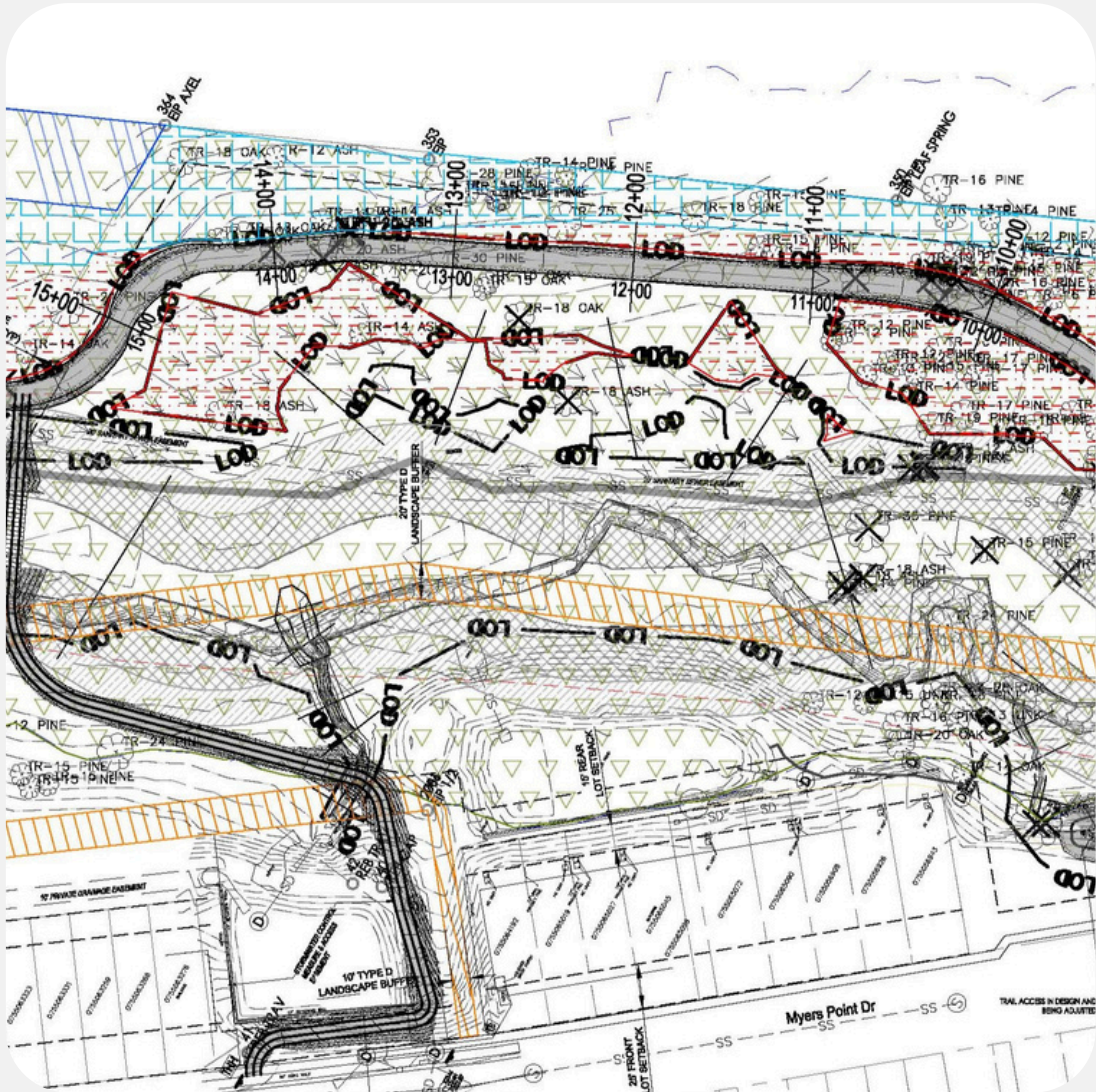
Latest Indicated Cost
\$20.5 million

STRATEGIC PLAN

- ☐ Sustainable, livable community growth
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- ☒ Organizational resiliency

SAWMILL CREEK

STREAM RESTORATION AND GREENWAY PROJECT



START DATE: JULY 2023

CURRENT PHASE: CONSTRUCTION

EST. COMPLETION DATE: JANUARY 2028

PROJECT MANAGER: BEN MILLS P.E., C.F.M.

SUMMARY

The project is water quality focused and will tackle an unstable stream and poor habitat conditions. The work includes stabilizing the eroding stream, enhancing the riparian buffer by removing invasive species and adding native plantings while incorporating pocket wetlands to help improve water quality and habitat conditions. The development would also incorporate a portion of the planned Sawmill Creek greenway in its design.

The project is generally located west of the railroad right-of-way adjacent to NC54 from Page Street to Downing Glenn Drive.

STATUS

- Construction plans are approved and environmental permitting is complete.
- The Town has been awarded three grants totaling \$967,297 towards project implementation.
- The project was readvertised and received two bids, with the lowest responsible bid totaling \$2,992,367.24.
- Contract is in the process of being executed.
- Pre-construction meeting was completed in September.

Challenges:

- Differences in elevation and stream crossings necessitate the use of elevated greenway sections and bridges, adding to project costs.

FINANCES

**Total Revenues
& Sources**
\$2,992,367.24

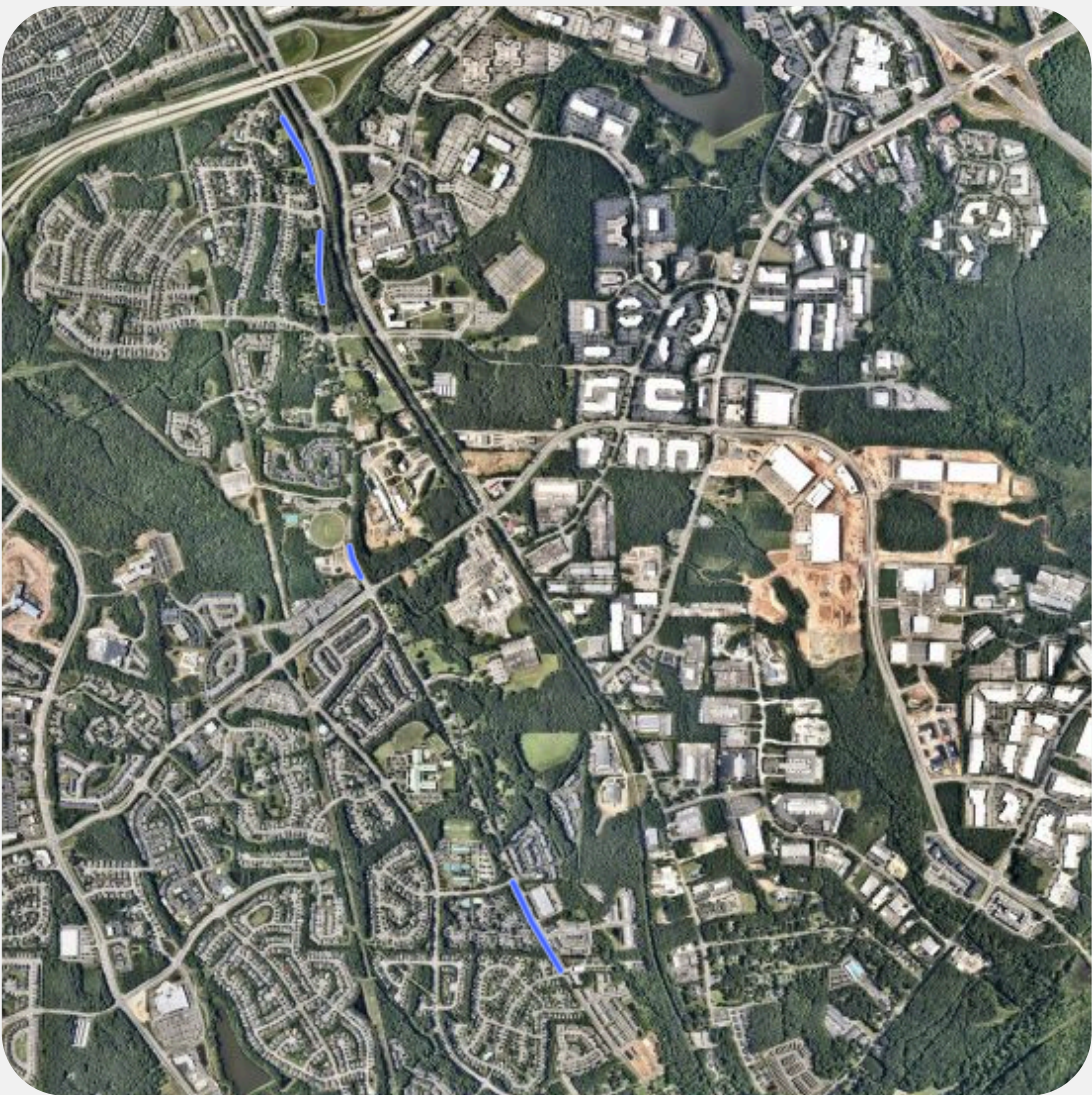
Latest Indicated Cost
\$2,992,367.24

STRATEGIC PLAN

- ☒ Sustainable, livable community growth
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SIDEWALK GAP PROJECT

CHURCH STREET SIDEWALK (EB-5838)



START DATE: 2022

CURRENT PHASE: DESIGN

EST. COMPLETION DATE: 2029

PROJECT MANAGER: KITTY THOMAS

SUMMARY

Design and construct new sidewalks along Church Street from Morrisville-Carpenter Road to the Durham County line. This project is in conjunction with NCDOT and is funded with an 80% State funds/20% Town funds cost share reimbursement grant, managed by the Town.

STATUS

- Design is in 65% stage, and revision of the plan set is underway based on NCDOT review comments.
- Environmental documents were approved on July 17, 2026.
- NCDOT Cost Verification process is complete. Additional grant funding will be requested to close the funding gap.

Challenges:

- Coordination is needed with other projects in the corridor.
- Federal funding availability may require the project to scale back.

FINANCES

Total Revenues
& Sources
\$3,058,103

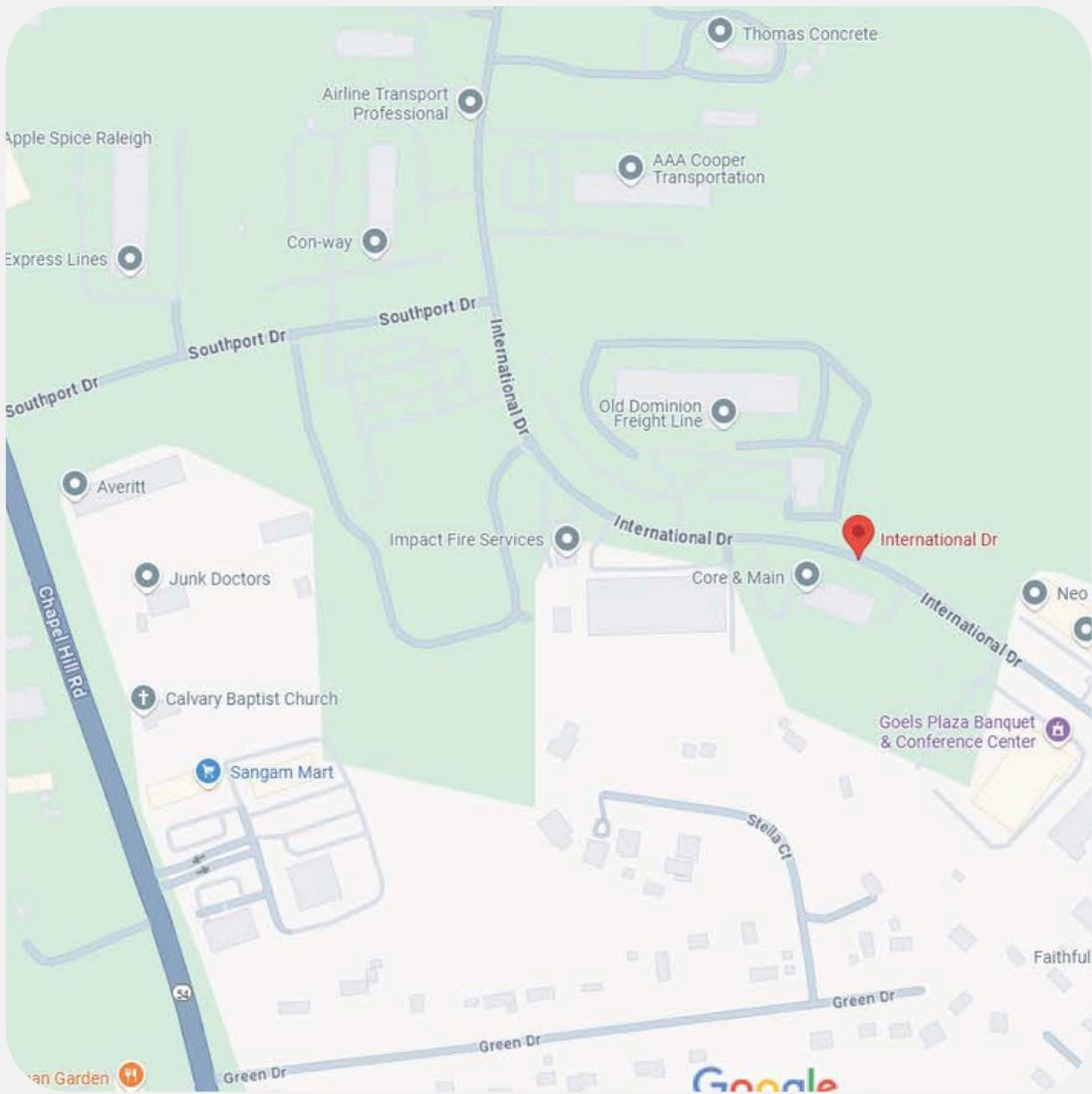
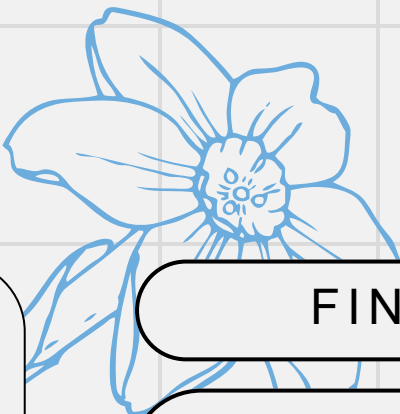
Latest Indicated Cost
\$5.2 million

STRATEGIC PLAN

- ☐ Sustainable, livable community growth
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SIDEWALK GAP PROJECT

INTERNATIONAL DRIVE



SUMMARY

Complete sidewalk gaps on International Drive from Aviation Parkway north to the end of the existing pavement connecting to the recently constructed roadway alignment being developed by SPARK.

STATUS

- Town Council awarded the construction contract to Browe Construction at a cost of \$560,810 plus \$60,000 for contingencies.
- Anticipate construction commencement in October 2026.
- Funds will be transferred from Transportation Reserves to complete funding.

Challenges:

.

FINANCES

Total Revenues
& Sources
\$891,000

Latest Indicated Cost
\$620,810

STRATEGIC PLAN

- ☐ Sustainable, livable community growth
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START DATE: OCTOBER 2024

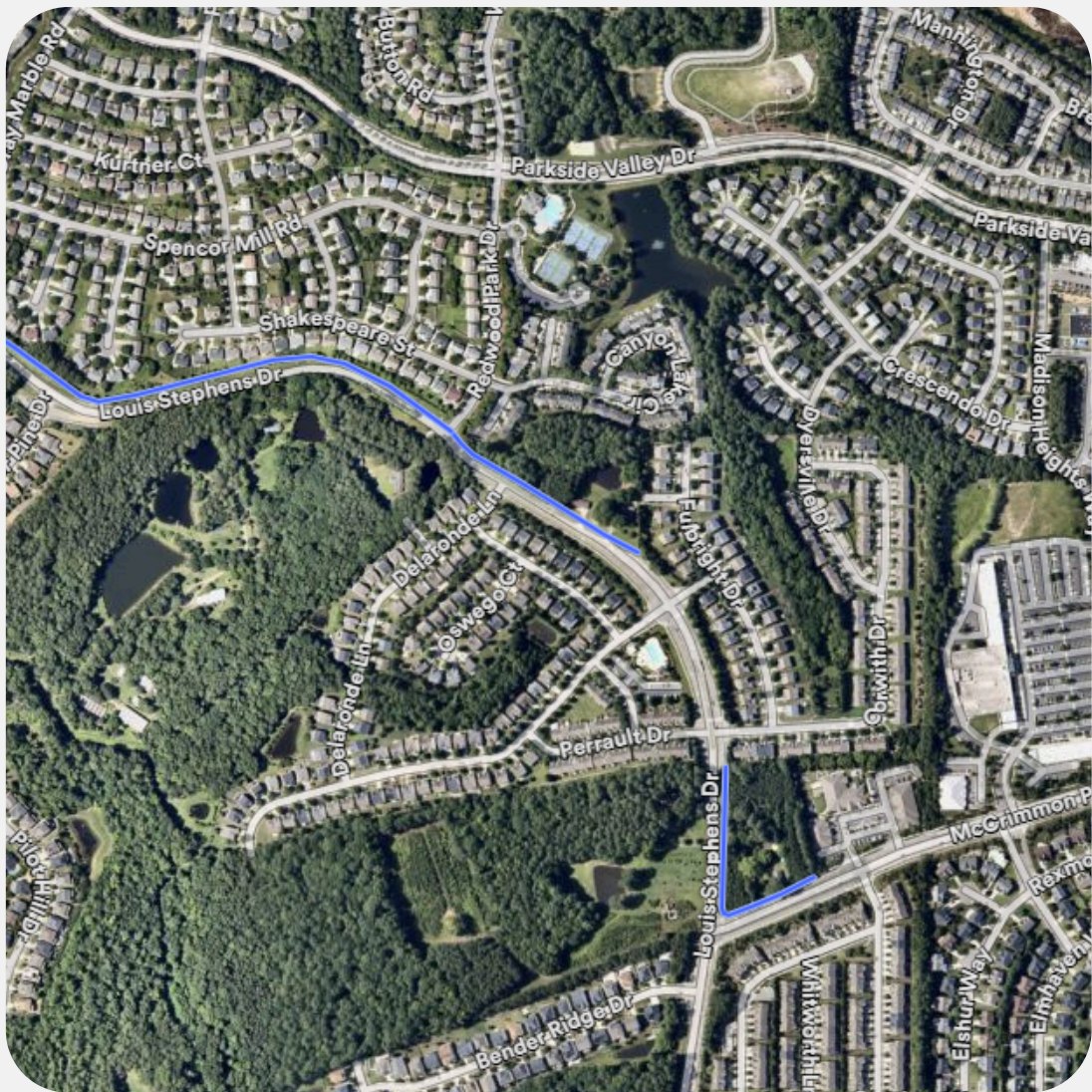
CURRENT PHASE: BID AWARDED

EST. COMPLETION DATE: SPRING 2027

PROJECT MANAGER: TIM JOHNSON, P.E.

SIDEWALK GAP PROJECT

LOUIS STEPHENS DR (BL-0049)



START DATE: OCTOBER 2022

CURRENT PHASE: DESIGN

EST. COMPLETION DATE: 2027

PROJECT MANAGER: KITTY THOMAS

SUMMARY

Design and construction of a new sidewalk along Louis Stephens Drive from McCrimmon Parkway to Gray Marble Road. This project is in conjunction with NCDOT and is funded with 70% federal funds/30% Town funds cost share reimbursement grant, managed by the Town.

STATUS

- Final Plans, Specifications, and Estimate (PSE) set was approved by NCDOT on August 14, 2026.
- Environmental Categorical Exclusions (CE) Consultation was approved by NCDOT on August 18, 2026.
- Request for Construction Authorization is in review, anticipated completion by October 2026.
- CAMPO will consider an additional grant funding request after receiving construction bids.

Challenges:

- Potential habitat for endangered species.
- Variances on the NCDOT standard specifications.
- ROW negotiations required the condemnation of several parcels.

FINANCES

Total Revenues
& Sources
\$2.4 million

Latest Indicated Cost
\$2 million

STRATEGIC PLAN

- ☐ Sustainable, livable community growth
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SIDEWALK GAP PROJECT

SORRELL GROVE CHURCH ROAD



START DATE: OCTOBER 2024

CURRENT PHASE: DESIGN

EST. COMPLETION DATE: 2026/2027

PROJECT MANAGER: KITTY THOMAS

SUMMARY

Sorrell Grove Church Road sidewalk gap from Airport Boulevard to Slater Road was identified in the sidewalk gap prioritization schedule. A new sidewalk is being designed to be constructed on the west side of Sorrell Grove Church Road.

STATUS

- Permitting is underway with Encroachment permit applications in NCDOT review.
- Easement acquisitions are underway. One easement remains to be completed.
- Bidding will commence once the encroachment permit and easement are finalized, anticipated in October 2026.

Challenges:

- Long review times for State permits.

FINANCES

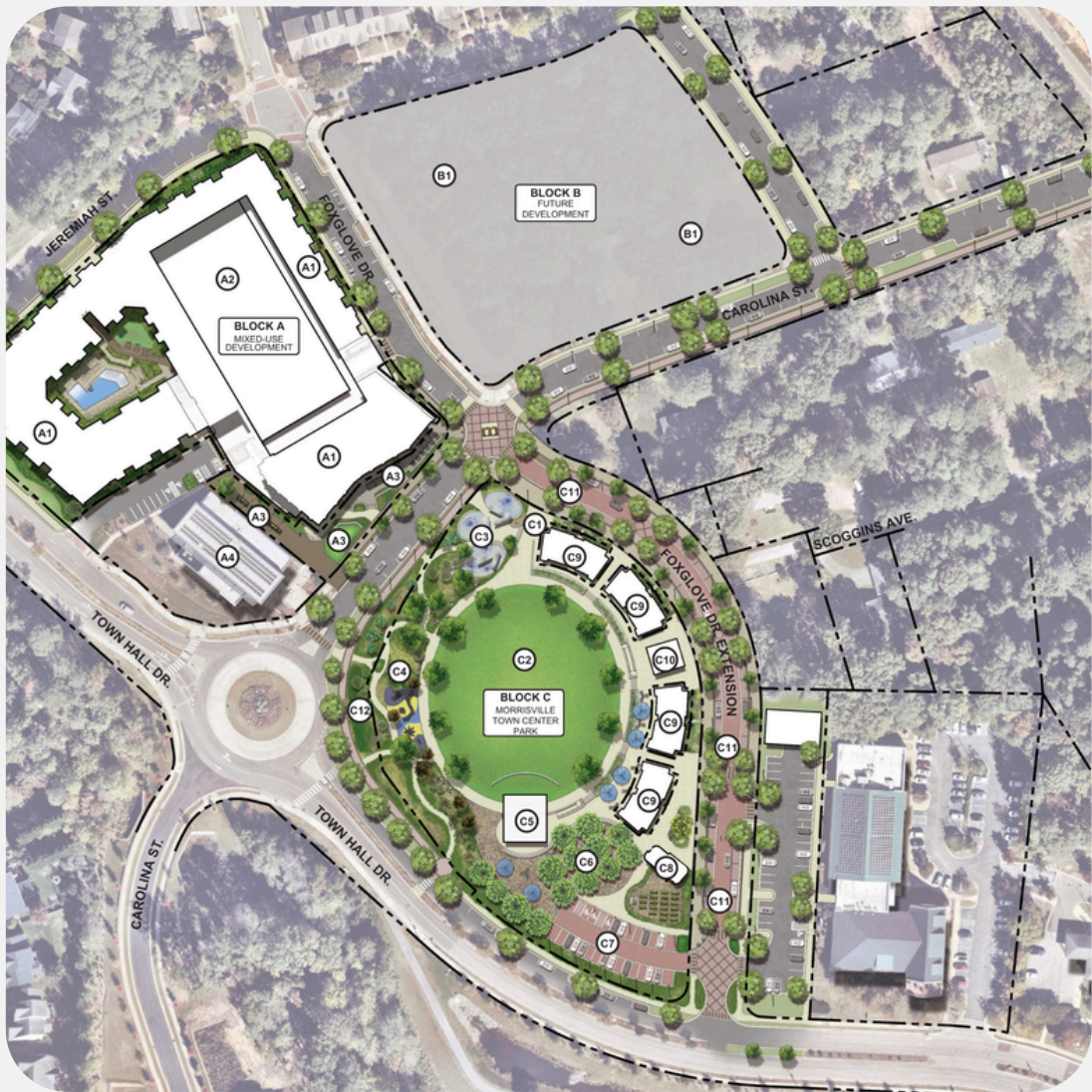
Total Revenues
& Sources
\$332,000

Latest Indicated Cost
\$1.13 million

STRATEGIC PLAN

- ☐ Sustainable, livable community growth
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TOWN CENTER PHASE 1A



START DATE: SUMMER 2024

CURRENT PHASE: CONSTRUCTION

EST. COMPLETION DATE: 2027/2028

PROJECT MANAGER: KYLE COOPER

SUMMARY

Block A comprises of a mixed-use building and a parking deck surrounding the existing library. Block C comprises of a new town green, outdoor stage, cottage retail buildings, public restroom, plaza with sculptures and water features, walkways, new streetscapes along Town Hall Drive, Foxglove and Carolina Street, playground and landscape/hardscape feature throughout.

STATUS

- Block A: Multi-family housing and parking deck construction is underway. Concrete parking deck is under construction.
- Block C: Town Green - Site construction and infrastructure development continues. Underground utilities being installed around Foxglove extension and along Carolina Street from Town Hall to Church Street. Foundation work for Support Building, Restroom Building and the seat walls that flank the Town Green are underway.
- Carolina Street closure to remain in effect.

Challenges:

- Designing the park amenities within the allocated budget.

FINANCES

Total Revenues
& Sources
\$30,874,349

Latest Indicated Cost -
Design + Construction
\$28.8 million

STRATEGIC PLAN

- ☒ Sustainable, livable community growth
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HIGHLIGHTS



TOWN CENTER PHASE 1

TOWN CENTER DISTRICT

BRANDING, SIGNAGE AND WAYFINDING PLAN



START DATE: NOVEMBER 2025

CURRENT PHASE: PLANNING

EST. COMPLETION DATE: 2027/2028

PROJECT MANAGER: JEANNE HOOKS

SUMMARY

Develop a town center district branding, signage and wayfinding program in connection with identifying key points of interest like the Town Green, library, playgrounds, dog park, retail centers, historic landmarks and other locations. Project master plan will include implementation of street level and pedestrian level signs, establishing a complementary, yet unique Town Center District brand.

STATUS

- The Town has selected and contracted with Merje to provide signage, branding and wayfinding consulting services for Town Center.
- The master plan will provide a phased implementation and funding plan.
- An initial presentation and input session with Town Council was held Jan. 13, 2026.
- May 21, 2026: Staff held a Community Advisory Input Forum to gather feedback on four proposed branding concepts.
- July 28, 2026: The consultant presented recommended branding concepts to Council, including a preliminary cost range and a sample menu of phased signage options to be refined in the final master plan.
- Sept. 2, 2026: The Steering Team and Singh partners reviewed the concepts, refining them based on Council feedback and narrowing to a single revision option.
- Oct. 13, 2026: The consultant will present the final branding concept for approval.
- Fall: The consultant will work with the Steering Team to complete the master plan, including phasing, cost ranges, a signage and wayfinding menu, social district guidelines, and an implementation plan.

FINANCES

Total Revenues
& Sources
\$99,945

Latest Indicated Cost
\$99,945

STRATEGIC PLAN

- ☒ Sustainable, livable community growth
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- ☐ Operational excellence
- ☐ Organizational resiliency



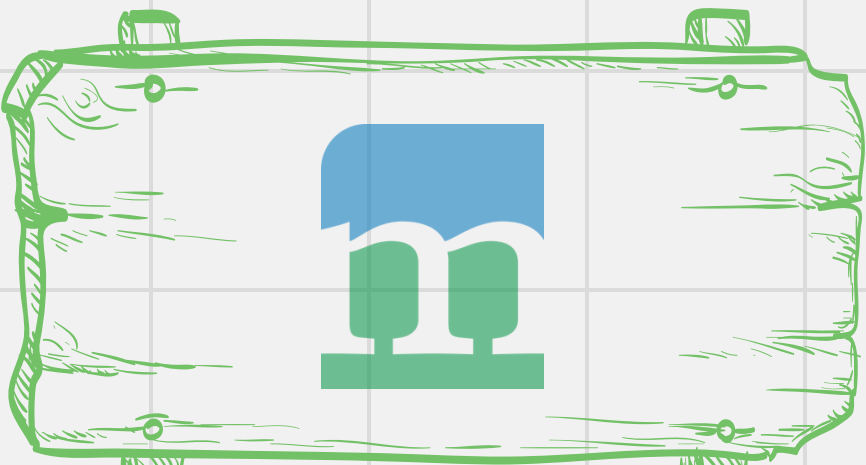
HIGHLIGHTS



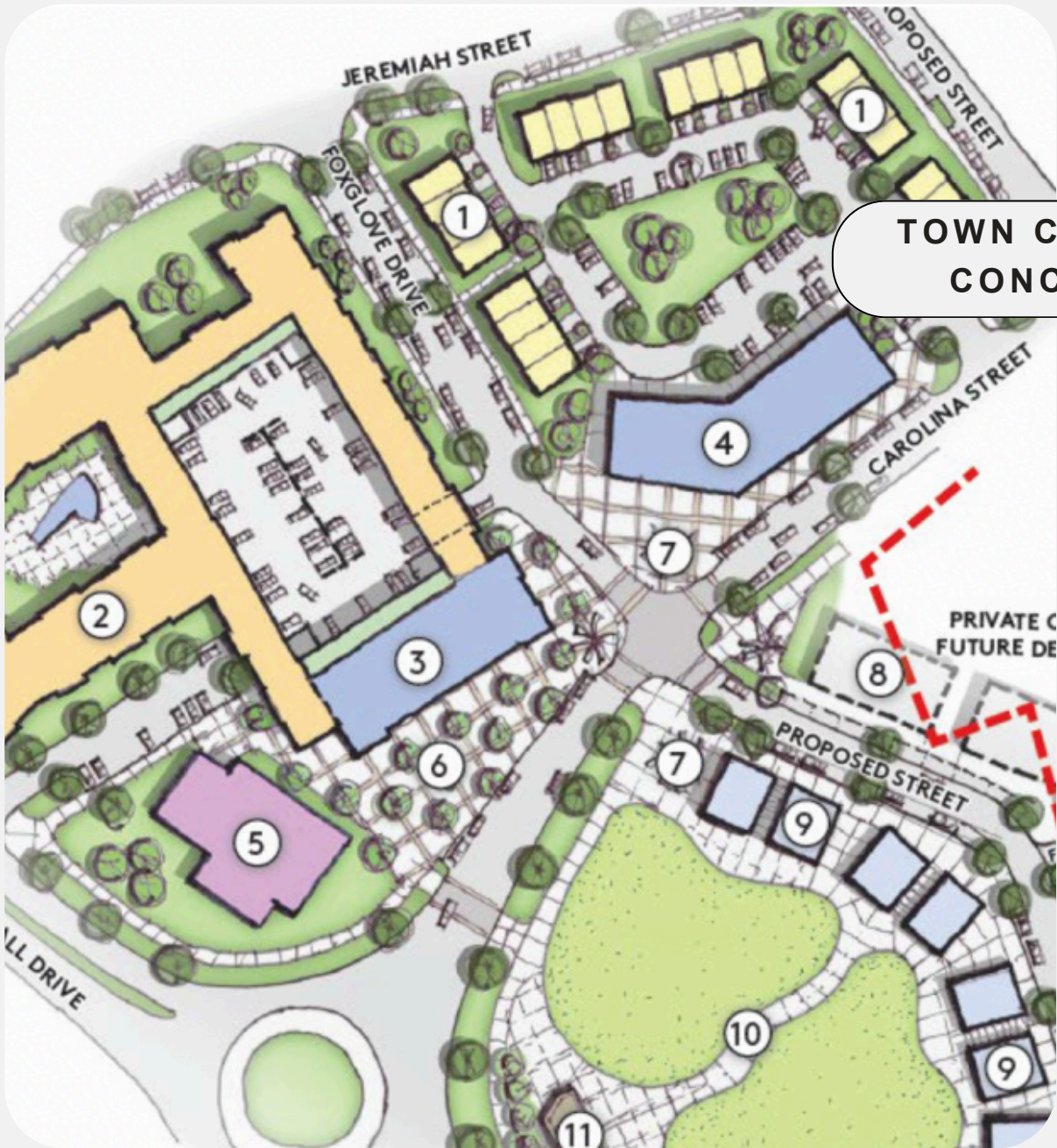
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EXISTING WAYFINDING SIGN



TOWN CENTER DISTRICT BRANDING,
SIGNAGE AND WAYFINDING



TOWN CENTER DISTRICT
CONCEPTUAL PLAN

MORRISVILLE SENIOR CENTER EXPANSION



START DATE: SUMMER 2025

CURRENT PHASE: DESIGN

EST. COMPLETION DATE: 2027

PROJECT MANAGER: KITTY THOMAS

SUMMARY

Relocate and expand the Senior Center in the newly leased space at 4031 Davis Drive (formerly Petland) at the McCrimmon Corners shopping center with total available space of approximately 5,552 SF. This will also provide additional programming space to accommodate the interests of the patrons. The previous plan to expand the Senior Center at the existing location could not proceed due to delay in availability of the adjacent spaces.

STATUS

- Senior Center lease has been executed.
- Conceptual design phase underway.
- Staff recommendation to use design-build bridging delivery method was approved by Town Council on August 25, 2026.

Challenges:

- Designing the operational program requirements within the current budget.
- Delay due to the availability of expansion space.

FINANCES

Total Revenues
& Sources
\$1,000,000

Latest Indicated Cost
TBD

STRATEGIC PLAN

- ☒ Sustainable, livable community growth
- ☐ Public safety readiness
- ☒ Engaged, inclusive community
- ☐ Community mobility
- ☐ Economic prosperity
- ☐ Operational excellence
- ☐ Organizational resiliency

THE GABLES ROADWAY PROJECT



SUMMARY

This project is to evaluate the condition of streets in the Gables community and to design and implement repairs and reconstruction solutions to bring the streets up to current town standards.

STATUS

- Town council approved Faulconer Construction Company Inc. as the design builder and Phase 1 design contract amount of \$350,000 on May 12.
- Design is underway with an on-site street assessment completed in August 2026.
- An update was provided to the Gables community on September 14.

Challenges:

- Roadway work in an active compact neighborhood will need to be carefully coordinated with the community.
- Cost escalations have made it more difficult to proceed with the initial construction scope of work.
- Right-of-way constraints will create construction challenges.

FINANCES

Total Revenues
& Sources
\$2.6 million

Latest Indicated Cost
\$2.6 million

STRATEGIC PLAN

- ☐ Sustainable, livable community growth
- ☐ Public safety readiness
- ☐ Engaged, inclusive community
- ☒ Community mobility
- ☐ Economic prosperity
- ☐ Operational excellence
- ☐ Organizational resiliency

START DATE: DECEMBER 2023

CURRENT PHASE: DESIGN

EST. COMPLETION DATE: 2027

PROJECT MANAGER: KITTY THOMAS

WCPSS CEDAR FORK ELEMENTARY

ATHLETIC FIELDS



START DATE: FALL 2025

CURRENT PHASE: DESIGN

EST. COMPLETION DATE: SUMMER 2027

PROJECT MANAGER: MICHELE STEGALL

SUMMARY

New multi-purpose athletics facilities to be constructed in partnership with Wake County Public Schools as part of an Interlocal Agreement related to the construction of a new high school. The Town will pay for “betterments” including tennis and multipurpose sports lighting; pickleball striping (3 courts); a tennis backhit wall; a contribution to a storage building, and various IT and security equipment

STATUS

- Construction started August 5, natural gas line extended, silt fence installed and clearing and grubbing of field taking place.
- Agreement includes a Town do not exceed of \$1,064,804.75
- Sidewalk closure along Town Hall drive in front of Cedar Fork elementary is in effect for a one year period during construction.
- Additional measures are being installed to enhance pedestrian safety along Town Hall Drive for the sidewalk closures.

FINANCES

Total Revenues
& Sources
\$1.5 Million Budgeted

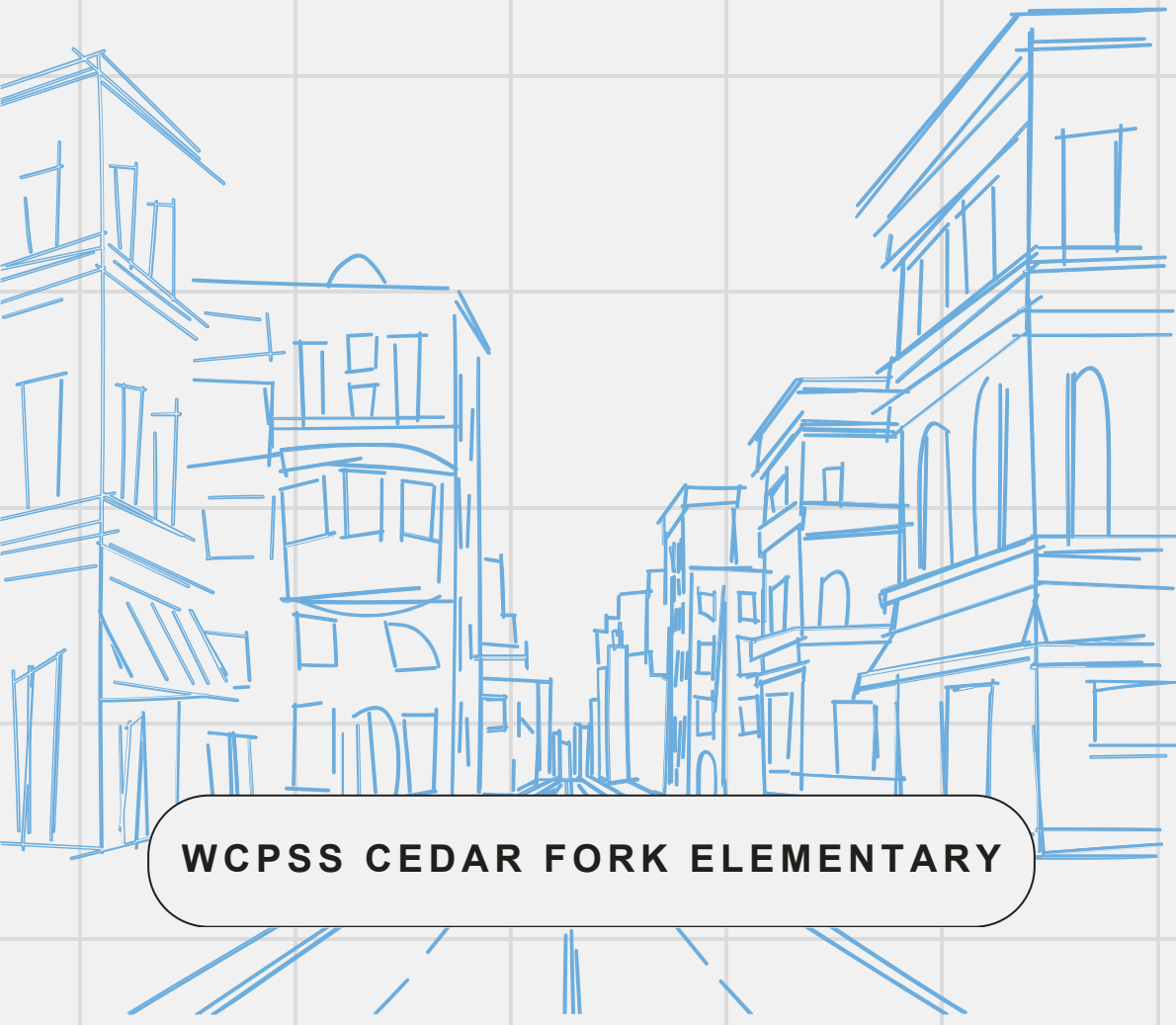
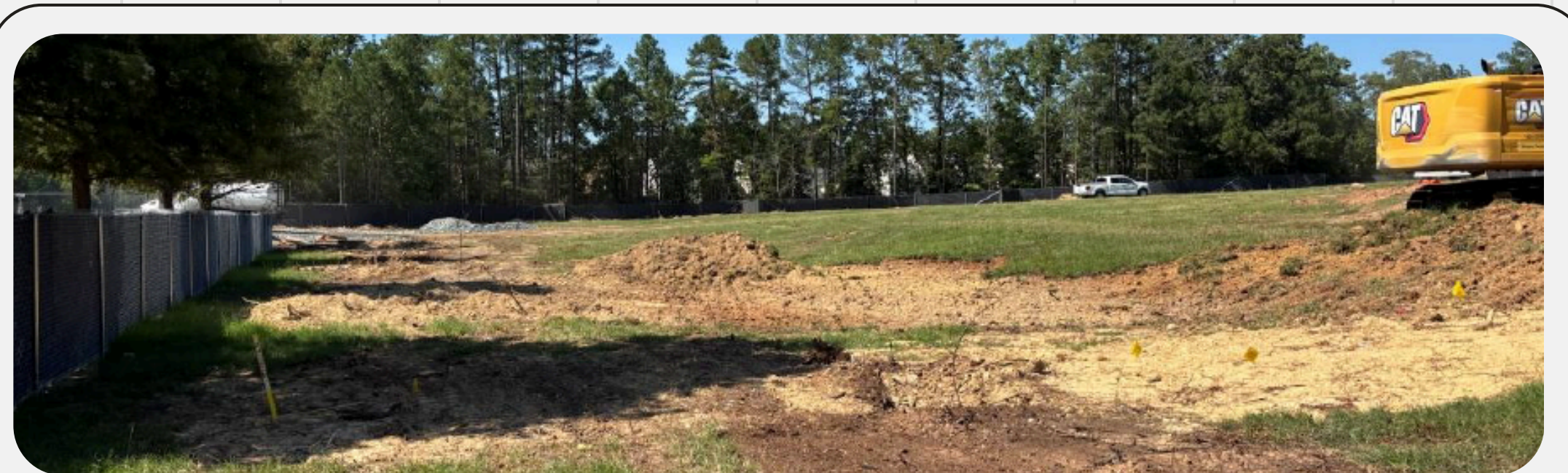
Latest Indicated Cost
\$956,264

STRATEGIC PLAN

- ☒ Sustainable, livable community growth
- ☐ Public safety readiness
- ☒ Engaged, inclusive community
- ☐ Community mobility
- ☐ Economic prosperity
- ☐ Operational excellence
- ☐ Organizational resiliency



HIGHLIGHTS



WCPSS CEDAR FORK ELEMENTARY

CRICKET FIELD UPGRADE



START DATE: MAY 2026

CURRENT PHASE: PROCUREMENT

EST. COMPLETION DATE: 2027

PROJECT MANAGER: ERIC J. PEARSON, P.E.

SUMMARY

The upgrading of the sports lighting system around the Church Street Park cricket field is complete, bringing the site up to the required standards for professional nighttime broadcast play. Field drainage improvements and two additional pitches are being planned. The project was awarded \$2,000,000 in funds through the Fiscal Year 2026 Hospitality Tax Competitive Project Process, a joint initiative between Wake County and City of Raleigh.

STATUS

- The upgrading of the sports lighting was completed at the end of May 2026
- A Request for Qualifications for the Church Street Park Field Improvements using the Design-Build Method was issued, proposals have been received and evaluated. A contract is being negotiated for the Cricket Field Reconstruction.
- The agreement for the \$2 million Hospitality Tax funding has been executed, increasing the revenues & sources to match the \$5 million latest indicated cost.

Challenges:

- Completion of the field reconstruction by April 2027 in support of the 2027 Cricket Season.

FINANCES

**Total Revenues
& Sources
\$3,000,000**

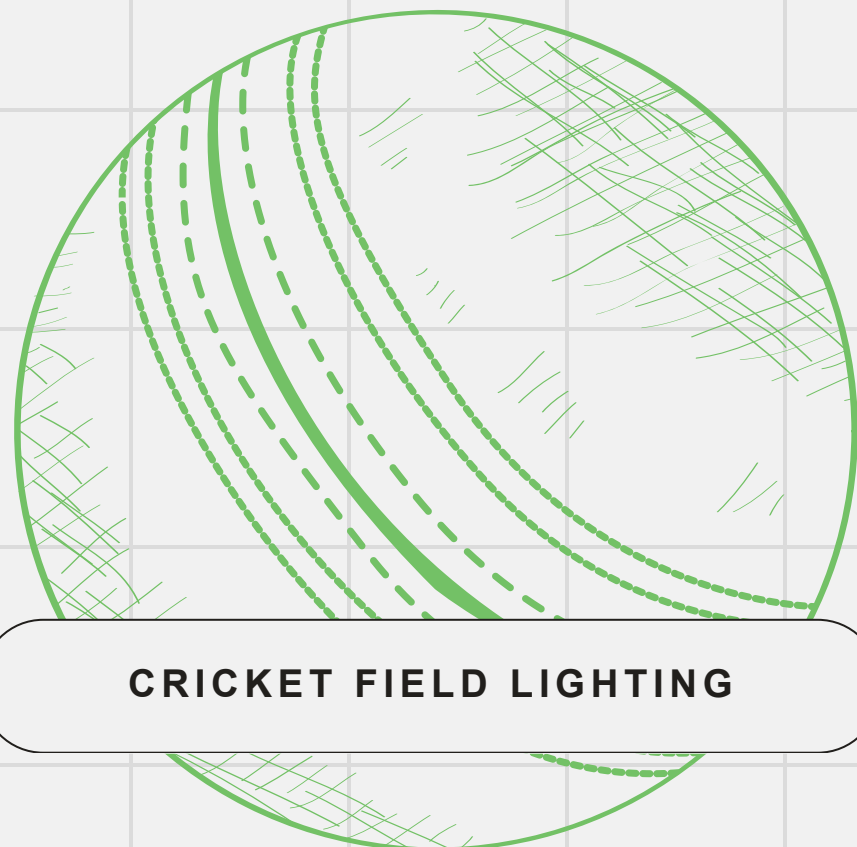
**Latest Indicated Cost
\$5,000,000**

STRATEGIC PLAN

- ☐ Sustainable, livable community growth
- ☐ Public safety readiness
- ☐ Engaged, inclusive community
- ☒ Community mobility
- ☐ Economic prosperity
- ☐ Operational excellence
- ☐ Organizational resiliency



HIGHLIGHTS



CRICKET FIELD LIGHTING



FIRE STATION NO. 2 RELOCATION



START DATE: AUGUST 2026

CURRENT PHASE: DESIGN

EST. COMPLETION DATE: 2028

PROJECT MANAGER: KITTY THOMAS

SUMMARY

Design and construction of a new fire station to replace the current fire station #2. NCDOT will be widening NC54 at the location of existing fire station #2 which will impact its operational use as a fire station. The Town purchased the property from Wake Tech along Paramount Parkway for use as the future fire station #2 location which will enhance service in the NE region of the Town's fire safety service area. \$756,250 is budgeted in FY2027 and \$15,275,000 in FY2028

STATUS

- Design Builder selection process is complete, and the selection of Balfour Beatty Construction, LLC and Phase 1 budget of \$1.25 million was approved by Town Council on August 25, 2026.
- Station will be designed with the general program parameters that were developed for Fire Station #3 which was completed in 2023 on Harris Mill Road.

Challenges:

- Coordinating the fire station development with the adjacent Watkins Park development, including cross connections of greenway, site clearing/grading, and providing connectivity from Wake Tech's campus to Paramount Parkway.

FINANCES

Total Revenues
& Sources:
\$756,250

Latest Indicated Cost
\$TBD

STRATEGIC PLAN

- ☐ Sustainable, livable community growth
- ☒ Public safety readiness
- ☐ Engaged, inclusive community
- ☐ Community mobility
- ☐ Economic prosperity
- ☒ Operational excellence
- ☐ Organizational resiliency

MORRISVILLE COMMUNITY PARK PERMEABLE PAVEMENT



SUMMARY

The Town has partnered with NCDOT to fully fund the installation of permeable pavement at Morrisville Community Park in select areas of the parking lot adjacent to the baseball fields. The \$780,000 project will enhance water quality and reduce flooding at Hatcher Creek.

FINANCES

Total Revenues
& Sources
\$780,000

Latest Indicated Cost
\$780,000

STATUS

- NCDOT contract for the reimbursement up to \$780,000 for the project has been executed.
- Project is in the design and permitting phase.

Challenges:

- Floodplain constraints for the permeable pavement locations.

STRATEGIC PLAN

- ☒ Sustainable, livable community growth
- ☐ Public safety readiness
- ☐ Engaged, inclusive community
- ☐ Community mobility
- ☐ Economic prosperity
- ☐ Operational excellence
- ☐ Organizational resiliency

START DATE: 2026

CURRENT PHASE: DESIGN

EST. COMPLETION DATE: 2027

PROJECT MANAGER: BEN MILLS, P.E.

PARKS MASTER PLAN

PARKS, RECREATION & CULTURAL RESOURCES



START DATE: TBD

CURRENT PHASE: DESIGN

EST. COMPLETION DATE: LATE 2026

PROJECT MANAGER: KYLE COOPER

SUMMARY

Update the 2018 Parks, Recreation & Cultural Resources Master Plan based on current and future community needs in accordance with the Commission for Accreditation of Park and Recreation Agencies (CAPRA) standards and recreational requirements.

STATUS

- Demographic Benchmarking draft received, staff reviewing for comments
- Consultant finalizing report data collection
- Coordinating concept plan meetings for park parcels

FINANCES

Total Revenues
& Sources
\$200,000

Latest Indicated Cost
\$TBD

STRATEGIC PLAN

- ☒ Sustainable, livable community growth
- ☐ Public safety readiness
- ☒ Engaged, inclusive community
- ☐ Community mobility
- ☐ Economic prosperity
- ☐ Operational excellence
- ☐ Organizational resiliency



CAPITAL PROJECTS
FY26-29
FUTURE PROJECTS

NCDOT MCCRIMMON WIDENING/FLYOVER

U-5747



SUMMARY

NCDOT is widening McCrimmon Pkwy from two to four lanes from west of Davis Dr to Perimeter Park Dr. The project includes a flyover above the railroad tracks and NC 54, traditional turn lane design at Davis Dr, additional improvements at intersections along the roadway segment, streetlights, bridge lighting and aesthetic enhancements, on-street bike lanes, and a wider sidewalk/multi-use path on the north side of the roadway. The flyover / bridge is proposed to be named in remembrance of Sergeant Godwin.

STATUS

- Full right-of-way certification is anticipated soon, and the construction let date is currently scheduled for May of 2028.
- NCDOT has provided final cost estimates for Town betterments, and Town staff has received a draft municipal agreement from NCDOT to institutionalize provision of the betterments and to solidify their integration into the overall design and construction of the facility.

Challenges:

- Right-of-way and easement acquisition has been slower than anticipated, resulting in NCDOT delaying the project schedule several times, but it is very close to completion.

FINANCES

Total Revenues
& Sources:
\$2,144,538 for Town-
financed betterments

Latest Indicated Cost:
\$90.2 million remaining
for full project (cost to
NCDOT)

STRATEGIC PLAN

- ☐ Sustainable, livable community growth
- ☐ Public safety readiness
- ☐ Engaged, inclusive community
- ☒ Community mobility
- ☐ Economic prosperity
- ☐ Operational excellence
- ☐ Organizational resiliency

START DATE: 2021

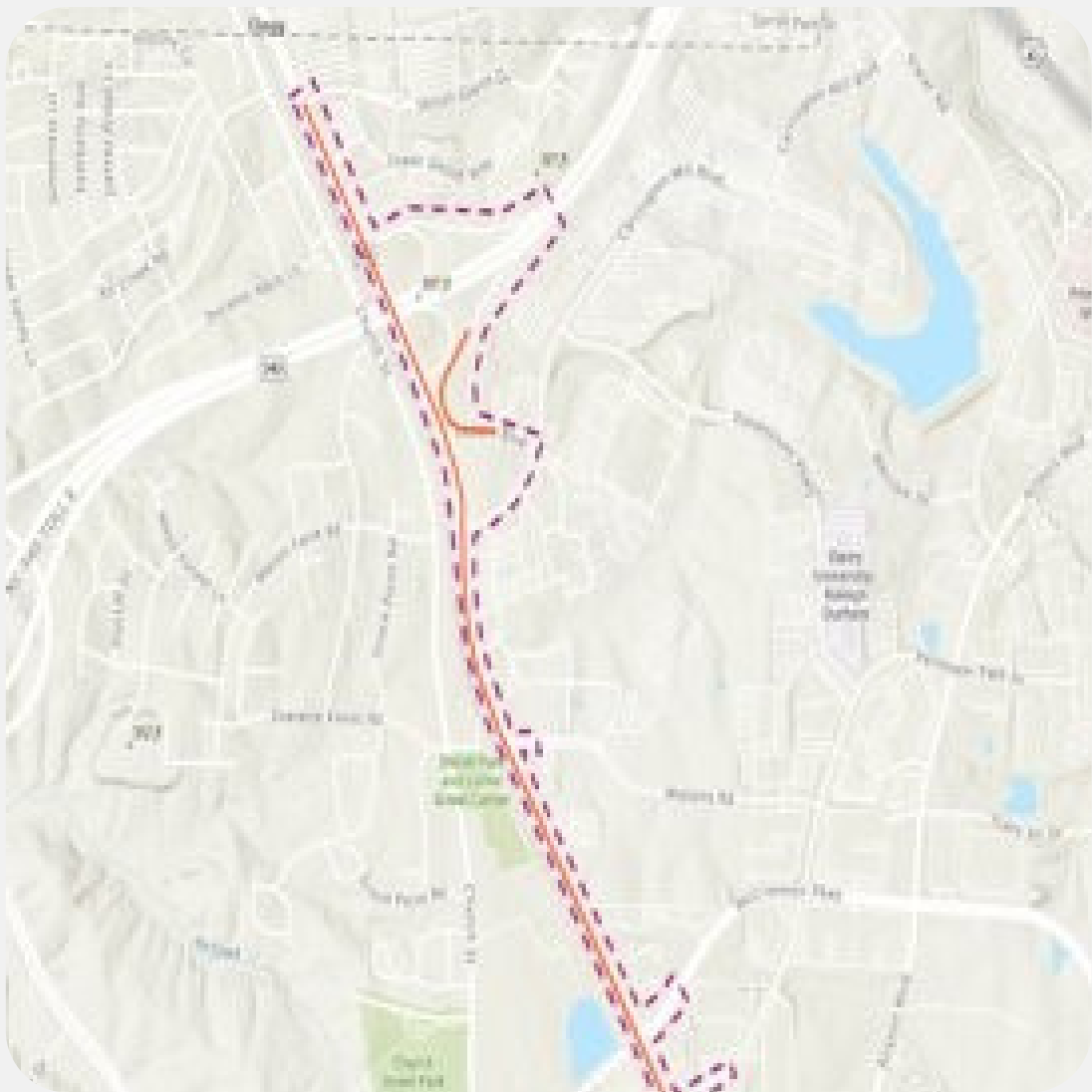
CURRENT PHASE: DESIGN/ROW

EST. COMPLETION DATE: 2031

PROJECT MANAGER: BRET MARTIN

NCDOT NC 54 WIDENING

U-5750



SUMMARY

NCDOT is widening NC 54 from two lanes to four lanes from Shiloh Glenn Drive to Perimeter Park Drive, with additional lanes around the NC 540 interchange. The project includes access management changes along the corridor, streetlights, traffic signal and pedestrian crossing improvements at the Carrington Mill Blvd/Lichten Blvd intersection, ten-foot multi-use path, and project integration with the McCrimmon Pkwy widening and flyover project (U-5747).

FINANCES

Total Revenues
& Sources:
\$653,145 for Town-financed betterments

Latest Indicated Cost:
\$41.1 million remaining
for full project (cost to
NCDOT)

STATUS

- U-5750 and U-5747 are now planned to be let for construction together in May of 2028.
- NCDOT has provided final cost estimates for Town betterments, and Town staff has received a draft municipal agreement from NCDOT to institutionalize provision of the betterments and to solidify their integration into the overall design and construction of the facility.

Challenges:

- Right-of-way and easement acquisition has been slower than anticipated for the McCrimmon Pkwy widening project, resulting in NCDOT moving both project schedules out several times, but it is very close to completion.

STRATEGIC PLAN

- ☐ Sustainable, livable community growth
- ☐ Public safety readiness
- ☐ Engaged, inclusive community
- ☒ Community mobility
- ☐ Economic prosperity
- ☐ Operational excellence
- ☐ Organizational resiliency

START DATE: 2021

CURRENT PHASE: DESIGN/ROW

EST. COMPLETION DATE: 2031

PROJECT MANAGER: BRET MARTIN

SAVANNAH SUBDIVISION

CULVERT UPGRADE



START DATE: FY27 (DESIGN)

CURRENT PHASE: FUTURE

EST. COMPLETION DATE: FY28

PROJECT MANAGER: BEN MILLS, P.E.

SUMMARY

Design and construction of drainage system upgrades to eliminate flooding that occurs at the Old Savannah Subdivision along Star Magnolia Drive and Morrisville Carpenter Road during high storm events.

STATUS

- Study phase has been completed.
- Planned start of design scheduled for FY 27.

Challenges:

- Disrupting Morrisville Carpenter Road with a potential underground pipe crossing and developing options to minimize this conflict.

FINANCES

Total Revenues
& Sources
\$1,750,000

Latest Indicated Cost
\$TBD

STRATEGIC PLAN

- ☐ Sustainable, livable community growth
- ☐ Public safety readiness
- ☐ Engaged, inclusive community
- ☐ Community mobility
- ☐ Economic prosperity
- ☒ Operational excellence
- ☐ Organizational resiliency

WAKE COUNTY CONVENIENCE CENTER

SOLID WASTE FACILITY



START DATE: 2025 (RE-START)

CURRENT PHASE: 95% DESIGN

EST. COMPLETION DATE: TBD

PROJECT MANAGER: TIM JOHNSON, P.E.

SUMMARY

With the termination of the joint Western Wake Convenience Center and Public Works Facility, Wake County is designing a stand-alone Solid Waste Facility. Wake County is funding this project.

FINANCES

Total Revenues
& Sources
\$TBD

Latest Indicated Cost
\$TBD

STATUS

- On August 12, 2025, Town Council passed resolution 2025-283-0 authorizing the Town Manager to execute the Fifth Amendment to the Memorandum of Understanding with Wake County for the development of a new Solid Waste Convenience Center on Town owned property located at 414 Aviation Parkway to be developed, operated and funded by Wake County.
- Additional agreements will be required prior to construction.
- Wake County presented Special Use Permit to the Town Council and was approved in September 2026.

Challenges:

- The Public Works storage, maintenance warehouse and material laydown will remain at Aviation Parkway.

STRATEGIC PLAN

- ☒ Sustainable, livable community growth
- ☐ Public safety readiness
- ☒ Engaged, inclusive community
- ☐ Community mobility
- ☐ Economic prosperity
- ☐ Operational excellence
- ☐ Organizational resiliency



FUTURE PROJECT PLANNING/STUDIES

WAKE TECH PARK - WATKINS ROAD



START DATE: FY26/27

CURRENT PHASE: FUTURE

EST. COMPLETION DATE: TBD

PROJECT MANAGER: TBD

SUMMARY

Design and construction of a new passive park with parking and a restroom/shelter building.
\$450,000 is budgeted in FY2027 and \$5,600,000 in FY2028

STATUS

- Planned start of design in FY 27.
- Programming to be an outcome of the Parks Master Plan update.

Challenges:

- Coordinating the park development with the adjacent fire station #2 relocation development including cross connections of greenway, site clearing/grading and providing connectivity from Wake Tech’s campus to Paramount Parkway.

FINANCES

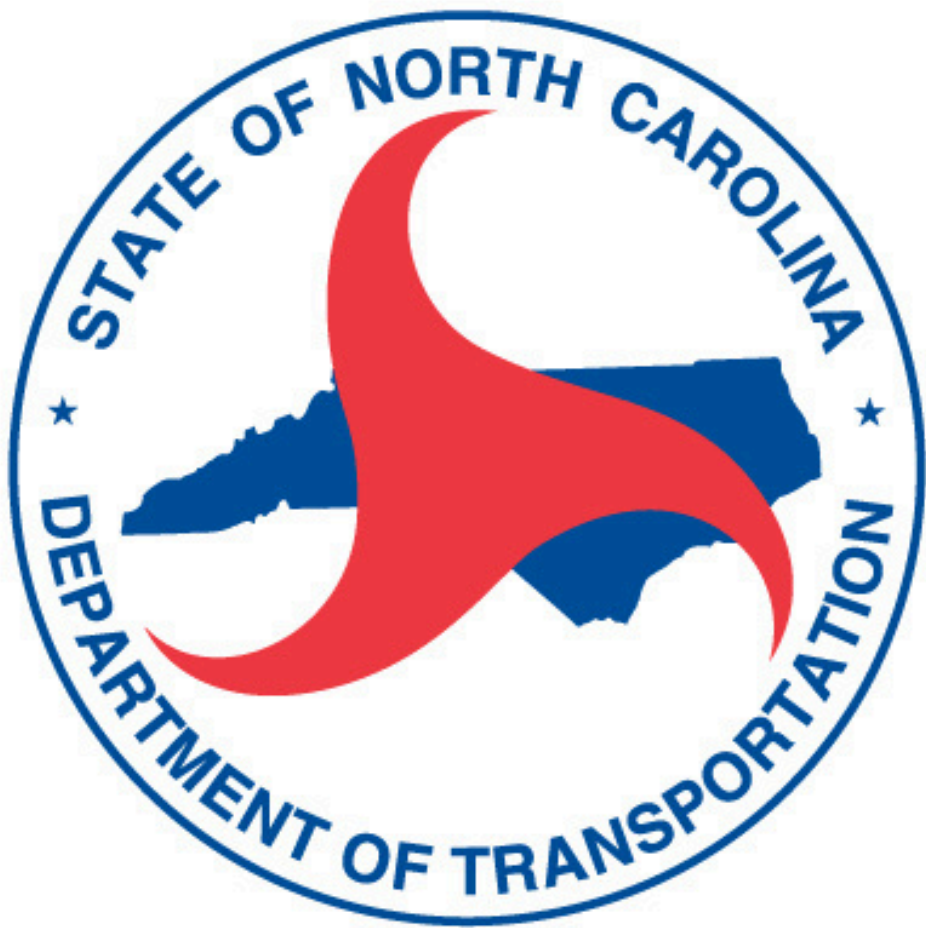
Total Revenues
& Sources:
\$450,000

Latest Indicated Cost
\$TBD

STRATEGIC PLAN

- ☒ Sustainable, livable community growth
- ☐ Public safety readiness
- ☒ Engaged, inclusive community
- ☐ Community mobility
- ☐ Economic prosperity
- ☐ Operational excellence
- ☐ Organizational resiliency

NCDOT FUTURE ROADWAY PROJECTS



START DATE: TBD

CURRENT PHASE: CONCEPTUAL

EST. COMPLETION DATE: TBD

PROJECT MANAGER: BRET MARTIN

SUMMARY

Various NCDOT roadway projects planned/programmed to be implemented in Morrisville in the next 10 years. The latest indicated costs are costs to NCDOT and not the Town.

STATUS

- Draft 2026-2035 STIP – The State Transportation Improvement Program (STIP) for 2026-2035 was adopted by the North Carolina Board of Transportation last year, and the Capital Area Metropolitan Planning Organization (CAMPO) adopted its 2026-2035 TIP to match the new STIP. The STIP identifies funding for transportation project construction and other associated activities, costs, and schedules for projects throughout the state over a 10-year period.
- CAMPO has submitted projects for scoring through NCDOT’s SPOT 8.0 prioritization process that will inform the next major STIP update for FYs 2028-2037, including projects in Morrisville.
- NCDOT has released quantitative scores for these projects, the Town is currently working with CAMPO to determine their competitiveness for programming.

FINANCES

**Total Revenues
& Sources:
\$TBD**

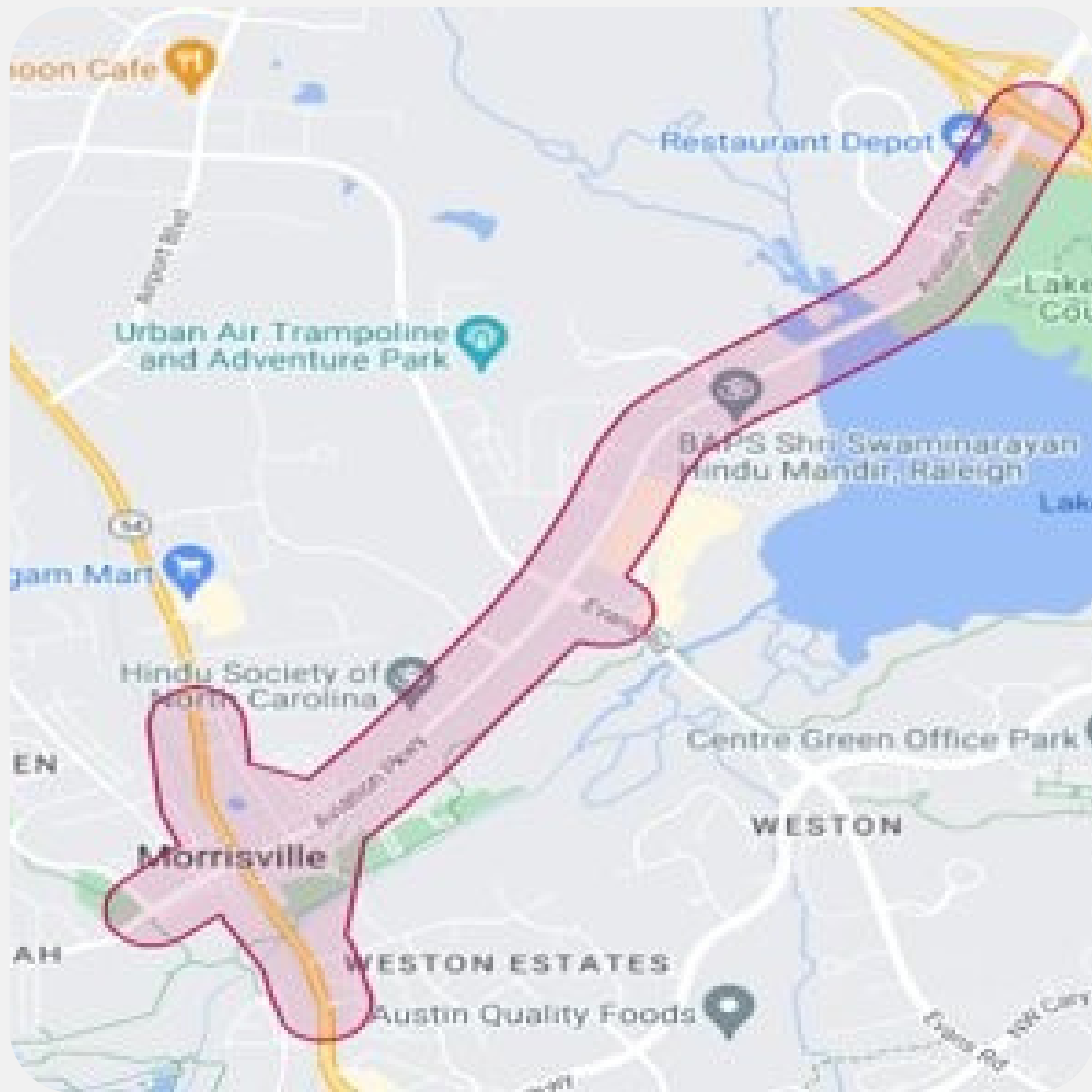
**Latest Indicated Cost:
\$TBD**

STRATEGIC PLAN

- ☐ Sustainable, livable community growth
- ☐ Public safety readiness
- ☐ Engaged, inclusive community
- ☒ Community mobility
- ☐ Economic prosperity
- ☐ Operational excellence
- ☐ Organizational resiliency

NCDOT AVIATION PARKWAY WIDENING

U-5811



START DATE: 2025 (RE-START)

CURRENT PHASE: PRELIMINARY DESIGN

EST. COMPLETION DATE: 2032

PROJECT MANAGER: BRET MARTIN

SUMMARY

NCDOT plans to widen Aviation Parkway from NC 54 to I-40. The existing roadway will be widened to a four-lane, median-divided section with bicycle and pedestrian facilities. A quadrant-loop intersection is proposed at the intersection of Aviation Parkway and NC 54, and NC 54 is proposed to be shifted slightly to the east to create greater separation between the railroad and roadway. The purpose of this project is to address congestion issues through 2050, to improve east-west mobility through Morrisville, and improve operations at intersections.

STATUS

- A conceptual functional design for the project is complete. ROW plans are being developed.
- A public meeting was held by NCDOT on May 12, 2025, to gather feedback on the conceptual functional design for the project before proceeding with more detailed design and other implementation planning efforts.
- Town staff are currently working with NCDOT to consider various signalization and pedestrian treatments for the facility.

Challenges:

- The draft STIP shows the Aviation Parkway widening (U-5811) project starting construction in FY30.

FINANCES

**Total Revenues
& Sources:
\$TBD**

**Latest Indicated Cost:
\$67.3 million remaining
for project**

STRATEGIC PLAN

- ☐ Sustainable, livable community growth
- ☐ Public safety readiness
- ☐ Engaged, inclusive community
- ☒ Community mobility
- ☐ Economic prosperity
- ☐ Operational excellence
- ☐ Organizational resiliency

SIDEWALK GAP ASSESSMENT



START DATE: MARCH 2025

CURRENT PHASE: PRIORITIZATION

EST. COMPLETION DATE: LATE 2026

PROJECT MANAGER: TIM JOHNSON, PE

SUMMARY

Perform a physical survey/inventory of sidewalks adjacent to all streets/roads within Morrisville’s planning jurisdiction including NCDOT maintained streets/roads to gather data that will be incorporated in the Town’s GIS database.

STATUS

- Initial study of sidewalk gaps and inventory is complete.
- A firm has been selected to recommend prioritization processes and updated criteria.
- Consultant is collecting data from various sources and preparing GIS layers for staff review.

Challenges:

- The updating of sidewalk criteria and prioritization of potential projects is in progress

FINANCES

**Total Revenues
& Sources
\$16,000**

**Latest Indicated Cost
\$41,000**

STRATEGIC PLAN

- ☐ Sustainable, livable community growth
- ☐ Public safety readiness
- ☐ Engaged, inclusive community
- ☒ Community mobility
- ☐ Economic prosperity
- ☐ Operational excellence
- ☐ Organizational resiliency

INTERSECTION IMPROVEMENTS - FUTURE



START DATE: FUTURE FY27

CURRENT PHASE: STUDY

EST. COMPLETION DATE: TBD

PROJECT MANAGER: TBD

SUMMARY

In 2021 the Town conducted an intersection improvement study. In January 2022 Town Council adopted a phased approach to implementing the recommended intersection improvements. In coordination with the current update to the Town’s Comprehensive Transportation Plan, the intersection improvement study will also be updated.

STATUS

- A consultant has been selected for the Comprehensive Transportation Plan (CTP) update, and the process is anticipated to run through February of 2027.
- The CTP will provide an update to the previous plan developed in 2021.
- Future intersection improvement projects are programmed for design and implementation starting in FY27.

FINANCES

Total Revenues
& Sources
\$2.2 million

Latest Indicated Cost
\$TBD

STRATEGIC PLAN

- ☐ Sustainable, livable community growth
- ☐ Public safety readiness
- ☐ Engaged, inclusive community
- ☒ Community mobility
- ☐ Economic prosperity
- ☐ Operational excellence
- ☐ Organizational resiliency

MARCOM DRIVE PARKLAND

PARKS, RECREATION & CULTURAL RESOURCES



START DATE: FY 30

CURRENT PHASE: FUTURE PROJECT

EST. COMPLETION DATE: TBD

PROJECT MANAGER: KYLE COOPER

SUMMARY

Future park site on Town owned property located near the intersection of Sorrell Grove Church Road and Marcom Drive north of Airport Blvd. Encompasses 9 acres of Town owned land with a possible partnership with Wake County owned land and a stormwater control lake for recreational use.

STATUS

- This is a future park project. It is dependent on additional land acquisition and coordination with Wake County.
- Programming will be determined as part of the parks master plan development.

FINANCES

Total Revenues
& Sources
\$5,900,000 (FY 30)

Latest Indicated Cost
\$TBD

STRATEGIC PLAN

- ☒ Sustainable, livable community growth
- ☐ Public safety readiness
- ☒ Engaged, inclusive community
- ☐ Community mobility
- ☐ Economic prosperity
- ☐ Operational excellence
- ☐ Organizational resiliency

GLOSSARY



ADA Compliance - Ensures that individuals with disabilities have equal access to services, facilities, and information. American Disabilities Act (ADA) is federal law that prohibits discrimination against people with disabilities in various areas, including employment, public accommodations, transportation, and telecommunications. Compliance means making reasonable modifications and adjustments to policies, practices, and procedures to accommodate individuals with disabilities.

ARPA Funds - American Rescue Plan Act (ARPA) provided to local and tribal governments for COVID-19 recovery efforts. These funds can be used for a wide range of purposes, including offsetting revenue losses, addressing pandemic impacts, providing premium pay for essential workers, and investing in infrastructure.

CDs – Construction Drawings or Construction Documents are plans/blueprints developed during the design phase of the project.

DEQ –The North Carolina Department of Environmental Quality (DEQ)

Easement Acquisition - the process of acquiring a right to use another person's property for a specific purpose, without taking ownership of the land itself. This can involve negotiating and obtaining an agreement with the property owner for the right to use the land generally for the development of infrastructure projects.

Public Private Partnership - is a cooperative arrangement between a government and a private company to deliver a public service, facility, park, housing or infrastructure project. These partnerships aim to leverage private sector expertise, funding, and innovation to enhance the efficiency, quality, and cost-effectiveness of the public improvements.

GLOSSARY



Right(s) of Way - is a specific public route taken by people, animals, vehicles, watercraft, or where utility lines travel and gives them the legal right to do so. Rights-of-way in the physical sense include public highways, roadways, sidewalks, railroads, streams, hiking paths/greenways, multi-use paths/bicycle paths and utility corridors.

Site Plan - also known as a plot plan, is a detailed drawing that shows the layout and features of a construction site or a property. It's essentially a blueprint for how a building or development fits within its surroundings, including existing and proposed structures, infrastructure, and landscaping.

Special Use Permit - allows activities on land that are generally not permitted by zoning regulations but are allowed under specific conditions. Essentially, it's a permission slip for land use that would otherwise be prohibited but may be allowed with special permission and approvals.

LAPP Funding - The Locally Administered Projects Program (LAPP) was first adopted by the NC Capital Area MPO on October 20, 2010. The program is used by the MPO to prioritize and program local transportation projects in the region that utilize federal funding. LAPP is a competitive funding program managed by CAMPO that prioritizes locally administered projects in the Region. These projects are funded using federal funding sources directly attributed to the region with a minimum 20% local match. The Town of Morrisville is a member jurisdiction of the CAMPO region and is eligible to apply for these funds.

STIP - The N.C. Department of Transportation's long-range transportation plan – called the State Transportation Improvement Program (STIP) – identifies the construction funding and schedule for state transportation projects over a 10-year period. NCDOT updates the STIP approximately every two years.

GLOSSARY



Streets PIL (Payment in Lieu) – means instead of or as a substitute for payment. Streets PIL are payments collected by the Town for private development that will require future road construction in lieu of constructing the road as part of the development.

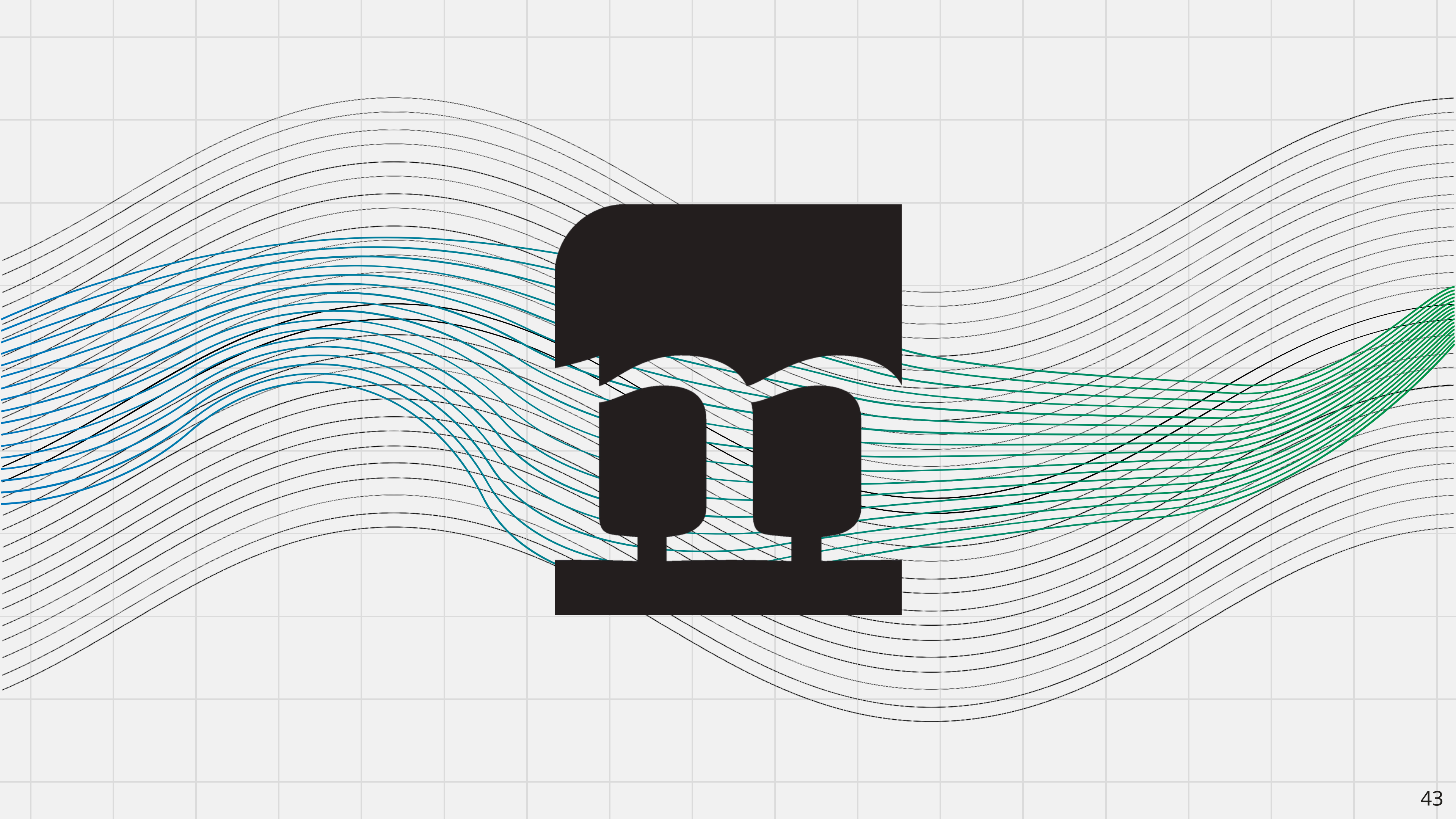
Traffic Warrant – A traffic engineering analysis using collected data to determine whether or not a certain construction improvement meets the required standards for implementation. For example, the installation of a new traffic signal requires a warrant analysis to determine if a new signal installation meets the minimum criteria and will provide an engineering/safety benefit if installed. Warrants study vehicle volume data, turning movement data and crash data to make a determination.

Let a project - In the construction industry, the term “letting” refers to the process of awarding contracts for construction projects through a formal bidding process. This phase is essentially the official construction commencement date.

Parks PIL (Payment in Lieu) - means instead of or as a substitute for payment. Parks PIL are payments collected by the Town for private development that will require future park construction in lieu of constructing the park as part of the development.

NCDOT - stands for North Carolina Department of Transportation. It's the state agency responsible for managing and operating various transportation systems within North Carolina, including highways, rail, aviation, and public transit. NCDOT is responsible for ensuring the safety, efficiency, and accessibility of transportation infrastructure across the state on the state-maintained right-of-way network.

CAMPO (Capital Area Metropolitan Planning Organization) - a regional transportation planning organization serving communities in Chatham, Franklin, Granville, Harnett, Johnston and Wake Counties.



Town Council Agenda Item Report

Agenda Item No. 10.b

Submitted by: Dawn Raab

Submitting Department Finance

Meeting Date: October 13, 2026

SUBJECT

Morrisville Grants Team Update to Council

Recommendation:

Receive administrative report

Updates/History of Briefing:

None

Executive Summary and Background Information:

Each year, the Grants Team provides Council with a status update of grants that have been submitted. This includes both awarded and unawarded opportunities. Updates are submitted at mid-year, as well as a final year end submittal. The October report is the culmination of the 2026 fiscal year.

Advisory Board/Committee Review:

None

Insert Date of Advisory Board/Committee Review:

Advisory Board/Committee Recommendation and/or Vote:

None

Potential Options:

Receive information.

Staff Recommendation:

None

ATTACHMENTS

- [2026-334-0 Morrisville Grants Team Update to Council.pdf](#)



To: Town Council
From: Dawn Raab, Management & Budget Analyst
Date: October 13, 2026
RE: Morrisville Grants Program Update

The Annual Grants Report provides a comprehensive overview of the grant review, submission, and awarding processes conducted throughout the fiscal year. Fiscal year 2026 was notably successful, with over \$3 million in grants awarded. The Town submitted applications totaling \$23.5 million, of which \$10.8 million remains under review. The accompanying charts illustrate the distribution of grant submissions across departments and demonstrate how these submissions align with the Town's Strategic Plan.

Morrisville Grants Team



FY26 End of Year Update

Grant	Community Outcome	Amount	Town Match	Department
AWARDED		3,077,522	3,538,948	
Great Trails State Program**	Sawmill Creek Greenway	417,297	417,297	Stormwater
NC Dept. of Emergency Mgmt**	Cybersecurity	100,482	30,145	IT
Governor's Highway Safety Program**	TSU Overtime	26,000	0	Police
NCSU-Clean Energy (CFAT)**	EV Stations/vehicles	50,913	14,997	Public Works
NC Recreation & Parks	Senior Center Programming	1,000	0	Parks & Rec
Duke Energy Foundation	Native Plants	10,000	15,000	Public Works
CAMPO-LAPP	Morrisville Pkwy Intersections	205,030	61,509	Engineering
Wake County Hospitality Tax Grant	Upgrade cricket lights-CSP	2,000,000	3,000,000	Engineering/PW
Duke Energy Foundation	Community Sand Bags-Emerg Prep	10,000	0	Fire
Our Rescue	Digital Forensic Lab	6,800	0	Police
Community Funding-D. Ross	Town Center	250,000	0	Admin
SUBMITTED		10,787,955	2,620,000	
Safe Streets for All-SS4A	Morrisville Pkwy Intersections	10,480,000	2,620,000	Engineering/PW
Safe Play Little League	Fencing Toppers	4,955	0	P&R
NC Recreation & Parks	Sensory Sensitivity Kits	1,500	0	P&R
NC Recreation & Parks	Pugh House Programming	1,500	0	P&R
Community Funding-Ross	Public Safety Mobile Command Unit	300,000	0	Admin
APPLIED BUT NOT AWARDED		9,322,500	29,850	
NC Amateur Sports	Youth Uniforms	3,350	0	P&R
T-Mobile	Senior Center Expansion	50,000	0	Engineering
Governor's Highway Safety Program**	Traffic Safety Officer	169,150	29,850	Police
Community Funding-Cervania	Senior Center Expansion	250,000	0	Admin
Community Funding-Cervania	Veterans Memorial	100,000	0	Admin
Community Funding-Cervania & Tillis	Police Digital Forensic Lab	250,000	0	Admin
Community Funding-Cervania & Tillis	Public Safety Traffic Pre-emption	250,000	0	Admin
Community Funding-Cervania	Small Business Innovation Lab	250,000	0	Admin
Community Funding-Ross	Public Works Building Upgrades	1,000,000	0	Admin
Community Funding-Foushee & Ross	Pugh House Renovations	2,000,000	0	Admin
Community Funding-Foushee	FS2 Expansion to Public Safety Station	2,000,000	0	Admin
Community Funding-Foushee	Land Acquisition for Town Center	3,000,000	0	Admin
Totals		23,187,977	6,188,798	

**Submitted Prior Year

Improved transportation mobility

CAMPO-LAPP-AWARDED	Morrisville Parkway Intersections
Safe Streets For All-SS4A	Morrisville Parkway Intersections

Thriving, liveable neighborhoods

Duke Energy Foundation (Native Plants)-AWARDED	Native Plant installations at Town Parks
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Engaged inclusive community

Great Trails State Program-AWARDED**	Sawmill Creek Greenway
NC Recreation & Parks Assoc.-AWARDED	Senior Center Programming
Wake County Hospitality Tax-AWARDED	Church St Park-Field Upgrades
Deborah Ross-Community Funding-AWARDED	Town Center
Safe Play Little League	Fencing Toppers
NC Recreation & Parks Assoc.-NCRPA	Sensory Sensitivity Kits
NC Recreation & Parks Assoc.-NCRPA	Pugh House Programming
Community Funding-Cervania	Senior Center Expansion
Community Funding-Cervania	Veterans Memorial
NC Amateur Sports-Not AWARDED	Youth Uniforms
T-Mobile-Not AWARDED	Senior Center Expansion

Public safety readiness

Governor's Highway Safety Program- AWARDED**	Traffic Safety Unit OT Expenses
Duke Energy Foundation - AWARDED	Community Sandbags-Emergency Preparedness
Our Rescue- AWARDED	Digital Forensic Lab Equipment
Community Funding-Cervania	Police Digital Forensic Lab
Community Funding-Cervania	Public Safety Traffic Pre-emption
Community Funding-Ross	Public Safety Mobile Command Unit
Community Funding-Foushee	FS2 Expansion to Public Safety Station
Governor's Highway Safety Program- Not AWARDED	Traffic Safety Officer

Operational Excellence

NC Dept. of Emergency Management- AWARDED**	Cyber Security-software to improve detection, security profile coloration & reporting
NCSU-NC Clean Technology- AWARDED**	EV Charging Stations and Vehicles
Community Funding-Ross	Public Works Building Upgrades

Economic prosperity

Community Funding-Cervania	Small Business Innovation Lab
Community Funding-Ross & Foushee	Pugh House Renovations
Community Funding-Foushee	Land Acquisition for Town Center

**Submitted in FY25 but awarded in FY26

Town Council Agenda Item Report

Agenda Item No. 11.a

Submitted by: Kayla Bertling

Submitting Department Administration

Meeting Date: October 13, 2026

SUBJECT

Introduction of Administration Interns

Recommendation:

Welcome interns

Updates/History of Briefing:

NA

Executive Summary and Background Information:

Margaret Klinger and Kelsey Blackwell are joining the Administration department as interns for the 2026 fall semester. Their project focuses on reviewing the Town's Code of Ordinances to help transition to a more modern and user-friendly experience. At the conclusion of their project, they will be presenting their findings to Council.

Advisory Board/Committee Review:

None

Insert Date of Advisory Board/Committee Review:

Advisory Board/Committee Recommendation and/or Vote:

None

Potential Options:

Receive information or ask questions

Staff Recommendation:

None

ATTACHMENTS

Town Council Agenda Item Report

Agenda Item No. 11.b

Submitted by: Jeanne Hooks

Submitting Department Administration

Meeting Date: October 13, 2026

SUBJECT

Town Center District - Branding/Wayfinding/Signage Master Plan Update

Recommendation:

Review brand concepts, provide feedback on brand concept preference, and receive information on next steps.

Updates/History of Briefing:

July 28 - Presented Council with four brand options. Input was provided and a general consensus narrowed around the option more similar to the Town's "M" brand. This option was dubbed the "Fun M" concept. Council's collective feedback encouraged giving greater emphasis in the concept to "Morrisville" and drop the "District" from the name. Additionally, some consensus encouraged use of more vibrant colors and use of the firework burst image.

The Steering Team and Consultant have since worked together to modify the "Fun M" option testing with brighter colors in the pallet and making "Morrisville" more prominent as previous Council consensus suggested. Staff and the consultant will walk through the updated concept seeking consensus to move the concept forward in the development to finalize the master plan. Council will have another opportunity to see the full package at the next update.

Staff has provided an update on the street renaming process and will request Council's top three choices to formally submit to Wake County. Staff has researched and confirmed that the street names suggested by Council are currently available with Wake County.

Executive Summary and Background Information:

We are updating you on the brand concepts for Town Center District, presenting design options and name recommendations for selection. Merje will guide Council through options informed by stakeholder reviews, each featuring a logo, color palette, and social district branding.

Key questions:

- Which option best aligns with Morrisville's vision and values?
- Does any option capture the vibrancy and placemaking we want?

The consultant will review sign types, provide conceptual sign locations, and provide early cost estimates for context as we work forward to refine plans.

Additional topics include street naming conventions to gauge Council's interest in considering names of existing and future streets and review the general process in Wake County for street naming approval. We will also present an overview of social district boundaries and highlight critical elements for success, as we consider next steps in finalizing the master plan.

Advisory Board/Committee Review:

None

Insert Date of Advisory Board/Committee Review:

Advisory Board/Committee Recommendation and/or Vote:

None

Potential Options:

Receive update and provide consensus on design concept to move forward with final stages of developing master plan to guide branding and wayfinding as Town Center site develops.

Staff Recommendation:

None

ATTACHMENTS

- [2026-254-0 ATTH 01 Morrisville Town Center District FAQ](#)
- [2026-254-0 PRES Town Center District BWS Master Plan Update.pdf](#)

Morrisville Town Center District FAQ

This resource document will provide additional details relating to this project and the desired outcomes.

1. What are the main goals of the Town Center District (TCD) project?

The TCD is a vibrant, inclusive, and community-focused area in Morrisville, NC, designed to reflect the town's cultural diversity, active lifestyle, and strong sense of connection. It aims to be welcoming, walkable, and accessible for all residents and visitors.

The Branding, Signage and Wayfinding Master Plan aims to guide motorists, bicyclists, and pedestrians to, around, and through the Town Center District, utilizing streets, sidewalks, greenways, and public spaces. The program must be adaptable to future changes while complementing the overall Town Branding & Wayfinding standards, capturing a sense of community connection within the Town Center District. The project involves developing a cohesive family of directional, contextual, and identification signs across various signage mediums within the designated Town Center District area. The following are the core goals of the TCD project scope of work:

KEY GOALS:

- Develop a district brand identity for the Town Center incorporating both existing and new amenities, features, & facilities located in and around the designated district area that enhances the placemaking and marketing appeal.
- Create a wayfinding and amenity signage master plan that is distinctive yet aligns with the Town's overall Brand Standards folding in an imaginative street naming strategy, cultural diversity, and innovation.
- Establish a multimodal plan for a signage and wayfinding system that informs, educates, and directs residents and visitors to key landmarks, historical sites, facilities, activity centers, transit stops and services (e.g., library, restaurants, retail clusters, active and open spaces, greenways, and neighborhoods).
- Enhance the Town Center District by developing a designated social district that fosters community interaction, events, and a lively atmosphere that has a unique brand recognition while complementing the overall brand identity.
- Outline a recommended outreach strategy to receive community feedback that can be managed and directed by Town Staff.
- Incorporate innovative smart solutions that are expandable and sustainable for future development and phases of the Town Center.

- Provide an implementation guideline document that considers prioritization leveraging a phased approach.
- Provide bid and fabricator support for overall project implementation.
- Develop a budget and phased schedule that aligns with current and future Town Center Phases for implementation program.

2. What is the Morrisville Town Center District (TCD) Branding, Wayfinding, & Signage Master Plan intended to provide us?

The master plan is intended to develop a distinctive wayfinding and amenity signage that supports the organized/planned implementation of multimodal systems, include social gathering places, spark innovative solutions, and contribute to positive economic developments. It will incorporate:

- Brand Integration
- User Experience & Accessibility
- Wayfinding Strategy
- Location & Environment
- History & Culture
- Regulatory Compliance
- Scalability & Flexibility
- Technology Integration
- Brand Strategy Manual
- Future Budget and Maintenance

3. What is a Brand Strategy Manual and why is it important?

The Brand Strategy Manual finalizes all the necessary graphic standards, technical drawings and specifications into a single package that allows for competitive bidding, as well as guidelines for long term maintenance of the program. This will outline:

- Brand/Identity Guidelines
- Logo and tagline standards
- Marketing communications & advertisements, brochures, etc.
- Marketing products designs
- Operational products designs
- Sign standards – drawing, material specs, sign types, typeface
- Construction details & installation methods
- Location map for implementation and phasing
- Cost estimates based on final design

This manual will serve as an essential resource for ensuring effective execution, controlling expenses, and maintaining consistency with the broader Town Center development. It will also inform needed updates to our existing brand and sign standards throughout Town.

4. Who has been involved in the development of the project thus far?



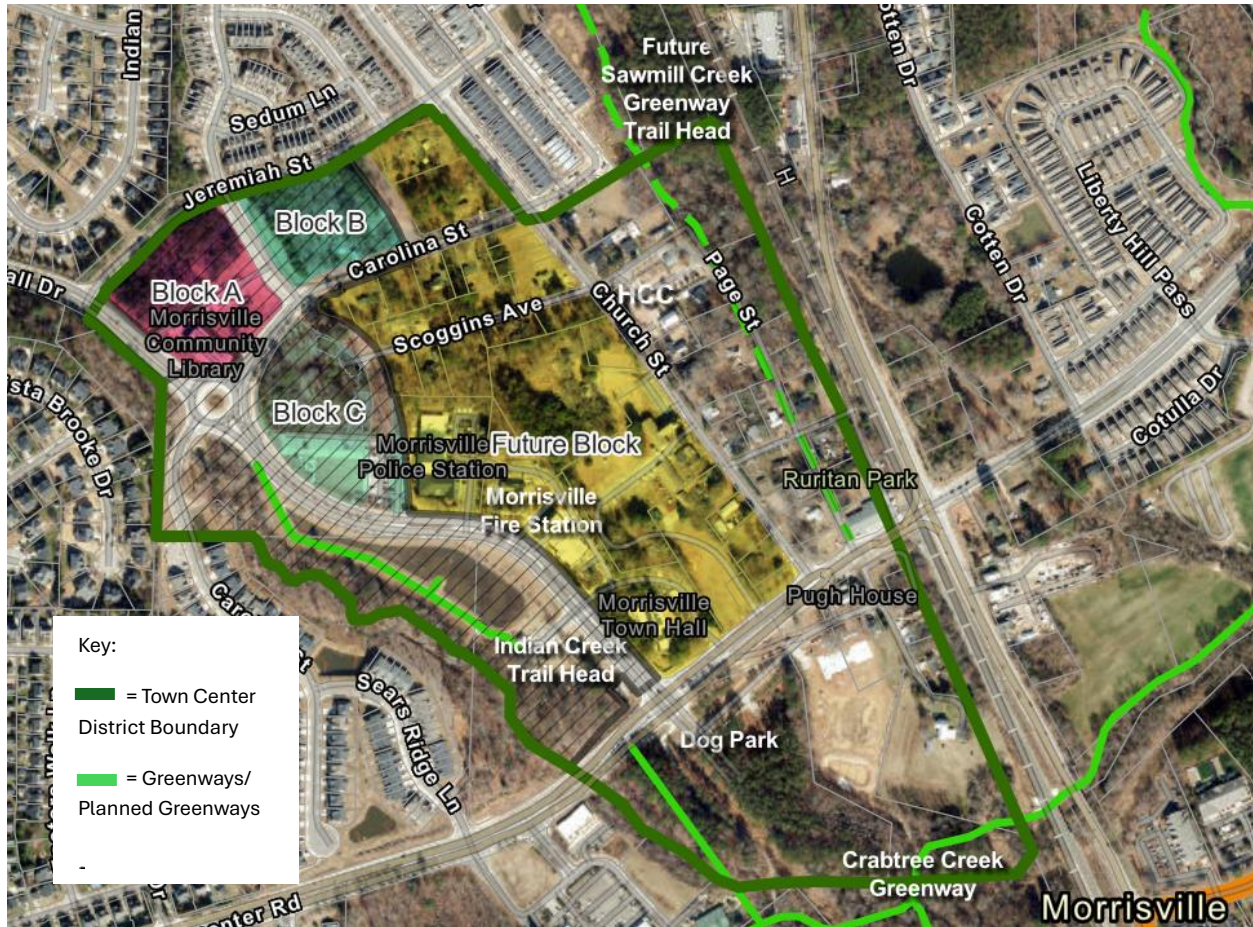
Staff created a steering team to guide project development valuing varied perspectives including planned engagements with community advisory committee members, and other partners. These key stakeholders have served to guide and advise on the various steps of the project development. These varying perspectives help us to ensure we effectively consider how visitors and community members enter, gather, and interact within and through the space.

Branding concepts were created and refined through stakeholder meetings, committee reviews, and community feedback. The steering team, in consultation with Merje prepared a survey tool to develop and refine a brand personality as a foundation for creating conceptual designs. The brand personality was inspired by our unique and glowing innovative spirit, emphasizing creativity, inclusivity, and a welcoming atmosphere.



5. What are the boundaries of the Town Center District project?

The designated district was identified to embrace a broader area surrounding the Town Center Phase 1a project site to encompass existing landmarks, amenities, and historic areas. The map below defines the boundary.



6. What is a Social District and how will that work in the Town Center District?

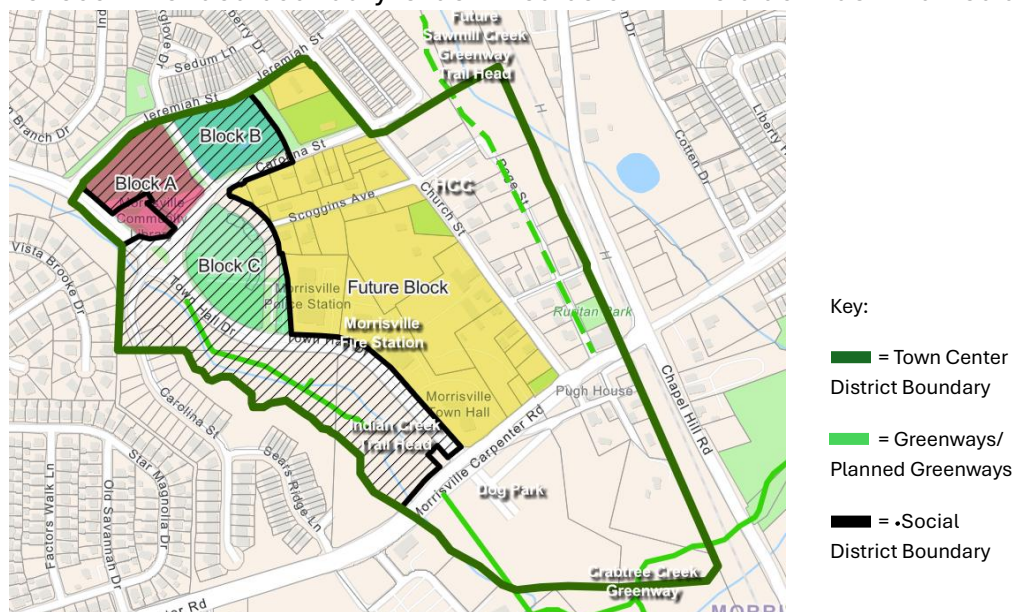
The Social District is a designated area within the TCD where alcoholic beverages are permitted during events for adults (21+) to carry and consume from participating, ABC licensed businesses using special branded cups. These districts are created under NC law and create a unique social aspect to the Town Center District.

Social Districts enhance economic growth and gathering spaces increasing the potential for foot traffic for local retailers, encourage community engagement, and attribute to the activation of a vibrant center. Social Districts were initially implemented in North Carolina to support businesses during COVID-19, allowing outdoor dining and drinking, and have since become a tool for economic and social revitalization.

Key aspects considered in defining a Social District boundary focused on:

- **Boundary Selection Criteria:** Only amenities like Indian Creek trailhead and the library were considered for inclusion, while government buildings, churches, and parking decks were excluded for safety and legal reasons.
- **Safety and Accessibility:** Major highways posed safety concerns; the dog park was excluded from the initial district, with possible future expansion considered.
- **Religious and Government Exclusions:** Churches, temples, and town-owned buildings were excluded to respect religious services and prevent confusion during town events.
- **Future Expansion Considerations:** Expansion to more commercial areas and Greenway connections may occur, but the district will start with a manageable footprint.

The recommended boundary is identified below in the black hash marked area:



The steering team is currently working on developing the Town's Statutory and Operational Framework. The framework for the Social District will establish a local ordinance defining clear boundaries, hours of operation, vendor participation, cup requirements, and enforcement/maintenance protocols. Implementation steps will include:

- **Map** the Social District boundaries.
- **Set hours** within allowable state ranges (e.g., 11 am–10 pm or 11 pm).
- **Recruit businesses** to participate, detailing whether they sell and/or allow outside cups.

- **Design branded to-go cups** for consistency and ease of enforcement.
- **Install signage** at perimeter points and in participating businesses.
- **Develop maintenance/enforcement protocols** (clean-up, law enforcement, safe drinking messaging).

7. How did we determine the name of Town Center District?

Through our stakeholder engagement process, input was collected to guide the recommendation of retaining “Town Center District” as the official name for the Morrisville town area. This step played a key role in branding efforts. The feedback overwhelmingly supported this decision, emphasizing the value of the Town Center’s established name recognition, which has been maintained for more than a decade. This was shared with Council during the last update in January.

8. What is Wake County’s street naming guidelines and process?

Naming Guidelines

- No individual names – Street names referencing individuals are not allowed
- No directionals or numbers – Avoid "North," "South," "First," “1234”, etc.
- No punctuation or special characters – Dashes, apostrophes, periods are prohibited
- Must include approved street type – Examples: Road, Lane, Court, Avenue. No double types like "Deer Path Lane"
- Pronounceable and positive – Names should be easy to say and have a positive connotation
- Unique within Wake County – Avoid duplication or sounding similar to existing names

Recommended Naming Process

- Select multiple names – Provide several name options per street, since not all may be approved
- Check uniqueness – Use Wake County’s Street Name Search Tool to verify that each name isn’t already in use
- Choose appropriate street types – Match street type to its intended design (e.g., “Court” for a cul-de-sac)
- Verify name length – Ensure base name fits within the character limit possibly up to 20 characters.

Application Workflow

- Complete the application with Wake County – Provide contact info, parcel PIN/REID, and preferred street names in prioritized order
- Include vicinity map/site plan – Helps to confirm the street type fits the physical layout
- Submit to GIS – allow for review
- Await approval – Receive confirmation. Any mismatch between approved and recorded names may delay plats, mapping, or building permits

- Town approval – Street names will require a public hearing and Town Council approval

9. The following is a general summary of stakeholder feedback on the concepts?

- Option 1:
 - Option most liked
 - Best use of logo
 - Nice connection to architecture and negative space
 - Like use of secondary brand colors
 - Like the color continuity with main Town Colors and Logo while still having a uniqueness
 - Curvey M is Fun!
 - Live using different colors for Social District
 - Recognizable brand
 - Logo mirrors architectural elements – curves
 - Like social district version best
 - Leverages existing brand colors
 - Logo stands out – creativity
- Option 3:
 - Option is likely the second most liked
 - Favorite font – like abbreviations
 - Logo design does not stand out
 - No abbreviations
 - Like wayfinding arrow concept – connection to destination – you have arrived
 - Use of abbreviation is memorable and easy to consume
 - Clever iconic brand
 - Great color palette - different
 - Like social district better than logo
 - Like the subliminal “M” in the wayfinding arrow
 - Like the color options and use of dark background to make images pop
- Option 4
 - Overly wordy
 - Not a fan of color palette
 - Like the logo overall
 - Did not like the font in this one
 - Colors less preferred
 - Feels whirlingig(ish)
 - Clear language use with no use of abbreviations
 - Like the use of wayfinding arrows resembling fireworks and celebration

- Option 5
 - Like the inspiration behind concept
 - Clever use of architecture
 - Needs a visual beyond type face
 - Kinda busy
 - Vibrant and diverse
 - Vibrant and creative
 - No to font and type face
 - No to lower case
 - Like the alternative color option
 - Very unique and different to main brand

10. Early cost estimates and resource potential?

Below are the general quantities used to develop the Early Cost Estimate ranges. These figures are intended for discussion purposes at this stage and the estimates will become more accurate as we move into the next phase and develop a more detailed sign plan. Additionally, a master plan will include menu options to maximize scalability with affordability and phasing alternatives to manage the investment.

Most people are surprised at how much signs costs, particularly when preliminary quantities are multiplied without considering the many factors that influence fabrication and installation. It will be important to understand these are early planning estimates intended to establish a general understanding of the potential investment as illustrated in the presentation and below:

Group 1: \$250,000 - \$350,000

4-6 parking lot signs, 4-5 large kiosks, 4-6 small kiosks, 10-20 pedestrian directional signs totems, 15-25 town banners, 10-15 social district sidewalk decals

Group 2: \$150,000 - \$200,000

12 -16 wayfinding vehicular signs

Group 3: \$250,000 - \$350,000

1 Landmark Gateway, 3-4 district totems; 1 Information Hub (digital), 1-2 District Crosswalks)

Potential resources may align with Sponsorship opportunities as well as use of other grants and reserves.



Jeanne Hooks

Director Management Services



John Bosio

Principle MERJE

Morrisville Town Center

Branding, Wayfinding, & Signage Master Plan Update

Morrisville Town Council * October 13, 2026

Brand Concept & Street Renaming Update

1

Review Council Feedback from the Previous Session

2

Share the Final Concept Recommendation Based on That Feedback

3

Seek Consensus to Advance the Recommended Concept for Inclusion in the Master Plan Development for Adoption

4

Review Street Renaming & Seek Consensus to Make Application to Wake County Final Approval

5

Wrap-up & Next Steps

merJe
ENVIRONMENTS & EXPERIENCES

Design Development

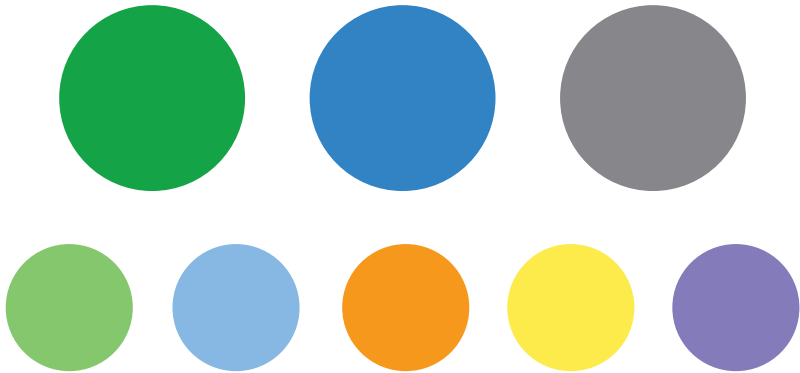
Logo



Social District Logo



Colors



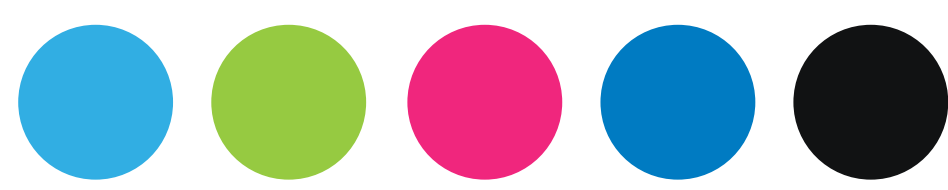
Logo



Social District



Colors



TOWN COUNCIL COMMENTS

Basis for Design

- Options Fun “M” and “TwN Ctr” primarily favored
- Investigate hierarchy of “Morrisville” over “Town Center”
- Shorten name to “Town Center” without the word District

Original Fun “M”

- Most favored overall
- Show how brand colors work on a dark background

Original “TWN CTR”

- Color palette favored
- “Firework” graphics positively received



Option 1



Option 2



Option - Minor Change Fun “M”



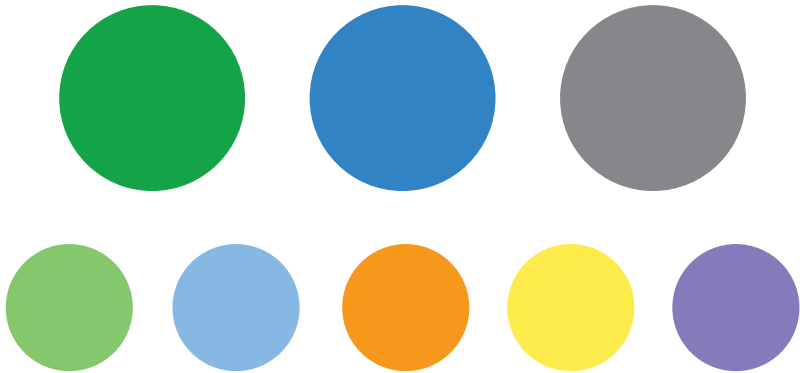
Logo



Social District Logo



Colors







Option - Recommended Fun “M”

Logo



Social District Logo



Colors









DowntownRaleigh
Alliance





DowntownRaleigh
Alliance



QUESTIONS ANSWERS

Street Renaming Update

Council's Previous Guidance

- ✓ Broad agreement to keep well-known street names with historical or local importance, such as Carolina Street, Scoggins Avenue, and Jeremiah Street.
- ✓ Varied opinions on changing Fox Glove Drive, most Council members supported considering a new name for the section nearest the Town Green to enhance branding uniformity within the Town Center.
- ✓ The Council suggested several potential names, but no consensus was clear.



Street Renaming Update

Staff has researched & verified the availability of suggested names with Wake County

Does Council have a Top 3 to Submit to Wake County for Final Approval (3-weeks)

Notice to property owners (2-weeks)

Conduct a Public Hearing & Adopt Resolution (1-Month)

**Morrisville
Connection
Way**

Strongest relation to connecting people & places inspires social engagement, may have similarity to Morrisville Square Way, suggest using Loop or Place

**Morrisville
Station Way**

Strong transit connection with historic value, seen as gathering hub, adjacent to activity center

**Market Green
Way**

Implies plaza area, civic lawn, & viewed as retail-friendly, blend of nature, commerce, & community

**Morrisville
Crossing**

Strong gateway identity, connective anchor for entry to a destination, hub centric, historic value

**Connection
Lane**

Modern, light on place specificity, similar to main logo, unity bringing Town Center elements together, crossing or way may relate better

**Morrisville
Center Drive**

Clear but utilitarian, directional, anchor based,

**Morrisville
Way**

General or neutral, can be confused with other names in town like Morrisville Parkway

**Butterfly
Landing Way**

Sense of place, icon centric, gathering, culture



Next Steps Final Phase

- Submit Final Street Names to Wake County for Approval
- Incorporate Concept into Branding, Wayfinding, & Signage Master Plan Manual and Prepare for Adoption
- Engage with Partner & Develop Sponsorship Targets
- Identify Phased Project Approach & Funding Source

Town Council Agenda Item Report

Agenda Item No. 11.c

Submitted by: Bret Martin

Submitting Department Planning

Meeting Date: October 13, 2026

SUBJECT

Morrisville Smart Shuttle Node Prioritization Policy and Title VI Plan

Recommendation:

Receive as information.

Updates/History of Briefing:

N/A

Executive Summary and Background Information:

After several years of operation and ongoing evaluation of the Smart Shuttle system's performance since its inception in October of 2021, the Town completed a study in early 2026 (Alternative Transit Study – 2025-389-0) that recommended retaining the node-based microtransit service model but improving service capacity and access throughout the system to address emerging concerns with ride-booking availability, wait times, and limited origin and destination offerings. Through robust public and stakeholder engagement and an evaluation of transit service access needs, the study developed a recommendation for the Town to establish up to an additional nine (9) new node locations throughout the Smart Shuttle service area to be implemented over a three (3)-year period. These recommended node locations primarily focus on densifying access throughout the Smart Shuttle's existing general service area by filling gaps at major trip-generating destinations and in completely unserved residential or commercial areas with greater propensity for public transportation use.

Beyond the recommendation for the nine (9) new node locations from the 2026 Alternative Transit Study, over time, an additional five (5) node locations have been suggested to Town staff for consideration of implementation by members of the Morrisville community, Town Council, and various stakeholders. While the need or desire for all of the potential node locations has been well established, the Town has limited resources to implement them all at once, and not all 14 of the node locations can be implemented at current service levels without having a depreciating effect on the quality of service provided. The Town also does not have any previously established performance-driven Smart Shuttle node prioritization guidance or policy that can be used to determine the highest priority nodes and the order in which they should be implemented. How the Town provides passenger access to its public transportation system is also subject to compliance with proactive nondiscrimination measures established by Title VI of the Civil Rights Act of 1964, which focus on making investment decisions based on performance to avoid politicized or potentially discriminatory actions.

Access to the Smart Shuttle system based on node location is a momentous driver of the service's utility for both occasional and more transit-dependent users with otherwise limited travel options. The performance-driven siting of passenger origin and destination access is critical for ensuring that shared-ride, node-based microtransit systems operate at the most efficient levels and serve the most people. In response to the need for a decision-making tool to make Smart Shuttle node investment decisions, Town staff have developed a Morrisville Smart Shuttle Node Prioritization and Phasing Policy for Town Council's consideration, which is provided as **Attachment 1**. The purpose of this policy is to institute a performance-driven framework for the identification, prioritization, and selection for implementation of new Smart Shuttle node locations as resources allocated for that purpose are made available.

In addition to the node prioritization and phasing policy, Town staff have also developed a Title VI plan for the Morrisville Smart Shuttle system to lay out standards, considerations, and procedures for staff to follow that work to ensure the Smart Shuttle system is compliant with Title VI of the Civil Rights Act of 1964. The Title VI plan addresses such topics as the posting of a signed policy assurance that all programs and activities are administered without discrimination; establishing specific, publicly available procedures for filing Title VI complaints; strategies for engaging minority and Limited English Proficiency (LEP) populations in the planning process and determining needs for translation and interpreter services; collecting and keeping records of attendees at public meetings and demographic data on transit service beneficiaries; and standards and policies for ensuring that transit services and amenities are distributed equally across the system or in accordance with demonstrated performance and need. Because of the content to be covered by the Title VI plan, the Morrisville Smart Shuttle Node Prioritization and Phasing Policy is inextricably linked to advancing its objectives as a more focused policy for directing transit access decisions. The draft Smart Shuttle Title VI plan is provided as **Attachment 2**.

Both the draft Morrisville Smart Shuttle Node Prioritization and Phasing Policy and draft Title VI plan will be presented as information, with an opportunity to provide feedback, to the Town Council at its October 13th regular meeting. They will be brought back to Town Council for consideration of a resolution to adopt them at its November 10th meeting. The draft resolution of adoption is also included as an attachment for this item.

Advisory Board/Committee Review:

None

Insert Date of Advisory Board/Committee Review:

Advisory Board/Committee Recommendation and/or Vote:

None

Potential Options:

Receive as information, ask questions, and provide any feedback.

Staff Recommendation:

None

ATTACHMENTS

- [2026-351-0 RES Morrisville Smart Shuttle Title VI Plan and Node Prioritization Policy Adoption.pdf](#)
- [2026-351-0 ATTH01 Draft Morrisville Smart Shuttle Node Prioritization and Phasing Policy.pdf](#)
- [2026-351-0 ATTH02 Morrisville Smart Shuttle Draft Title VI Plan.pdf](#)
- [2026-351-0 PRES Smart Shuttle Title VI Plan and Node Prioritization and Phasing Policy.pdf](#)



**RESOLUTION 2026-351-0 OF THE MORRISVILLE TOWN
COUNCIL ADOPTING THE MORRISVILLE SMART SHUTTLE TITLE VI
PLAN AND NODE PRIORITIZATION AND PHASING POLICY**

WHEREAS, pursuant to Title VI of the Civil Rights Act of 1964, 42 U.S.C. §2000d et seq. (“the Act”) and 49 CFR Part 21, the U.S. Department of Transportation (DOT) prohibits discrimination on the basis of race, color, or national origin; and

WHEREAS, the Civil Rights Restoration Act of 1987 clarified that the requirements of the Act apply to all programs and activities of federal-aid recipients, sub-recipients and contractors, whether such programs and activities are federally assisted or not; and

WHEREAS, the Town of Morrisville receives federal funds to carry out various transportation projects and, accordingly, must comply with the Act in all of its programs, including in the Town’s provision of public transportation services; and

WHEREAS, in 2022, the Morrisville Town Council adopted a non-discrimination ordinance (Resolution 2022-96-0) to protect against discrimination in public accommodations and employment across several classes of individuals, including on the basis of race, color, and national origin; and

WHEREAS, in 2024, the Morrisville Town Council additionally adopted a Language Access Plan (Resolution 2024-50-0) to ensure meaningful language access to community members seeking and using Town services, partially as a measure to ensure compliance with the language access needs of individuals of various national origins in accordance with the Act; and

WHEREAS, building from prior actions to ensure non-discrimination protections that preserve and enhance the health, safety, welfare, peace, and dignity of Town residents and other participants in the services the Town provides, the Morrisville Town Council further desires to specifically address these protections in the Town’s provision of the Morrisville Smart Shuttle; and

WHEREAS, Town staff have developed a Morrisville Smart Shuttle Title VI Plan in accordance with the standards set by the U.S. Department of Transportation, Federal Transit Administration to ensure compliance with applicable federal non-discrimination statutes and policies as they apply to public transportation services; and

WHEREAS, Town staff have additionally developed an accessory Morrisville Smart Shuttle Node Prioritization and Phasing Plan that institutes a performance-driven framework for the identification, prioritization, and selection for implementation of new Smart Shuttle node locations, as resources for that purpose are made available, to support both responsible planning and decision-making with available resources and to address Title VI implications for service availability.

NOW, THEREFORE, BE IT RESOLVED THAT THE MORRISVILLE TOWN COUNCIL hereby adopts the Morrisville Smart Shuttle Title VI Plan and the Morrisville Smart Shuttle Node Prioritization and Phasing Policy brought before the Town Council on November 10, 2026.

Adopted this 10th day of November 2026.

TJ Cawley, Mayor

Kayla Bertling,
Town Clerk

DRAFT



Morrisville Smart Shuttle Node Prioritization and Phasing Policy

To Be Considered for Adoption November 10, 2026

I. Purpose of Policy

The purpose of this Morrisville Smart Shuttle Node Prioritization and Phasing Policy is to institute a performance-driven framework for the identification, prioritization, and selection for implementation of new Smart Shuttle node locations as resources allocated for that purpose are made available. This framework includes the use of objective criteria to prioritize new node locations using a variety of customary transit access evaluation metrics, as well as transit access performance indicators that are unique to the Morrisville Smart Shuttle system. It is intended to be used on an ongoing basis as a primary tool for determining the allocation of available resources to establish new node locations, move nodes from one location to another, or to remove nodes from service entirely as the Morrisville Smart Shuttle system continues to grow and develop. This policy additionally works to ensure the Town of Morrisville's transit access investment decisions comply with nondiscrimination measures established by Title VI of the Civil Rights Act of 1964.

II. Smart Shuttle and Node Implementation Background

In October of 2021, the Town of Morrisville launched a new node-based microtransit service, branded as the Morrisville Smart Shuttle. The service was conceptualized as an outcome of a transit feasibility study completed by the Town in 2019 that evaluated the suitability of various public transportation service delivery models to facilitate expanded intra-community mobility options for residents and visitors. The node-based microtransit service delivery model was generally selected as the recommended concept because of its flexibility and adaptability to real-time travel demand, its scalability to changing conditions into the future, its relatively low capital needs and reasonable cost, and its relatively quick implementation timeframe. The node-based approach to microtransit service provision also allows the Town to manage public transportation access at centralized points for pick-ups and drop-offs to help balance travel demand with the resources utilized to provide the service.

Since its inception through August 31st, 2026, the Morrisville Smart Shuttle has provided more than 102,000 rides to 3,055 unique riders. Of those unique riders, 379 completed more than 50 rides, and 185 completed more than 100 rides, indicating substantial reliance on the system for a significant number of residents or visitors. Access to the system based on node location is a momentous driver of the service's utility for both occasional and more transit-dependent users with otherwise limited travel options. The performance-driven siting of passenger origin and destination access is critical for ensuring that shared-ride, node-based microtransit systems operate at the most efficient levels and serve the most people.

A. History of Smart Shuttle Node Siting

The 2019 Morrisville Public Transportation Study recommended a total of 19 general locations for the first bundle of nodes to be implemented with the new service. Through the 2019 study, sites were selected to provide residential neighborhood coverage, as well as to serve popular origins and destinations throughout Morrisville. Some of the node location recommendations involved co-location with existing GoTriangle and future GoCary bus stops to make transfers between systems seamless and to utilize existing infrastructure.

Since inception of the Morrisville Smart Shuttle service, all but two (2) of the node locations originally recommended by the 2019 study have been established and integrated into the system. One such recommended node location that has not been established is on Shiloh Glenn Drive near the Walmart Supercenter, and the other is on Kit Creek Road near its intersection with Louis Stephens Drive in Research Triangle Park (RTP). Further, two (2) additional node locations have been established that



were not recommended by the 2019 study. These include a node at the Morrisville Aquatics and Fitness Center (MAFC) on Morrisville Parkway and another on Church Street near its intersection with Grace Point Road.

B. Performance of Established Nodes

Trip performance at established Smart Shuttle nodes is one of the best indicators of the existing travel demand throughout the system, as it identifies the characteristics of locations where users who rely on the system would like to, or need to, travel the most. Since the Smart Shuttle's launch in 2021, trip volume performance across the nodes that have been established and integrated into the system has been variable. **Table 1** below provides the number of pickups and dropoffs for each node from January 1st, 2026, through June 30th, 2026, and provides a total measure of pickups and dropoffs per operating day for each.

Table 1: Smart Shuttle Node Pickups and Dropoffs (January 1, 2026 – June 30, 2026)

Node Location	# Pickups	# Dropoffs	Total Pickups/Dropoffs per Operating Day
BAPS	7	44	0.3
Breckenridge	513	472	5.6
Cedar Fork Community Center North	485	384	4.9
Cedar Fork Community Center South	188	88	1.6
Church Street	137	311	2.5
HSNC	185	184	2.1
Kitts Creek	1,063	889	11.0
Library/Food Hub	634	756	7.9
MAFC	276	340	3.5
McCrimmon Corners	687	491	6.7
Morrisville Parkway	321	323	3.6
Morrisville-Carpenter	1,260	1,121	13.5
Park West Village 1	621	843	8.3
Park West Village 2	1,138	1,522	15.0
Perimeter Park North	183	78	1.5
Perimeter Park South	14	27	0.2
Providence Place	283	319	3.4
Regional Transit Center	845	854	9.6
Ridgemont/Savannah	185	206	2.2
Wake Competition Center North	50	45	0.5
Wake Competition Center South	16	54	0.3
Wake Tech RTP Campus	579	319	5.1
TOTAL	9,670	9,670	109.3

Based on the pickup and dropoff performance at node locations throughout the Smart Shuttle system for the first six (6) months of 2026, characteristics of node locations that are more productive versus those that are less productive can be identified. The two (2) most productive nodes (i.e., at Park West Village and Morrisville-Carpenter) are located near large, highly-traveled mixed-use housing, retail, and service activity centers and serve the widest variety of trip purposes in the Smart Shuttle system. The third most productive node (i.e., Kitts Creek) is located in a very large residential area with no

other public transportation options and significant multi-modal connectivity constraints to nearby activity centers. The fourth most productive node (i.e., Regional Transit Center) is located at a major regional transit transfer facility where passengers may directly connect to an abundance of regional fixed-route travel offerings.

From this assessment of the most productive nodes in the Smart Shuttle system, the node locations with the following characteristics have demonstrated the most productivity potential:

- 1) Near denser, highly-traveled activity centers with a mix of housing, service, and/or retail land uses that generate a wide variety of potential trip purposes;
- 2) Connect to multiple other local or regional public transportation service offerings;
- 3) Near concentrations of lower-wage service-sector employment opportunities;
- 4) Within or near large residential areas that have limited proximity and connectivity to nearby activity centers and have no other public transportation options; and
- 5) Nodes located near one or more community facilities with a wide-ranging service focus.

Further, from this assessment of the least productive nodes in the Smart Shuttle system, the node locations with the following characteristics have demonstrated the least productivity potential:

- 1) In more sparsely-populated or -traveled locations that serve a lower volume of overall day-to-day trips and entail a narrower range of potential trip purposes;
- 2) Areas of concentrated higher-wage employment opportunities but limited lower-wage employment opportunities;
- 3) Within or near residential areas with good proximity and connectivity to nearby activity centers; and
- 4) Nodes located near one or more community facilities with a more narrow service focus.

III. 2026 Alternative Transit Study Node Location Recommendations

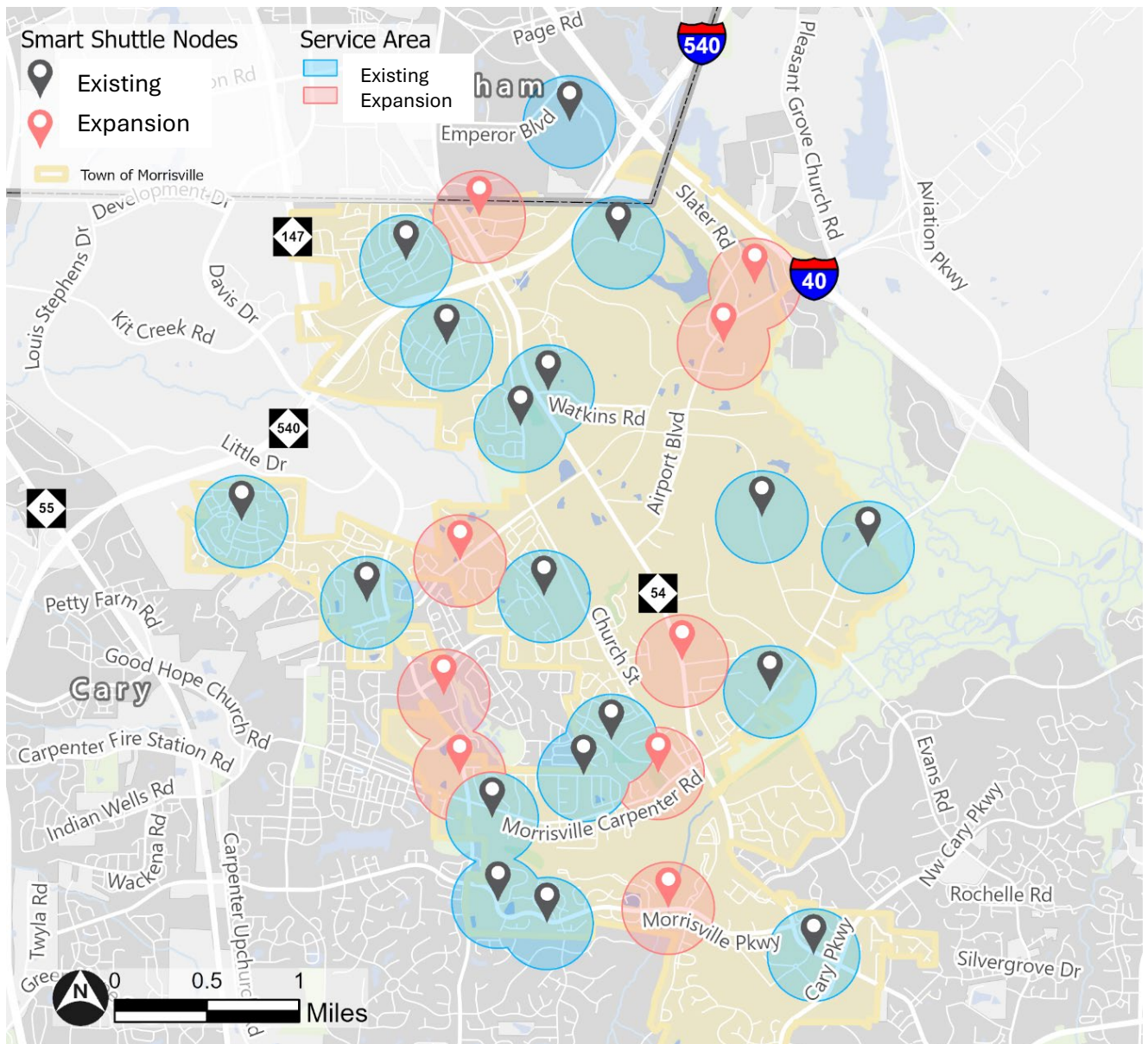
After four (4) years of Smart Shuttle system operations and ongoing evaluation of the system's performance since its inception, amid growing pressures on the system's ability to keep up with growing demand, the Town of Morrisville completed a study in 2026 that evaluated the feasibility of various transit service alternatives. Based on a number of market, travel pattern, and feasibility considerations, the study recommended retaining the node-based microtransit service model but improving service capacity and access throughout the system to address emerging concerns with ride-booking availability, wait times, and limited origin and destination offerings. Through two (2) rounds of robust public and stakeholder engagement and an evaluation of transit service access needs, the study developed a recommendation for the Town to establish up to an additional nine (9) new node locations throughout the Smart Shuttle service area to be implemented over a three (3)-year period. These recommended additional node locations are:

- 1) Walmart Supercenter on NC 54 at Shiloh Glenn Drive;
- 2) Near the Airport Blvd and I-40 Interchange (2 Nodes);
- 3) McCrimmon Parkway at Liberty Rose Drive;
- 4) Wegmans at Twin Lakes Center on Davis Drive;
- 5) Bethany Village at Davis Drive and Morrisville Carpenter Road;
- 6) Town Hall/Indian Creek Greenway Trailhead;
- 7) NC 54/Green Drive; and
- 8) Morrisville Parkway near Double Eagle Court.



These recommended node locations primarily focus on densifying access throughout the Smart Shuttle's existing general service area by filling gaps at major trip-generating destinations and in completely unserved residential or commercial areas with greater propensity for public transportation use. **Figure 1** below shows the general recommended locations for these nodes in combination with the existing Smart Shuttle nodes.

Figure 1: 2026 Alternative Transit Study Recommended Node Locations



IV. **Stakeholder-Recommended Node Locations**

Beyond the recommendation for the nine (9) new node locations from the 2026 Alternative Transit Study, over time, additional node locations have been suggested to Town staff for consideration of implementation by members of the Morrisville community, Town Council, and various stakeholders. All of these suggested node locations are somewhat proximal to existing or otherwise recommended nodes but either entail precise siting considerations with implications for their utility (e.g., serve less-mobile populations) or present potential disproportionate operational challenges (e.g., are distant from the rest of the system or require time-consuming crossings of roadway barriers). These include:

- 1) At or near WakeMed Morrisville Medical Park;
- 2) Preston Pointe Senior Living Facility;
- 3) Additional node in Kitts Creek Neighborhood;
- 4) Additional node in Breckenridge Neighborhood; and
- 5) Additional node in Providence Place Neighborhood.

V. **New Smart Shuttle Node Location Identification Policy**

The general node locations listed above represent and round out those that have been identified through more rigorous comprehensive study of the Smart Shuttle system's access needs or have been identified by interested parties through ongoing public or stakeholder feedback as locations for desired access. Accordingly, for the purposes of this policy, they constitute the baseline list of general node locations that will be scored using the prioritization criteria laid out in this policy. Identification of additional node locations to be integrated into the Smart Shuttle system may be considered through further study of access needs or public and stakeholder input on a rolling basis no more frequently than annually and by amendment to the baseline list provided in this policy document through an action of the Morrisville Town Council. Stabilizing the consideration of general node locations for implementation through this structure supports a well-informed, performance-driven planning process for important system passenger access investment decisions.

VI. **New Smart Shuttle Node Prioritization Methodology**

To ensure an objective performance-driven decision-making framework for the Town's investment in new node locations, the following criteria with associated weights were developed to score new node locations for priority of implementation:

- 1) ***Ridership Potential (25% weight)***: One of the most industry-proven indicators of transit propensity is population and employment density. Transit services that provide access to areas with higher concentrations of residents and jobs serve more riders and perform more efficiently than those in lower-density areas. Further, within the Morrisville Smart Shuttle service market, areas with higher concentrations of service and retail employment jobs are also strong indicators of transit propensity.

The score for the *Ridership Potential* criterion is calculated by producing the total number of residents and jobs within 1/3-mile of each general node location on the baseline list and then modifying that number by a multiplier that represents the additional ridership potential of more regularly intensive but locally-focused trip-generating uses, such as shopping centers (defined for the purpose of this policy as a concentrated area of four [4] or more shops, restaurants, or other related retail/service uses), libraries, community centers, or medical facilities. For each shopping center, library, community center, or medical facility within 1/3-mile of a node location, the number

of jobs is multiplied by a factor of 1.5. In other words, for each of these trip-generating uses within 1/3-mile of a node location, the number of jobs within 1/3-mile of the node location is increased by an additional 50 percent.

For example, if there are 600 residents, 500 jobs, a community center, and a shopping center within 1/3-mile of a node location, the number of jobs is multiplied by a factor of 2, which represents an additional 50 percent for each of the two special trip-generating uses. Under this scenario, the total *Ridership Potential* score would be represented by:

$$600 \text{ residents} + (500 \text{ jobs} \times 2.0 \text{ high trip generation factor}) = 1,600$$

From this result, the node locations are then ranked in order of their *Ridership Potential* score, and the node locations receive a final score using reverse-rank scoring such that the #1 ranked node location receives a score equal to the total number of node locations ranked, the #2 ranked node location receives a score equal to the total number of node locations ranked minus the number of nodes ranked first, the #3 ranked node location receives a score equal to the total number of node locations ranked minus the number of nodes ranked first and second, and so forth. This scoring criterion is assigned a 25% weight in the overall node location prioritization score.

2) *Transit Dependency (20% weight):* Another industry-proven indicator of overall transit propensity is the concentration of transit-dependent populations. Transit-dependent populations exhibit a higher reliance on public transportation services because their options for other means of travel are more limited. Transit-dependent populations include the following:

- Reside in a low-income household;
- Reside in a car-free household;
- Live with a disability;
- Are age 65+; and
- Limited English Proficiency households.

The score for the *Transit Dependency* criterion is calculated by producing the number of residents that fall into each category of transit dependency listed above that reside within 1/3-mile of each node location on the baseline list and adding those together. While this method does not prevent residents that fall within more than one category of transit-dependency from being counted more than once, residents that fall into more than one category represent a greater dependency than those falling into only one. The node locations are then ranked from highest to lowest based on their sums of transit-dependent residents. The node locations are then assigned a final *Transit Dependency* score using reverse-rank scoring such that the #1 ranked node location receives a score equal to the total number of node locations ranked, the #2 ranked node location receives a score equal to the total number of node locations ranked minus the number of nodes ranked first, the #3 ranked node location receives a score equal to the total number of node locations ranked minus the number of nodes ranked first and second, and so forth.

This scoring criterion is assigned a 20% weight in the overall node location prioritization score.

3) *Service Coverage Equality (25% weight):* The geographic coverage of transit service is key to ensuring everyone has the opportunity to access the system and its benefits. Further, providing

access to previously unserved areas is a significant driver of expanded ridership. This criterion intends to give significant weight to completely unserved areas of Morrisville with concentrations of residents and trip-generating destinations where no node currently exists.

The score for the *Service Coverage Equality* criterion is determined by first examining whether the nodes on the baseline list would be located within a ¼-mile distance of another existing node and whether any physical pedestrian access barriers exist between the nodes (e.g., railroad or controlled-access highway). New node locations that will be located outside a ¼-mile distance from another existing node will all receive the highest ranking. Those that are within a ¼-mile distance of another existing node but will be separated by a physical pedestrian access barrier between the subject nodes will also receive the highest ranking. New node locations that will be located within a ¼-mile distance of another existing node with no physical pedestrian access barrier between the subject nodes will then be ranked below those based on how many other nodes are within a ¼-mile distance. If a new node is located within ¼-mile of one node, it will be ranked higher than a new node location within ¼-mile of two or more nodes.

The node locations are then assigned a final *Service Coverage Equality* score using reverse-rank scoring such that the #1 ranked node location receives a score equal to the total number of node locations ranked, the #2 ranked node location receives a score equal to the total number of node locations ranked minus the number of nodes ranked first, the #3 ranked node location receives a score equal to the total number of node locations ranked minus the number of nodes ranked first and second, and so forth. This scoring criterion is assigned a 25% weight in the overall node location prioritization score.

- 4) ***Connections to Larger Transit Network (15% weight):*** Connections to transit services provided by other agencies that afford passenger transfer opportunities enhance the ridership potential of locally-focused services, such as the Morrisville Smart Shuttle, by expanding the range of origins and destinations users may access. Ridership performance at such locations is often higher than at locations that do not provide such opportunities, and this is no different throughout the Morrisville Smart Shuttle node network. Nodes that provide these connections have experienced a relatively higher amount of boardings and alightings throughout the system. The importance of providing these connections was also strongly communicated by the public and stakeholders throughout Morrisville through the development of the 2026 Alternative Transit Study.

The score for the *Connections to Larger Transit Network* criterion is simply determined by examining whether the node locations included on the baseline list are co-located with, or are within 500 walkable feet of, a fixed-route transit service stop provided by another transit agency. Node locations that meet these criteria will receive the highest ranking. Those that do not meet these criteria will be ranked below those that do. The node locations will then be assigned a final *Connections to Larger Transit Network* score using reverse-rank scoring such that the #1 ranked node location(s) receive a score equal to the total number of node locations ranked, and the next highest ranked node location(s) (i.e., those without a connection) receive a score equal to the total number of node locations ranked minus the number of nodes that have connections. This scoring criterion is assigned a 15% weight in the overall node location prioritization score.

- 5) ***Ease of Access to Nodes and Activity Centers (15% weight):*** Almost every transit trip that requires pickups and dropoffs at specific access points starts and ends as a pedestrian, bicycle, or other type of micromobility trip. Good connections of pedestrian and bicycle facilities to transit

service access points play a significant role in the ridership performance of higher-capacity transit services, such as fixed-route service, that focus on overall service effectiveness and efficiency. However, for more localized services that lean more toward a goal of providing service coverage, such as microtransit, areas that are disconnected by significant pedestrian and bicycle travel barriers (e.g., railroads and controlled-access highways) or from sufficient pedestrian and bicycle facilitation networks and infrastructure stand out as difficult places for the traveling public and passengers to otherwise reach by other means. This creates a need for those transportation-disconnected areas to be accessible and served by a service coverage-focused transit service, such as the Morrisville Smart Shuttle.

The evaluation and scoring for the *Ease of Access to Nodes and Activity Centers* criterion is subjective, highly qualitative, and relies on the judgment of Planning Department staff to examine whether the nodes on the baseline list are generally disconnected from nearby residential areas or activity centers because of the lack of pedestrian and/or bicycle infrastructure or because of separation from those areas as a result of a significant pedestrian or bicycle travel barrier (e.g., railroad or controlled-access highway). Node locations will be noted as either generally disconnected or generally connected and ranked accordingly. Those that are noted as generally disconnected will receive the highest ranking, and those that are nodes as generally connected will receive the next highest ranking.

The node locations will then be assigned a final *Ease of Access to Nodes and Activity Centers* score using reverse-rank scoring such that the #1 ranked node location(s) receive a score equal to the total number of node locations ranked, and the next highest ranked node location(s) (i.e., those noted as generally connected) receive a score equal to the total number of node locations ranked minus the number of nodes that are generally disconnected. This scoring criterion is assigned a 15% weight in the overall node location prioritization score.

VII. **Final Node Location Scoring and Use of Scores**

To determine the final overall prioritization scores for the node locations included on the baseline list that will determine the order in which available resources will be directed toward their implementation, the final score for each criterion explained above is multiplied by its respective weight, and those products are summed to yield the final overall score. **Table 2** below summarizes the weights for each criterion.

Table 2: Final Score Weighting for Each Scoring Criterion

Criterion	Final Score Weighting
Ridership Potential	25%
Transit Dependency	20%
Service Coverage Equality	25%
Connections to Larger Transit Network	15%
Ease of Access to Nodes and Activity Centers	15%

Following is a demonstration of the operationalization of the scoring for node locations included on the baseline list:

A node location on the baseline list received the following individual scores for each scoring criterion explained above:

Ridership Potential Score = 11

Transit Dependency Score = 5

Service Coverage Equality Score = 10

Connections to Larger Transit Network Score = 9

Ease of Access to Nodes and Activity Centers Score = 12

This node location's scores for each scoring criterion are then multiplied by the respective weights assigned to each scoring criterion and added together to yield a final overall score, as follows:

$$(11 \times 0.25) + (5 \times 0.20) + (10 \times 0.25) + (9 \times 0.15) + (12 \times 0.15) = 9.4$$

As resources are made available to implement new node locations, the necessary resources will be allocated to the highest scoring node location first, the next highest scoring node location second, and so forth.

ATTACHMENT 2



Morrisville
North Carolina



2026



Town of Morrisville Title VI Program for the Morrisville Smart Shuttle

To Be Considered for Adoption November 10, 2026

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I. Introduction

History and Characteristics of the Morrisville Smart Shuttle

On October 2, 2021, the Town of Morrisville launched a new node-based microtransit service, branded as the Morrisville Smart Shuttle. The service was conceptualized as an outcome of a transit feasibility study completed by the Town in 2019 that evaluated the suitability of various public transportation service delivery models to facilitate expanded intra-community mobility options for residents and visitors. The node-based microtransit service delivery model was selected as the recommended concept because of its flexibility and adaptability to real-time travel demand, its scalability to changing conditions into the future, its relatively low capital needs and reasonable cost, and its relatively quick implementation timeframe. The node-based approach to microtransit service provision also allows the Town to manage public transportation access at centralized points for pick-ups and drop-offs to help balance travel demand with the resources utilized to provide the service.

Since its inception through August 31st, 2026, the Morrisville Smart Shuttle has provided more than 102,000 rides to 3,055 unique riders. Of those unique riders, 379 completed more than 50 rides, and 185 completed more than 100 rides, indicating substantial reliance on the system for a significant number of residents or visitors. The Morrisville Smart Shuttle service operates seven (7) days a week between 7am and 9pm Monday-Friday, 8am and 8pm on Saturdays, and 8am-7pm on Sundays. The service is financed by the Town through a variety of revenue sources, including the Town's general operating budget, Wake County public transportation-dedicated taxes, and an operating expense credit for Federal Transit Administration (FTA) formula funds attributable to the Town through the Town's operations contractor.

The overall system-level planning and management of the Morrisville Smart Shuttle is carried out by the Town of Morrisville. However, the Town of Cary/GoCary and its operations contractor, MV Transportation, carry out the day-to-day operations of the Smart Shuttle through an agreement that is updated on an annual basis each local fiscal year (July 1-June 30). The agreement provides an operational framework for GoCary and MV Transportation to operate the Smart Shuttle, which includes supplying the drivers, vehicles, vehicle maintenance and other day-to-day operational services.

The Town also contracts with VIA Mobility, LLC. to supply and maintain the smartphone and desktop application that allows Smart Shuttle users to book rides, as well as the tablet application Smart Shuttle drivers use to schedule those rides. VIA Mobility, LLC also provides a wide range of data through an online dashboard that allows Town transportation staff to collect and analyze service performance to support planning and operations management decisions.

The Morrisville Smart Shuttle connects to 19 general node locations throughout its service area, including 18 within the Town itself and an additional node located at the GoTriangle Regional Transit Center in southeastern Durham County. Many of the nodes are co-located with fixed-route bus stops that were built and are maintained by GoTriangle and GoCary to support services they operate. The nodes throughout the Smart Shuttle system that are not part of the GoTriangle or GoCary system were built and are maintained by the Town of Morrisville.

History of Title VI and Non-Discrimination Authorities

All federal funding recipients are required to comply with various nondiscrimination laws and regulations, including Title VI of the Civil Rights Act of 1964. Title VI of the Civil Rights Act of 1964 forbids discrimination against anyone in the United States because of race, color, or national origin by any agency receiving Federal funds. In 1970, the U.S. Department of Transportation adopted its initial Title VI regulations under 49 CFR Part 21. Additionally, a non-discrimination policy was adopted by a resolution of the Morrisville Town Council in March of 2022 (Resolution 2022-96-0). Key Components of Title VI and amendments include the following:

Title VI of the 1964 Civil Rights Act provides that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance (implementation through 23 C.F.R. §200.9 and 49 C.F.R. § 21).

Section 162(a) of the Federal-Aid Highway Act of 1973 added the requirement that there be no discrimination on the grounds of sex.

Section 504 of the Rehabilitation Act of 1973 prohibits discrimination on the basis of disability for entities receiving federal funds.

The Age Discrimination Act of 1975 prohibits discrimination on the basis of age in federally assisted programs.

The Civil Rights Restoration Act of 1987, Public Law 100-209 provides clarification on the original intent of Congress in Title VI of the 1964 Civil Rights Act, Title IX of the Education Amendments of 1972, the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973. The Civil Rights Restoration Act restores the broad, institution-wide scope and coverage of the non-discrimination statutes to include all programs and activities of federal-aid recipients, sub-recipients and contractors, whether such programs and activities are federally assisted or not.

II. Morrisville Title VI Program Objectives

Title VI activities are mandated by the federal government to ensure that people of all races, colors, national origins, ages, and abilities have an equal voice in the planning and project delivery processes and receive equal benefit from the results of such planning. The Town of Morrisville is already actively engaged in many Title VI activities. For example, the Town updated its Language Access Plan (LAP) in 2024. The LAP allows the Town of Morrisville to evaluate language needs and outline translation or interpretation services so that individuals with Limited English Proficiency (LEP) have equitable, meaningful access to government services.

There are generally several key components of a standard Title VI Plan:

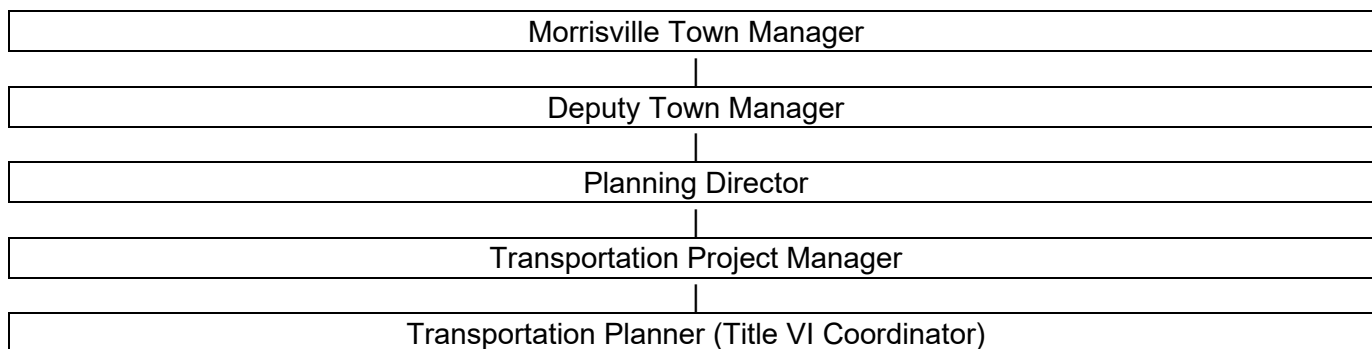
- A designated person to serve as coordinator for the Town of Morrisville to ensure the Title VI Policy is administered.
- Policy Statement: A formal, signed policy assurance that all programs and activities are administered without discrimination.
- Complaints Procedure: Specific, publicly available procedures for filing Title VI complaints, including a complaint form, with timelines for investigation.
- Public Participation Plan: Strategies for engaging minority and LEP populations in the planning process.
- LEP Plan: Analysis using the “Four Factor Analysis” to determine needs for translation and interpreter services.
- Data Collection: Records of attendees at public meetings and demographic data on transit service beneficiaries.
- Subrecipient Monitoring: Procedures for ensuring contractors and subrecipients receiving federal funds also comply with Title VI requirements. The Town of Morrisville does not directly receive federal transit funds as a subrecipient and does not have any subrecipients of such funds.
- Systemwide Service Standards and Policies: Standards and policies for ensuring that transit services and amenities are distributed equally across the system or in accordance with demonstrated performance and need.

The Town of Morrisville expects every manager, contractor, and employee engaged in activities funded through federal aid to be aware of, and apply the intent of, Title VI in performing assigned duties.

This Program outlines the requirements, roles, method of administration, and analysis that support the Town of Morrisville's Title VI objectives. The Town of Morrisville operates under the premise that it is imperative that it develop transit services that are responsive to the needs and priorities of all Town of Morrisville residents. With intentional focus, vulnerable populations are assured equal access to the Town of Morrisville's public transportation services. To facilitate a thorough understanding of associated activities, definitions are provided in Appendix A. The Title VI Program will be developed or updated no less than every three (3) years in accordance with federal regulation. The federal authorities governing the Town of Morrisville's non-discrimination obligations are outlined in the following section.

III. Overview of Roles/Designation of Title VI Coordinator

The Title VI Coordinator is responsible for the overall Title VI program implementation. The Town of Morrisville Transportation Planner will serve as the Title VI Coordinator for the Town as it relates to the Town's public transportation services and will be responsible for implementation and management of the Town's plan and program. The Title VI Coordinator will be appointed by the Planning Director and will report directly to the Transportation Project Manager on all Title VI issues. Staff in other Town of Morrisville program areas may assist the Title VI Coordinator with program implementation and resolution of Title VI issues. The Transportation Planner will also serve as the Limited English Proficiency (LEP) Coordinator for all issues related to the Morrisville Smart Shuttle. The Transportation Project Manager will assist the Transportation Planner with carrying out the Title VI and LEP responsibilities. The administrative structure for Title VI Implementation is provided below.



Title VI Coordinator Roles and Responsibilities

The Title VI Coordinator plays a lead role in the development and implementation of the Title VI Program. The coordinator provides leadership and guidance to ensure nondiscrimination in the Town of Morrisville's public transportation programs and promotes the participation of all people regardless of race, color, or national origin. Through the provision of guidance and technical assistance on Title VI matters, the Title VI Coordinator has overall program responsibility for Title VI compliance including:

- Promptly processing and resolving Title VI complaints;
- Collecting statistical data (race, color and national origin) of participants in, and beneficiaries of, the Town of Morrisville's public transportation programs, activities, and services;
- Identifying and addressing discrimination when found to exist;
- Conducting fare and service analyses when necessary;
- Promptly resolving areas of deficiency in Title VI matters;
- Coordinating the development and implementation of Title VI and related statutes training programs;
- Developing Title VI information for public dissemination, where appropriate, in languages other than English; and

- Monitoring the Town of Morrisville Language Access Plan (LAP) and program activities for compliance with Title VI and related statutes' applicability to the Town's public transportation services.

IV. Title VI Policy Statement

It is the policy of Town of Morrisville to uphold and assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and all related statutes. Title VI and related statutes prohibiting discrimination in Federally assisted programs require that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal assistance.

Any person who believes they have been aggrieved by an unlawful discriminatory practice regarding the Morrisville Smart Shuttle has a right to file a formal complaint with the Town of Morrisville. Any such complaint must be in writing and submitted to the Morrisville Smart Shuttle Title VI Coordinator within one hundred eighty (180) days following the date of the alleged occurrence. Specific Title VI complaint procedures are provided in Section VI of this plan document.

V. Systemwide Service Standards and Policies

The following service standards and policies are meant to ensure that transit services and amenities are distributed on a non-discriminatory basis throughout the system. The Smart Shuttle operates Monday-Friday from 7:00 AM to 9:00 PM. On the weekends, the Smart Shuttle operates on Saturday 8:00 AM to 8:00 PM and Sunday 8:00 AM to 7:00 PM. Service standards are regularly monitored by Town of Morrisville staff to ensure non-discrimination in the distribution of transit services and amenities.

Vehicle Load

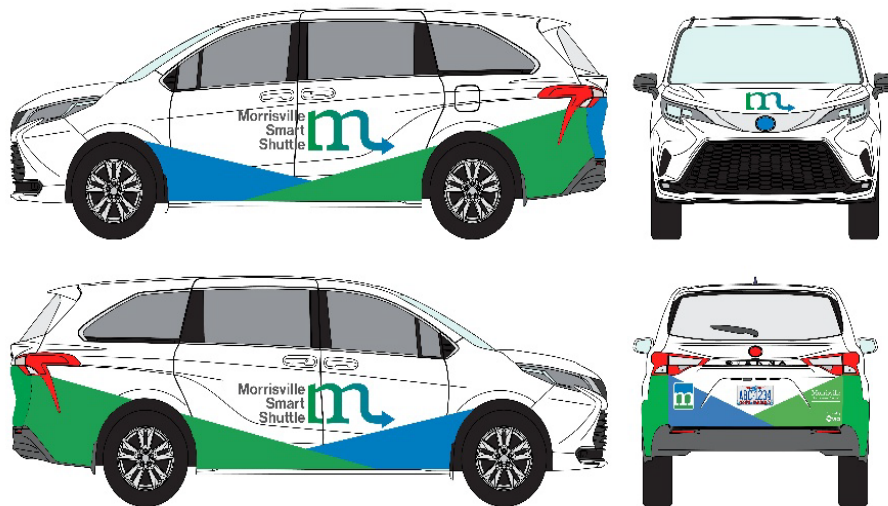
Vehicle load is the ratio of the number of passengers on a vehicle to the number of seats. Due to the nature of Town of Morrisville's node-based microtransit service delivery model, in that it allows boardings based only on available seats and in that more than one vehicle is planned to be in service during all service hours that can provide additional seating capacity, the maximum vehicle load shall be 1.0 at all times.

Vehicle Assignment

Vehicle assignment refers to the process by which transit vehicles are placed into revenue service throughout the transit system. A vehicle assignment policy measures whether transit vehicles are equally assigned considering the age and overall operating condition of the vehicle, type of fuel used, and the number of seats in a vehicle.

The Town of Morrisville contracts with GoCary to operate and provide vehicles for the Morrisville Smart Shuttle. GoCary provides minivans and drivers to operate the service during the Smart Shuttle's contracted service hours. Beginning in late October of 2026, two (2) minivans are planned to be in service throughout the full span of the system's service hours, and as early as October of 2027, an additional third minivan may be entered into service during the PM peak period (1-7pm) on weekdays.

The vehicles entered into revenue service will all be the same age and will all be maintained on generally the same preventive maintenance schedule. The vehicles will also generally be assigned to microtransit trips randomly based on the trip booking algorithm used to deploy service by the technology supplied to the Town by VIA Mobility, LLC. Therefore, no single vehicle will be assigned to any specific trips throughout the system. The minivan vehicles provided will feature a seating capacity of no less than five (5) passengers, and all of the vehicles will be equipped with bike racks. The vehicles to be used to provide the Smart Shuttle service are displayed below:



Vehicle Headway and On-Time Performance

Vehicle headway is defined as “the amount of time between two (2) vehicles traveling in the same direction on a given line or combination of lines” and most notably applies to fixed-route services. While the Morrisville Smart Shuttle does not provide scheduled service on a fixed alignment and therefore does not meet the definition of fixed-route service, it does strive to respond to requests for trips booked in real time within a reasonable duration. The Morrisville Smart Shuttle’s target wait time for vehicles to arrive to provide trips at requested pickup nodes is currently within 30 minutes. However, the ability for the service to consistently respond to real-time demand for trips within 30 minutes may be challenged by surges in demand that outpace the service capacity made available. The maximum allowable wait-time queue for booked rides is up to 60 minutes from the time of booking to when a vehicle may arrive to provide a trip. Wait times for booked trips are completely reliant on how indiscriminate dynamic scheduling capabilities are programmed to respond to trips, as well as existing real-time booking demand throughout the system.

The FTA defines on-time performance as “a measure of runs completed as scheduled.” When Smart Shuttle users book a ride, they are provided a proposal with an estimated time of arrival (ETA). The Town of Morrisville’s goal is to provide an average systemwide on-time performance of 85% for its microtransit service. The Town of Morrisville defines on-time as arriving to a node to serve a booked trip up to two (2) minutes early and up to seven (7) minutes late in relation to the ETA provided to the user who booked the ride. Data for wait times, ETA, and time of arrival of vehicles at nodes when trips are booked are tracked using the technology provided by VIA Mobility and are evaluated on a monthly to quarterly basis. For times during which the systemwide on-time performance does not fall within the established standard, staff will investigate and further analyze the system for improvement strategies.

Service Availability

Service availability is defined as “a general measure of the distribution of routes within a transit provider’s service area.” The Morrisville Smart Shuttle currently serves 18 general node locations across Morrisville and an additional node location at the GoTriangle Regional Transit Center in southeastern Durham County. Initially, these locations were selected based on proximity to housing, commercial activity, recreation, employment centers, and major transit hubs. To build on this framework, the Town of Morrisville has developed a Morrisville Smart Shuttle Node Prioritization and Phasing Policy to institute a performance-driven framework for the identification, prioritization, and selection for implementation of new Smart Shuttle node locations as resources allocated for that purpose are made available.

The policy uses objective criteria to prioritize new node locations using a variety of customary transit access evaluation metrics, as well as transit access performance indicators that are unique to the Morrisville Smart

Shuttle system. It is intended to be used on an ongoing basis as a primary tool for determining the allocation of available resources to establish new node locations, move nodes from one location to another, or to remove nodes from service entirely as the Morrisville Smart Shuttle system continues to grow and develop. The core objectives of the policy are to maximize ridership, expand service coverage, and expand travel options to the most vulnerable and disconnected populations and destinations throughout the Smart Shuttle's service area.

Distribution of Transit Amenities

Transit amenities refer to items of comfort and convenience available to the general riding public. Through this Title VI Plan, the Town of Morrisville is establishing standard specifications for transit infrastructure and amenities to be provided at its node locations that scale in extent based on the volume of passenger use at each node.

The current level of amenities and ADA compliance throughout the system, as of September 30, 2026, is as follows:

Nodes	Bench	Shelter	Sidewalk Access	Ramp/Boarding Pad	Streetlights	Bike Rack	Trash Receptacle
B.A.P.S.	Yes	No	Yes	Yes	Yes	Yes	No
Breckenridge	Yes	No	Yes	Yes	Yes	Yes	Yes
Cedar Fork Community Center	Yes	No	Yes	Yes	Yes	Yes	No
Church Street	Yes	No	Yes	Yes	Yes	Yes	No
HSNC Campus	No	No	Yes	Yes	Yes	No	No
Kitts Creek	Yes	No	Yes	Yes	Yes	Yes	Yes
Library/Food Hub	No	No	Yes	No	Yes	No	No
Morrisville Aquatics and Fitness Center	Yes	No	Yes	Yes	Yes	No	Yes
McCrimmon Corners Shopping Center	No	No	Yes	Yes	Yes	No	No
Morrisville-Carpenter	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Morrisville Parkway	Yes	No	Yes	Yes	Yes	Yes	No
Park West Village 1*	Yes	No	Yes	Yes	Yes	Yes	No
Park West Village 2*	Yes	No	Yes	Yes	Yes	No	Yes
Perimeter Park North	No	No	Yes	Yes	Yes	No	No
Providence Place	Yes	No	Yes	Yes	Yes	No	No
Regional Transit Center (RTP)*	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Ridgemont/Savannah	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Wake Competition Center North*	Yes	Yes	Yes	Yes	Yes	No	Yes
Wake Competition Center South*	Yes	Yes	Yes	Yes	Yes	No	Yes
Wake Tech RTP Campus*	Yes	Yes	Yes	Yes	Yes	No	Yes

*Nodes that are co-located with GoTriangle and/or GoCary fixed-route bus stops.

Note: The Wake Competition Center South node was temporarily removed from service due to the construction of the Spark Life Science Campus. This node is scheduled to reopen in 2027.

The table on the following page provides the number of pickups and dropoffs for each node from January 1st, 2026, through June 30th, 2026, and provides a total measure of pickups and dropoffs per operating day for each.

Table 1: Smart Shuttle Node Pickups and Dropoffs (January 1, 2026 – June 30, 2026)

Node Location	# Pickups	# Dropoffs	Total Pickups/Dropoffs per Operating Day
BAPS	7	44	0.3
Breckenridge	513	472	5.6
Cedar Fork Community Center North	485	384	4.9
Cedar Fork Community Center South	188	88	1.6
Church Street	137	311	2.5
HSNC	185	184	2.1
Kitts Creek	1,063	889	11.0
Library/Food Hub	634	756	7.9
MAFC	276	340	3.5
McCrimmon Corners	687	491	6.7
Morrisville Parkway	321	323	3.6
Morrisville-Carpenter	1,260	1,121	13.5
Park West Village 1	621	843	8.3
Park West Village 2	1,138	1,522	15.0
Perimeter Park North	183	78	1.5
Perimeter Park South	14	27	0.2
Providence Place	283	319	3.4
Regional Transit Center	845	854	9.6
Ridgemont/Savannah	185	206	2.2
Wake Competition Center North	50	45	0.5
Wake Competition Center South	16	54	0.3
Wake Tech RTP Campus	579	319	5.1
TOTAL	9,670	9,670	109.3

Based on the pickup and dropoff performance at node locations throughout the Smart Shuttle system for the first six (6) months of 2026, there is some disconnect between the volume of passenger use compared to the extent of amenities provided across the system's nodes. For example, the Library/Food Hub node generates an average of 7.9 pickups and dropoffs per operating day but has very limited amenities compared to several lower ridership nodes. As resources are made available for both new node expansion and for existing node improvements, the Town of Morrisville should strive to equalize the distribution of amenities across the system's nodes and implement those amenities across its nodes to an extent that is based on volume of observed passenger use. For node locations that are co-located with fixed-route bus stops for services provided by other transit agencies and that were built by those agencies, the level of amenities provided will be determined by their amenities distribution policies.

For the provision of amenities across existing and new Smart Shuttle node locations, the Town of Morrisville will implement those amenities as follows:

- 1) All existing and newly established nodes must first comply with Americans with Disabilities Act (ADA) requirements with a minimum eight (8) feet long by five (5) feet wide concrete pad located behind, or in conjunction with, a sidewalk (if one exists) and the curb or edge of pavement of the abutting street, driveway, or other type of thoroughfare. If less than five (5) feet exists between a street curb or edge of pavement and an existing sidewalk, the width of the pad may be reduced to less than five (5) feet as long as there is a minimum of five (5) feet of width for the free movement of mobility assistance devices (e.g., wheelchair). If greater than five (5) feet exists between a street curb or edge of pavement and an existing sidewalk, the width of the pad should be increased to greater than five (5) feet to ensure there is a flat continuous surface between a sidewalk and the street. If no sidewalk exists at the node location, a minimum eight (8) feet long by five (5) feet wide concrete pad shall be

installed adjacent to the curb or street edge, and a five (5)-foot wide sidewalk shall be constructed to the nearest intersection, existing sidewalk, or destination entrance (if permitted).

These improvements should be prioritized to the stated condition when existing node improvement resources are made available based on the volume of passenger use as measured using the most recent six (6) months of data.

- 2) For all new node locations, a bench, adequate street lighting, and an amenity pad large enough to accommodate the full range of potential amenities shall be established or present.
- 3) As resources are made available for improvements or additional amenities to be included at established node locations, nodes with a minimum average of seven (7) pickups and dropoffs per operating day, based on a minimum of the most recent six (6) months and a maximum of twelve (12) months of passenger use data (depending on the duration a node has been in service), should include bike racks and trash receptacles. Nodes with a minimum of 15 pickups and dropoffs per operating day should include shelters. The resources made available will be directed toward making existing node amenity improvements for benches and trash receptacles first and in an order such that the highest performing nodes are allocated those resources ahead of lower performing nodes. If resources remain, they may then be directed toward implementing shelters at nodes that meet the minimum standard.

Deviations from the above standards and criteria may be required in specific instances based on site characteristics and other implementation feasibility considerations.

Facility Site Equity Analysis

FTA's Title VI implementation policies require site equity analyses for certain types of transit facilities, such as storage facilities, maintenance facilities, operations centers, etc. The Morrisville Smart Shuttle does not own, operate, or maintain any such facilities.

VI. Methods of Administration

What is equally important to the content of the Title VI plan is how the Town of Morrisville will carry out its objectives regarding non-discrimination. Complaint procedures, recordkeeping, data collection, and public outreach and participation are interconnected methods to fulfill the implementation of the plan and program.

Title VI Complaint Procedures

Any person who believes he, she, or they have been denied benefits or excluded from participation in the services provided under the Morrisville Smart Shuttle program on the basis of race, color, or national origin (including LEP) may file a complaint pursuant to Title VI and/or related statutes. All Title VI complaints are considered formal. Complainants must file a signed, written complaint no later than 180 days from:

- The date of the alleged act of discrimination;
- The date when the person(s) became aware of the alleged discrimination; or
- Where there was a continuing course of conduct, the date on which the conduct was discontinued.

The complaint should include the following information:

- The complainant's name, mailing address, and contact information (*i.e.*, telephone number, email address, etc.)
- How, when, where, and why the complainant believes he, she, or they were discriminated against. Include the location, names, and contact information of any witnesses.
- Any additional information the complainant deems significant and pertinent to the grievance(s).

The Town of Morrisville Civil Rights Complaint Form may be used to submit the complaint information. Complaint forms can be obtained by contacting the Town of Morrisville Smart Shuttle Title VI Coordinator at (919) 463-6178, or by visiting the Town of Morrisville website at www.morrisvillenc.gov. The complaint may be filed in writing with Town of Morrisville at the following address:

Town of Morrisville Planning Department
Attention: Title VI Coordinator
260B Town Hall Drive
Morrisville, NC 27560
(919) 463-6178

In addition to filing Title VI complaints with the Town of Morrisville, complainants may also file a Title VI complaint with the following agency either through its online portal (<https://www.transit.dot.gov/regulations-and-guidance/civil-rights-ada/file-complaint-fta>) or through the following contact information:

U.S. Department of Transportation, Federal Transit Administration
Attn: Title VI Program Manager
1200 New Jersey Avenue SE
Washington, DC 20590
(888)-446-4511

Title VI complaints received by the Town of Morrisville are investigated by the Morrisville Smart Shuttle Title VI Coordinator. Once a complaint is received, it will be reviewed by the Title VI Coordinator to determine if the Town of Morrisville has jurisdiction. The complainant will receive an acknowledgement letter informing them on whether the complaint will be investigated by the Town of Morrisville.

The Title VI Coordinator will begin an investigation within fifteen (15) working days of receipt of a complaint. The Title VI Coordinator will assign an internal tracking number on the complaint form.

The Title VI Coordinator will contact the complainant in writing no later than thirty (30) working days after receipt of complaint for additional information, if needed, to investigate the complaint. Failure of the complainant to provide the requested information on a timely basis (within 10 days unless the Title VI Coordinator provides a different timeline) may result in the administrative closure of the complaint or a delay in complaint resolution. A case may also be administratively closed if the complainant no longer wishes to pursue their case.

Reasonable measures will be taken to preserve any information that is confidential. At a minimum, the Title VI Coordinator will:

- Identify and review all relevant documents, practices and procedures;
- Identify and interview people with knowledge of the alleged Title VI violation (e.g., the person making the complaint, witnesses or anyone identified by the complainant, anyone who may have been subject to similar activity or anyone with relevant information).

The investigation will be completed within ninety (90) days of receipt of the complaint. Upon completion of the investigation, the Title VI Coordinator will complete a final written report for the Planning Director. The report shall include a background summary of the complaint, findings of the investigation, and a conclusion. If a Title VI violation is found to exist, corrective actions and remedial steps, as appropriate and necessary, will be included in the report and taken immediately. A closing letter summarizing the results of the investigation, stating the findings and advising of any corrective action to be taken because of the investigation, will be provided to the complainant.

If the matter cannot be resolved, then the complainant will be informed of his/her/their right to appeal to the U.S. Department of Transportation, Federal Transit Administration Office of Civil Rights at the following address:

Federal Transit Administration
Office of Civil Rights
Attn: Title VI Program Manager
East Building, 5th Floor-TCR
1200 New Jersey Avenue SE
Washington, DC 20590

Complainants are encouraged to send all written correspondence through the U.S. Postal Service via certified mail to ensure that documents are easily tracked. If complainants choose to submit complaints by facsimile and/or email, an original, signed copy of the complaint must be mailed to the Title VI Coordinator as soon as possible, but no later than 180 days from the alleged date of discrimination.

Recordkeeping

The Title VI Coordinator will maintain permanent records, which include, but are not limited to, copies of Title VI complaints or lawsuits and related documentation, correspondence to and from complainants, and Title VI investigations.

Data Collection

Statistical data on race, color, and national origin of participants in, and beneficiaries of, the Morrisville Smart Shuttle service (e.g., affected populations and participants) will be gathered and analyzed by Town of Morrisville staff to determine the transportation investment benefits and burdens based on those demographics. Data gathering procedures will be reviewed regularly to ensure sufficiency of the data in meeting the requirements of the Title VI Program administration. The Town of Morrisville will work closely with the Capital Area Metropolitan Planning Organization (CAMPO), the region's designated MPO, in collecting and analyzing regional demographic data to assess impacts of regional transportation investments.

Additionally, transit service and amenity data are regularly collected and monitored to ensure that transit service is provided in a non-discriminatory manner.

Public Dissemination of Title VI Information

Recipients of federal financial assistance are required to publish or advertise that the program is an equal opportunity program and/or indicate that Federal law prohibits discrimination.

The Town of Morrisville will disseminate Title VI information to the public in accordance with the Town's Language Access Plan on all vehicles, in the publicly accessible offices of the Town of Morrisville Planning Department, and at the front office of the contractor's facility. Additionally, the Town of Morrisville will post the Title VI information, complaint procedures, and a complaint form on the Town of Morrisville website at [Morrisville Smart Shuttle | Town of Morrisville NC \(https://www.morrisvillenc.gov/Our-Community/Morrisville-Smart-Shuttle\)](https://www.morrisvillenc.gov/Our-Community/Morrisville-Smart-Shuttle) and on Smart Shuttle brochures.

Public Participation Planning

A public participation and outreach process is conducted by the Town of Morrisville for various transit-related activities and actions. The Town of Morrisville may conduct public outreach and input solicitation activities related to transit feasibility analyses, capital projects, service improvements or changes, fare changes, or other transit-related activities. The Town of Morrisville tailors its public input solicitation and outreach approach to each of these based on the impact to the community and the importance of the community's feedback. These activities are conducted in accordance with the content and considerations of Title VI of the Civil Rights Act of 1964.

Federal regulations state that recipients of federal funding must “promote full and fair participation in public transportation decision-making without regard to race, color or national origin.” The Town of Morrisville uses the aforementioned approach, as well as the CAMPO Public Participation Plan, to ensure adequate public involvement, following guidance from the Title VI Requirements and Guidelines for Federal Transit Administration Recipients Circular (C 4702.1B).

Involving the general public in Town of Morrisville practices and decision-making processes provides helpful information to improve the transit system and better meet the needs of the community. Although public participation methods and extent may vary with the type of plan, program, and/or service under consideration, as well as the resources available, a concerted effort to involve all affected parties will be conducted. To include effective outreach strategies for engaging low-income, minority, and LEP populations, FTA Circular 4702.1B suggests that the following may be considered:

- Scheduling meetings at times and locations that are convenient and accessible for minority and LEP communities.
- Employing different meeting sizes and formats.
- Coordinating with community- and faith-based organizations, educational institutions, and other organizations to implement public engagement strategies that reach out specifically to members of affected minority and/or LEP communities.
- Considering radio, television, or newspaper ads on stations and in publications that serve LEP populations. Outreach could also include audio programming available on podcasts.
- Providing opportunities for public participation through means other than written communication, such as personal interviews or use of audio or video recording devices to capture oral comments.

The Town of Morrisville currently practices all of these strategies in different situations, in compliance with federal regulations, so that all populations are informed and have meaningful opportunities to engage in planning activities and provide input as part of the decision-making process.

Language Access Plan

The Town of Morrisville’s Language Access Plan (LAP) serves as an action-oriented implementation plan to ensure compliance with Title VI of the Civil Rights Act of 1964 (42 U.S.C. Sec. 2000d – 2000d7), which imposes legal obligations on the Town to take reasonable steps to ensure meaningful language access to community members seeking and using government services. The Town of Morrisville LAP was adopted by a resolution of the Town Council in February of 2024 (Resolution 2024-52-0). Under Executive Order No. 13166, recipients of federal financial assistance are required to provide meaningful access to their applicants and beneficiaries with ‘limited English proficiency’ (LEP). The latter provision is in accordance with the requirements of Title VI of the Civil Rights Act of 1964 (42 U.S.C. Sec. 2000d – 2000d7), which prohibits recipients of federal financial assistance, including a local government and its departments, from discriminating based on national origin. Therefore, persons who, because of national origin, speak languages other than English as their primary language and who have limited ability to speak, read, write, or understand English, may be entitled to language assistance under Title VI to receive a particular service, benefit, or encounter.

Providing language access in Morrisville is more than a federal mandate. It is important because the Town is committed to inclusivity and to building stronger community connections in as many ways as possible to expand effective engagement with those who live, work, play, and learn in our community. According to the U.S. Census Bureau, the population of Morrisville in 2025 was 33,075. The racial makeup of Morrisville was 41.05% Asian, 36.63% White, 13.66% Black or African American, 6.76% two or more races, 1.82% Other Race, and 0.09% Native American.

The Town of Morrisville Language Access Plan was adopted by the Morrisville Town Council in February of 2024. The Language Access Plan is accessible on the Town of Morrisville website at:

<https://www.morrisvillenc.gov/Our-Community/Language-Access-Plan>. For the purposes of compliance with Title VI of the Civil Rights Act of 1964, the Town's adopted Language Access Plan will be followed to promote language access for applicable Morrisville Smart Shuttle-related activities.

VII. Minority Representation on Planning and Advisory Boards

FTA Circular 4702.1B states the following regarding the membership of planning and advisory bodies:

Recipients that have transit-related, non-elected planning boards, advisory councils or committees, or similar bodies, the membership of which is selected by the recipient, must provide a table depicting the racial breakdown of the membership of those committees, and a description of efforts made to encourage the participation of minorities on such committees or councils.

The Town of Morrisville works with several local jurisdictions, boards, and communities to carry out its business and transportation planning efforts. Under its council-manager form of government, residents of the Town of Morrisville elect a seven (7)-member Town Council, including the mayor. Four (4) of the seven (7) Council members are district representatives. Two (2) Council members and the mayor are at-large representatives elected Town-wide. Town of Morrisville elections are held in odd-numbered years. The Council members' four (4)-year terms are staggered so that voters fill three (3) or four (4) of the seats every two (2) years. The elected Town Council creates a vision for the community by setting the policies, goals, and direction of the government, including adopting necessary laws. A full list of current Council members is available on the Town's website here: [Meet Your Town Council | Town of Morrisville NC](https://www.morrisvillenc.gov/Government/Meet-Your-Town-Council) (<https://www.morrisvillenc.gov/Government/Meet-Your-Town-Council>).

The Morrisville Town Council has not appointed any transit-related, non-elected planning boards, advisory councils or committees, or similar bodies that influence Morrisville Smart Shuttle decisions. Morrisville Smart Shuttle planning and investments decisions are made solely by the Morrisville Town Council.

VIII. Subrecipient Monitoring

The Title VI Circular provides the following guidance regarding subrecipient monitoring:

Subrecipients shall submit Title VI Programs to the primary recipient from whom they receive funding to assist the primary recipient in its compliance efforts. Such programs may be submitted and stored electronically at the option of the primary recipient. Subrecipients may choose to adopt the primary recipient's notice to beneficiaries, complaint procedures and complaint form, public participation plan, and language assistance plan where appropriate.

As of adoption of this Title VI plan, the Town of Morrisville does not have any subrecipients.

IX. Conclusion

The goal of this plan and program is to document and enhance opportunities for Title VI populations to have a meaningful voice and to receive equal benefits from the Town of Morrisville's provision of the Morrisville Smart Shuttle public transportation service without shouldering a disproportionate share of burdens. The plan and program itself is considered a work in progress that will evolve as people's needs and participation in the process change. For more information, please contact the Morrisville Smart Shuttle Title VI Coordinator at (919) 463-6178.

Appendix A: Definitions

Beneficiary – any person or group of persons entitled to receive benefits directly or indirectly from any federally assisted program.

Compliance – the satisfactory condition existing when a recipient has effectively implemented all the Title VI requirements or can demonstrate that every good faith effort toward achieving this end has been made.

Discrimination – any act or inaction, whether intentional or unintentional, through which a person in the United States, solely because of race, color, religion, sex, or national origin, has been otherwise subjected to unequal treatment under any program or activity of a federal aid recipient, subrecipient, or contractor.

Disparate Impact – racially neutral policies or practices that have the effect of disproportionately excluding or adversely affecting members of a group protected under Title VI, and the recipient's policy or practice lacks a substantial legitimate justification.

Federal Financial Assistance –

- (1) Grants and loans for federal funds;
- (2) The grant or donation of federal property and interests in property;
- (3) The detail of federal personnel;
- (4) The sale and lease of, and the permission to use (on other than a casual or transient basis), federal property or any interest in such property without consideration or at a nominal consideration, or at a consideration which is reduced for the purpose of assisting the recipient, or in recognition of the public interest to be served by such sale or lease to the recipient; and
- (5) Any federal agreement, arrangement, or other contract that has as one of its purposes the provision of assistance.

Limited English Proficient (LEP) Persons – are persons for whom English is not their primary language and who have a limited ability to speak, understand, read, or write English. LEP includes people who reported to the U.S. Census that they do not speak English well or do not speak English at all.

Low-Income Persons – are persons whose median household income is at or below the Department of Health and Human Services' poverty guidelines.

Minority Persons – are the following:

- (1) American Indians and Alaska Natives, which refers to people having origins in any of the original peoples of North and South America (including Central America), and who maintain tribal affiliation of community attachment;
- (2) Asians, which refers to people having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent;
- (3) Blacks or African American Populations, which refers to peoples having origins in any of the Black racial groups of Africa;
- (4) Hispanic or Latino Populations, which includes persons of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race; and
- (5) Native Hawaiians and Other Pacific Islanders, which refers to people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

National Origin – the particular nation in which a person was born, or where the person's parents or ancestors were born.

Noncompliance – FTA determination that the recipient or subrecipient has engaged in activities that have had the purpose or effect of denying persons the benefits of, excluding participation in, or subjecting persons to discrimination in a recipient's program or activity.

Program – includes any program, project, or activity for the provision of services, financial aid, or other benefits to individuals (including education or training, health, welfare, rehabilitation, housing, or other services, whether provided through employees of the recipient of federal financial assistance or provided by others through contracts or other arrangements with the recipient, and including work opportunities), or for the provision of facilities for furnishing services, financial aid or other benefits to individuals. The services, financial aid, or other benefits provided under a program receiving federal financial assistance shall be deemed to include any services, financial aid, or other benefits provided with the aid of Federal financial assistance or with the aid of any non-Federal funds, property, or other resources required to be expended or made available for the program to meet matching requirements or other conditions which must be met in order to receive the federal financial assistance, and to include any services, financial aid, or other benefits provided in or through a facility provided with the aid of federal financial assistance or such non-federal resources.

Public Participation – an open process in which the rights of the community to be informed, to provide comments to the government, and to receive a response from the government are met through full opportunity to be involved and express needs and goals.

Recipient – any State, political subdivision, instrumentality, or any public or private agency, institution, department, or other organizational unit receiving federal financial assistance.

Service Area – either the geographic area in which a transit agency is authorized by its charter to provide service to the public or to the planning area of a State Department of Transportation or Metropolitan Planning Organization.

Service Frequency – the frequency of service is a general indication of the same level of service provided along a route and a component of the amount of travel time expended by a passenger to reach his/her/their destination.

Service Standard/Policy – an established policy or service performance measure used by a transit provider or other recipient or subrecipient as a means to plan or distribute services and benefits within its service area.

Title VI Program – a recipient's submission, provided to FTA, the appropriate federal entity, or to a subrecipient's direct recipient every three (3) years, containing information in response to the requirements of FTA or other applicable federal agency.

Appendix B: Notice to the Public

TO BE INSERTED WITH PLAN ADOPTION

Appendix C: Title VI Complaint Form

Title VI Complaint Form

Section I:	
Name:	
Address:	
Telephone (Home or Cell):	Telephone (Work):
E-Mail Address	
Accessible Format Requirements? Please Check Preference	
Large Print []	Audio Tape [] TDD [] Other []
Section II:	
Are you filing this complaint on your own behalf? Yes [] No []	
<i>*If you answered "yes" to this question, go to Section III.</i>	
If not, please supply the name and relationship of the person for whom you are complaining:	
Please explain why you have filed for a third party:	
Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party. [] Yes [] No	
Section III	
Date of Alleged Discrimination (Month, Day, Year):	
I believe the discrimination I experienced was based on (check all that apply): Race [] Color [] National Origin []	
Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known), as well as names and contact information of any witnesses. If more space is needed, please use the back of this form.	

Section IV
Have you previously filed a Title VI complaint with this agency? [] Yes [] No
Section V
Have you filed this complaint with any other Federal, State, or local agency, or with any Federal, State or local agency or with any Federal or State court? [] Yes [] No
If yes, check all that apply: Federal Agency [] Federal Court [] State Agency [] State Court [] Local Agency []
Section VI
Name of Agency Complaint is Against:
Contact Person:
Title:
Telephone Number:

You may attach any written materials or other information that you think is relevant to your complaint.
Signature and date required below:

Signature

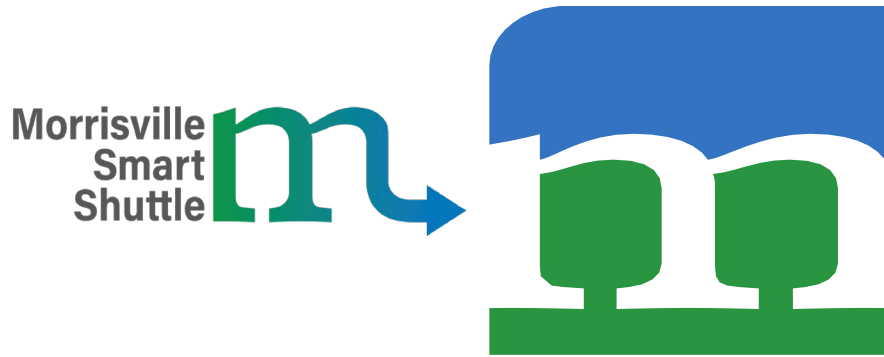
Date

Town of Morrisville Planning Department
Physical Address: 260-B Town Hall Drive
Mailing Address: 100 Town Hall Drive
Morrisville, NC 27560
Office: (919) 463-6178
www.townofmorrisville.org
Email: titlevi@morrisvillenc.gov

Insert Form in LEP Languages in Accordance with Town Language Assistance Plan

Appendix D: List of Title VI Investigations, Complaints, and Lawsuits

There have been no Title VI investigations, complaints, or lawsuits received by Town of Morrisville or the Town of Morrisville Smart Shuttle contractor since the last Title VI plan update.



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Morrisville Smart Shuttle Draft Title VI Plan and Node Prioritization and Phasing Policy

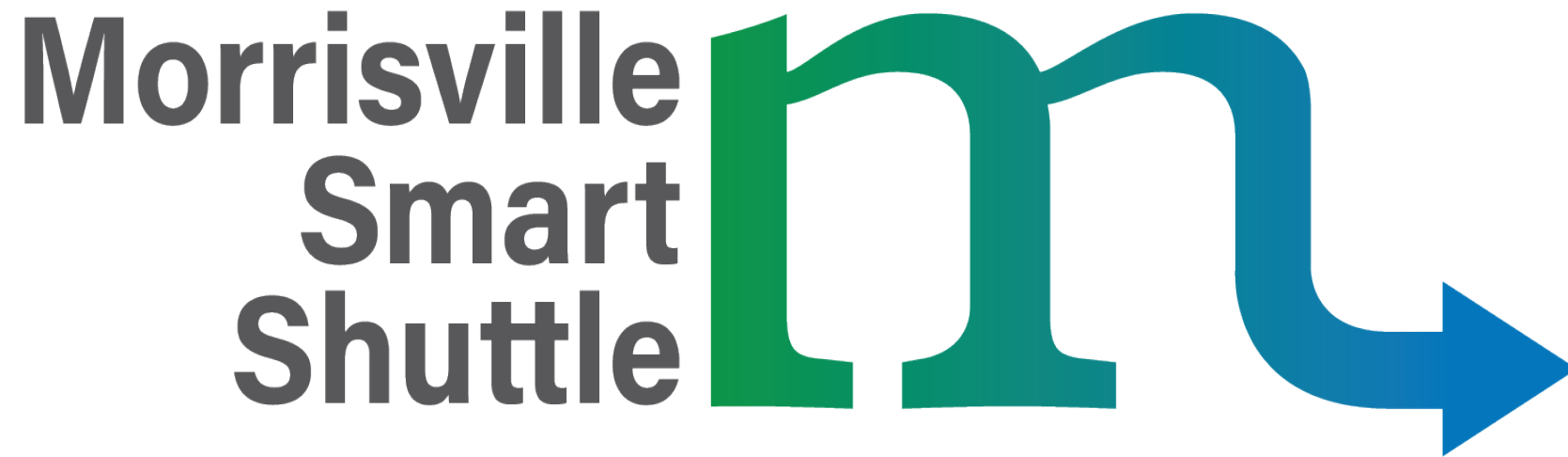
Bret Martin, AICP, Transportation Project Manager
Phillip Vereen, Senior Transportation Planner

Town Council Meeting – October 13, 2026

Agenda

- Draft Title VI Plan
 - Background, Purpose, and Contents of Title VI Plans/Programs
 - Elements of Morrisville's Draft Plan for Smart Shuttle
 - Policies and Methods of Administration for Smart Shuttle Title VI Plan
- Draft Morrisville Smart Shuttle Node Prioritization and Phasing Policy
 - Background, Purpose, and Contents of Policy
 - Node Locations Subject to Policy
 - Node Location Prioritization Scoring Criteria and Weighting
- Next Steps for Further Consideration and Implementation of Policies
- Brief Update on Smart Shuttle Improvements





Draft Title VI Plan

Title VI of the Civil Rights Act of 1964



- Prohibits discrimination based on race, color, or national origin, ensuring equal access and benefits for all individuals
- Both federal law and the Wake Transit Program require compliance with Title VI public transportation standards
- The Town does not currently have a plan or program for the Smart Shuttle to monitor and ensure compliance with Title VI
- Applies to all programs and activities of federal-aid recipients, sub-recipients, and contractors, whether such programs and activities are federally assisted or not
- Additional civil rights-related considerations for populations based on age, sex, and disability

Objectives and Contents of Title VI Plans

- Ensure that people of all races, colors, national origins, ages, sexes, and abilities have:
 - An equal voice in planning and project delivery processes, and
 - Receive equal benefit from the results for such planning
- Standard Title VI Plan contents include*:
 - Designated person to ensure plan and policies are administered
 - Policy assurance that all programs and activities are administered without discrimination
 - Public dissemination of Title VI information and complaints procedure
 - Public participation plan that addresses minority and Limited English Proficient (LEP) populations
 - Data collection and systemwide service standards and policies



*Contents of plan are prescribed by the Federal Transit Administration (FTA) for those receiving funds from that agency

Title VI of the Civil Rights Act of 1964

General Title VI Red Flags

- Fewer amenities at stops or nodes with higher ridership than at those with lower ridership
- Denser spacing of stops or nodes in lower ridership areas than in higher ridership areas
- A 20-year-old vehicle consistently being used to provide service on the same route everyday and a 5-year-old vehicle being used everyday on another
- Routes or manifests that deviate from a direct path that would otherwise more efficiently connect proximally-spaced stops such that those who would otherwise travel the direct path are inconvenienced
- A service change that eliminates passenger access at locations with higher concentrations of minority populations with no performance-driven justification



**What is the best way to
comply with Title VI?...**

**Make performance-driven
decisions!**

Notable Elements of Smart Shuttle Title VI Plan

- Included as **Attachment 2** in Agenda Packet
- Title VI Coordinator = Transportation Planner
 - Receives and resolves Title VI complaints
 - Collects demographic data and integrates into service planning decision making
 - Identifies and addresses areas of potential discrimination, conducts service analyses, and resolves Title VI deficiencies
- Title VI Policy Statement, Public Dissemination of Title VI Information, and Complaint Procedures
- Systemwide Service Standards and Policies
 - Vehicle Load
 - Vehicle Assignment
 - Vehicle Headway and On-Time Performance
 - Service Availability (i.e., distribution of access to service)
 - Distribution of Transit Amenities
- Public Participation Planning and Language Access

LANGUAGE ACCESS PLAN

“building language bridges for stronger community connections”

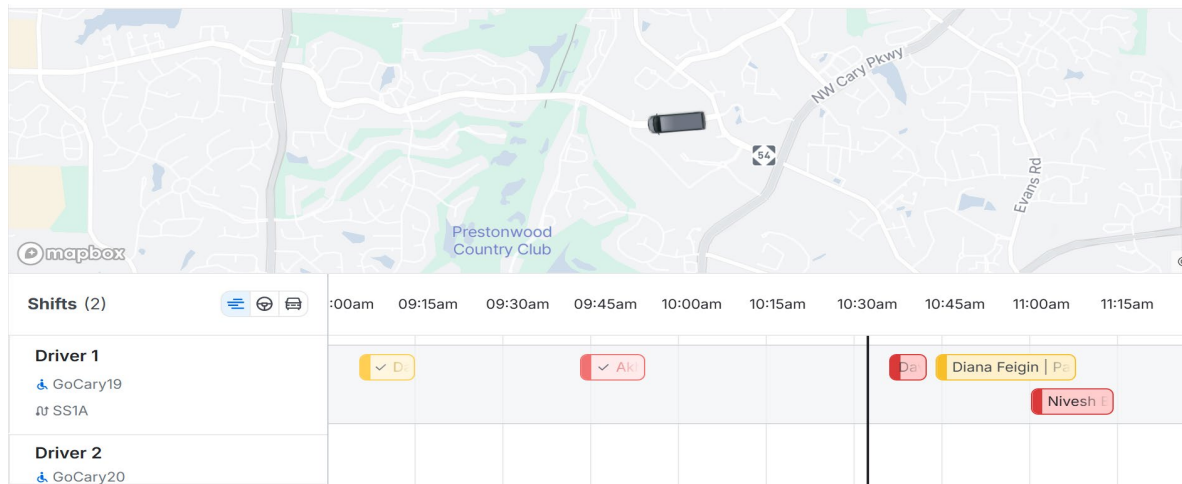


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FEBRUARY 2024

Focus on Systemwide Service Standards and Policies

- Vehicle Load
 - Ratio of number of passengers to number of seats set at 1.0
 - Bookings and therefore boardings are indiscriminately based only on available seats across two (2) operating vehicles
- Vehicle Assignment
 - Process by which vehicles are placed in service throughout the system and whether the assignment of those vehicles is based on appropriate differences in service provision needs
 - Smart Shuttle vehicles same age, condition, type of fuel used, and number of seats
 - Vehicles assigned to trips randomly based on booking algorithm such that no single vehicle is assigned to any specific trip
- Vehicle Headway and On-Time Performance
 - Not fixed-route service with set alignment and/or schedule
 - Strive to respond to trips within 30 minutes of booking but can be challenged by surges in demand that outpace capacity
 - Wait-time queue up to 60 minutes with indiscriminate but optimized dynamic scheduling
 - Target of 85% of vehicle arrivals up to 2 minutes early and 7 minutes late in relation to bookings' estimated time of arrival

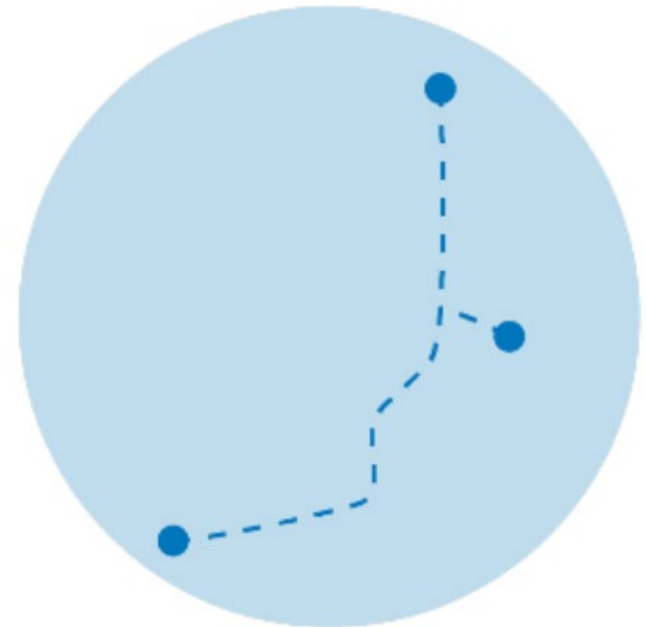


**Data dashboard allows
Town staff to monitor and
collect data for wait times
and on-time performance**

Service Availability

- Measure of distribution of routes or ability to access service within a provider's service area
- For Smart Shuttle, this comes down to ability to access service through nodes
- Original/existing nodes selected based on proximity to housing, commercial activity, recreation, employment centers, and major transit hubs but not fully informed by a performance-driven framework
- Node Prioritization and Phasing Policy (discussed in more detail later in presentation) intended to address the need for a performance-driven approach to node location investment decisions
- Objective criteria based on customary transit access evaluation metrics and transit access performance indicators unique to Morrisville based on several years of empirical performance data
- Objectives are to maximize ridership, expand service coverage, and expand travel options to the most vulnerable and disconnected populations and destinations throughout service area

Smart Shuttle



Distribution of Transit Amenities

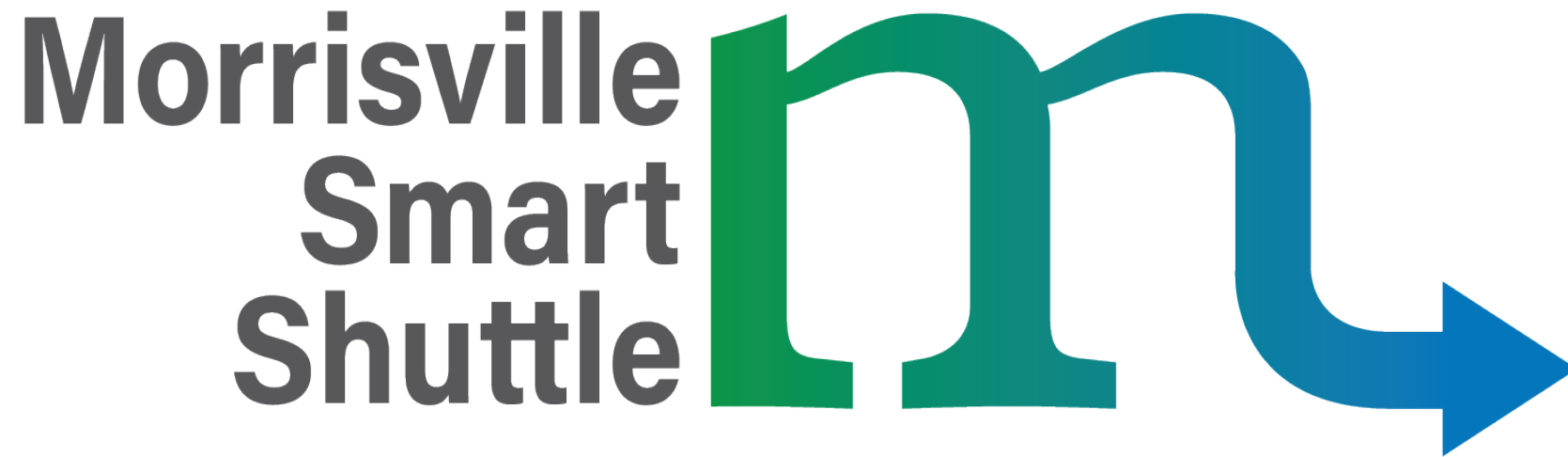
- Items of comfort/convenience available to the general riding public
- For Smart Shuttle, comes down to infrastructure and amenities provided at node locations
- Infrastructure and amenities provided should scale with volume of passenger use at each node as demonstrated through ridership data
- There is some disconnect between ridership performance and level of amenities provided at Smart Shuttle nodes
- As resources are made available for new node expansion and for improvements at existing nodes, should implement amenities to the extent it is based on volume of observed passengers
- All new and existing nodes to have bench, adequate street lighting, and amenity pad for full range of additional potential amenities
- For established nodes, those with 7+ average daily pickups/dropoffs to additionally have bike racks and trash receptacles, and those with 15+ average daily pickups/dropoffs to have shelters



Title VI Plan Methods of Administration



- Specific complaint procedures outlined with complaint form that are prominently available to the public
- Retention of all records related to complaints
- Ongoing collection of demographic data for race, color national origin, and others to evaluate and determine the transportation investment benefits and burdens based on those demographics
- Implement Node Prioritization and Phasing Policy and Title VI Plan-established amenities distribution policy
- Dissemination of all Title VI notices and complaint instructions on transit vehicles, Planning Department offices, front office of contractor's facility, and on Town website with translation provided in accordance with Town's adopted Language Access Plan
- Public participation and outreach methods that make concerted effort to involve hard-to-reach demographics
- Apply Town's Language Access Plan to reaching populations with Limited English Proficiency



Node Prioritization and Phasing Policy

Purpose of Policy and Background

- Institute a performance-driven framework for identification, prioritization, and selection for implementation of new Smart Shuttle node locations
- To be followed as resources allocated for those purposes are made available
- Used on ongoing basis to determine allocation of available resources to establish new node locations, move nodes from one location to another, or remove nodes from service entirely as Smart Shuttle system continues to grow and develop
- Inaugural node locations for implementation previously selected through 2019 Morrisville Public Transportation Study informed by identified needs for residential neighborhood coverage, access to popular origins and destinations, and connections to other transit systems
- Fills a necessary void with a decision-making tool informed by customary transit access evaluation metrics and observations that are unique to the Smart Shuttle system that work to ensure compliance with Title VI

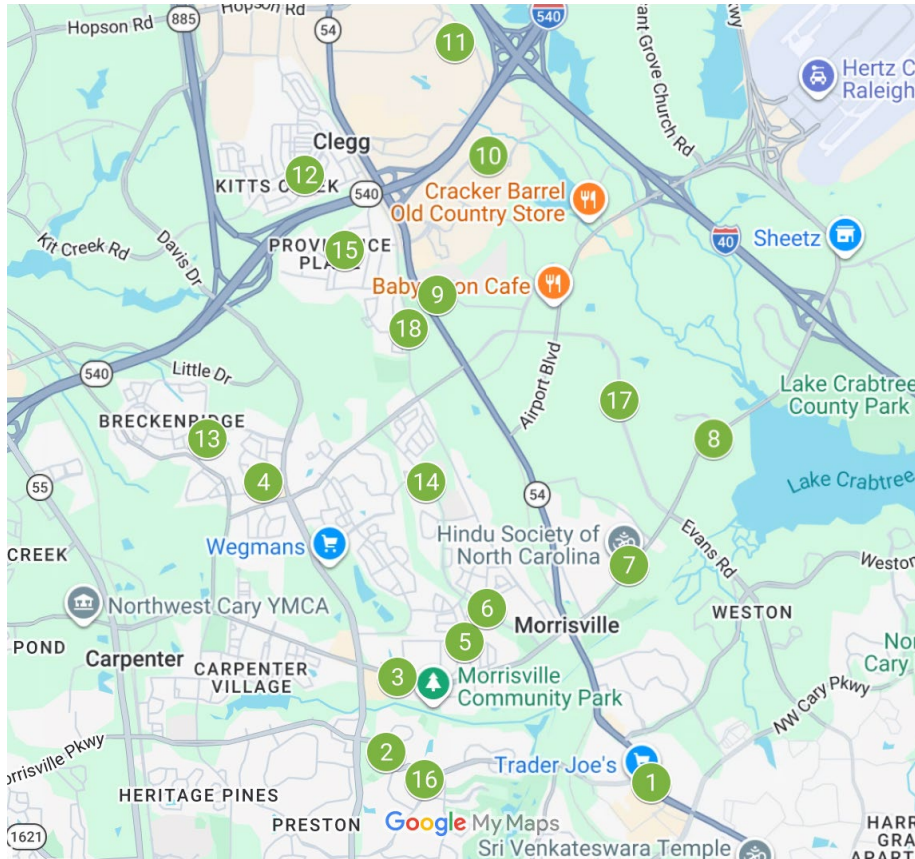


**Morrisville Smart Shuttle Node Prioritization and
Phasing Policy**

November 10, 2026

Included as Attachment 1

Performance of Established Nodes

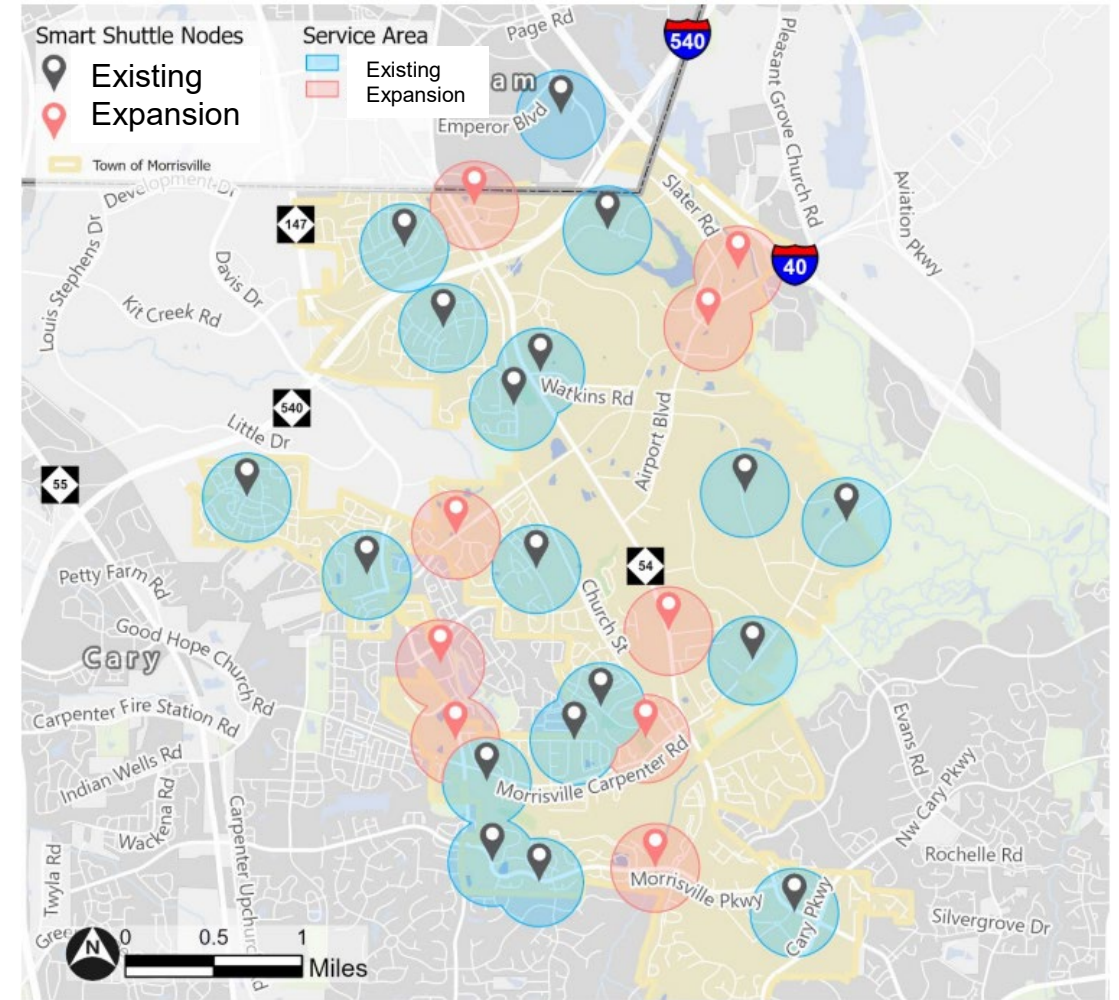


- Evaluation of ridership performance at nodes for first 6 months of 2026
- Characteristics of most productive nodes:
 - Near denser, highly-traveled activity centers with mix of housing, service, and/or retail land uses that generate a wide variety of potential trip purposes;
 - Connect to multiple other local or regional transit services;
 - Near concentrations of lower-wage, service-sector employment;
 - Within or near large residential areas with limited proximity and connectivity to nearby activity centers; and
 - Located near one or more community facilities with a wide-ranging service focus
- Characteristics of least productive nodes:
 - More sparsely-populated or –traveled locations that serve lower volumes of day-to-day trips and entail narrower range of potential local trip purposes;
 - Areas of concentrated higher-wage employment and limited lower-wage employment;
 - Within residential areas with good proximity and connectivity to nearby activity centers; and
 - Located near one or more community facilities with narrower service focus

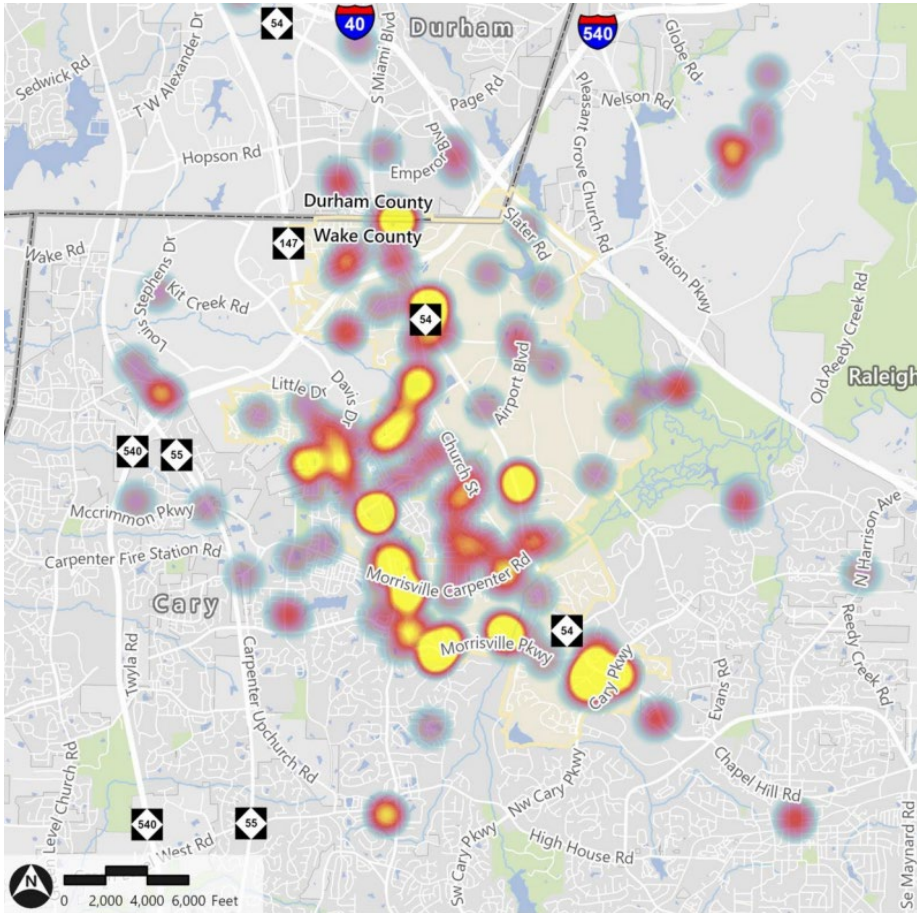


Selection of New Potential Node Locations

- 2026 Alternative Transit Study recommended 9 new node locations to be implemented over a 3-year period in sync with service capacity expansion:
 - Walmart Supercenter on NC 54 at Shiloh Glenn Drive
 - Near Airport Blvd and I-40 interchange (2 nodes)
 - McCrimmon Pkwy at Liberty Rose Dr
 - Wegmans at Twin Lakes Center on Davis Dr
 - Bethany Village at Davis Dr and Morrisville Carpenter Rd
 - Town Hall/Indian Creek Greenway Trailhead
 - NC 54/Green Dr
 - Morrisville Pkwy near Double Eagle Ct
- Additional node locations recommended by stakeholders over time:
 - At or near WakeMed Morrisville Medical Park
 - Preston Pointe Senior Living Facility
 - Additional nodes in:
 - Kitts Creek
 - Breckenridge
 - Providence Place



New Node Location Identification Policy



Heat map from spring 2025 survey on desired transit access locations

- The 14 aforementioned node locations constitute the ‘baseline list’ of general node locations that will be scored using prioritization criteria laid out in the Node Prioritization and Phasing Policy
- Additional node locations to be added to the ‘baseline list’ may be considered through further study of access needs or public and stakeholder input on a rolling basis
- Consideration of additional nodes no more frequently than annually and by amendment to the ‘baseline list’ through an action of Town Council
- Need for stabilizing consideration of node locations through this or similar structure to support a well-informed, appropriately-resourced performance-driven process

New Node Prioritization Criteria and Weights

- **Ridership Potential (25% weight)**: Total number of residents and jobs within 1/3-mile and then modifying the number jobs by a multiplier representing ridership potential of more intensive, locally-focused, trip-generating uses (i.e., shopping centers, libraries, community centers, and medical facilities)
- **Transit Dependency (20% weight)**: Total number of residents within 1/3-mile who reside in a low-income household, reside in a car-free household, live with a disability, are age 65+, or are limited-English-proficient
- **Service Coverage Equality (25% weight)**: Based on whether new nodes are located within a 1/4-mile distance of another existing node in the absence of a physical pedestrian access barrier; nodes within 1/4-mile of existing node ranked lower than those farther than 1/4-mile

REVERSE-RANK SCORING

Rank Assigned Based on Result for Criterion	Reverse-Rank Score
1	7
2	6
3	5
4	4
5	3
6	2
7	1



New Node Prioritization Criteria and Weights

REVERSE-RANK SCORING

Rank Assigned Based on Result for Criterion	Reverse-Rank Score
1	7
2	6
3	5
4	4
5	3
6	2
7	1

- **Connections to Larger Transit Network (15% weight):** Whether node is co-located with, or within 500 walkable feet of, a fixed-route transit access point provided by another transit agency
- **Ease of Access to Nodes and Activity Centers (15% weight):** Whether area surrounding node location is generally disconnected from nearby residential areas or activity centers because of the lack of pedestrian and/or bicycle infrastructure or because of separation from those areas as a result of a significant pedestrian or bicycle travel barrier (e.g., railroad or controlled-access highway)



Demonstration of Final Scoring

A node location on the 'baseline list' received the following individual scores for each scoring criterion explained above based on a reverse-rank scoring system:

- *Ridership Potential Score* = 11
- *Transit Dependency Score* = 5
- *Service Coverage Equality Score* = 10
- *Connections to Larger Transit Network Score* = 9
- *Ease of Access to Nodes and Activity Centers Score* = 12

This node location's scores for each scoring criterion are then multiplied by the respective weights assigned to each scoring criterion and added together to yield a final overall score, as follows:

$$(11 \times 0.25) + (5 \times 0.20) + (10 \times 0.25) + (9 \times 0.15) + (12 \times 0.15) = 9.4$$



Use of Scores

- As resources are made available to implement new node locations, those resources will be allocated to the highest scoring node location first, the next highest scoring node location second, and so forth
- Example:** If total funding available is \$200,000, nodes will be implemented based on their overall score with the cost of implementation for each being deducted from the total amount available:

Node Priority Score	Node Implementation Cost
14.0	\$35,000
12.1	\$35,000
10.6	\$30,000
9.4	\$25,000
8.7	\$45,000
8.3	\$30,000
TOTAL	\$200,000



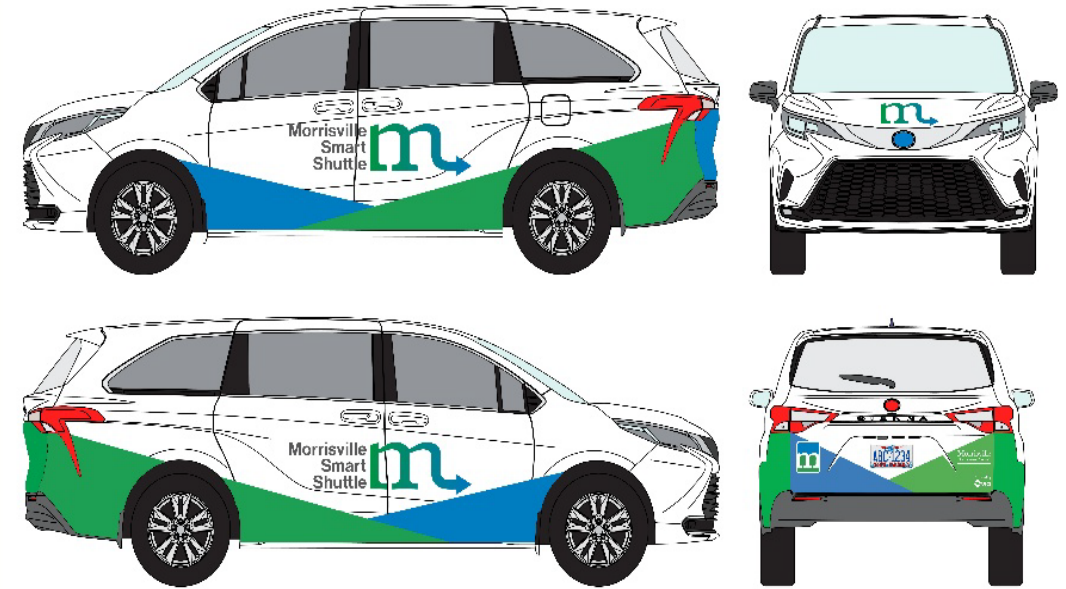
Next Steps for Title VI Plan and Node Prioritization and Phasing Policy



- **October 13th**: Receive any feedback and answer any questions from Town Council this evening
- **October 13th – 27th**: Incorporate any feedback, as feasible and within boundaries of applicable Title VI requirements
- **October 13th – 27th**: Develop scores for node locations on 'baseline list'
- **November 10**: Town staff shares node priority scores based on policy, and Town Council to consider adoption of Title VI Plan and Node Prioritization and Phasing Policy
- **November 11th – June 30th**: Town staff works to implement up to 5 of highest scoring nodes with available resources

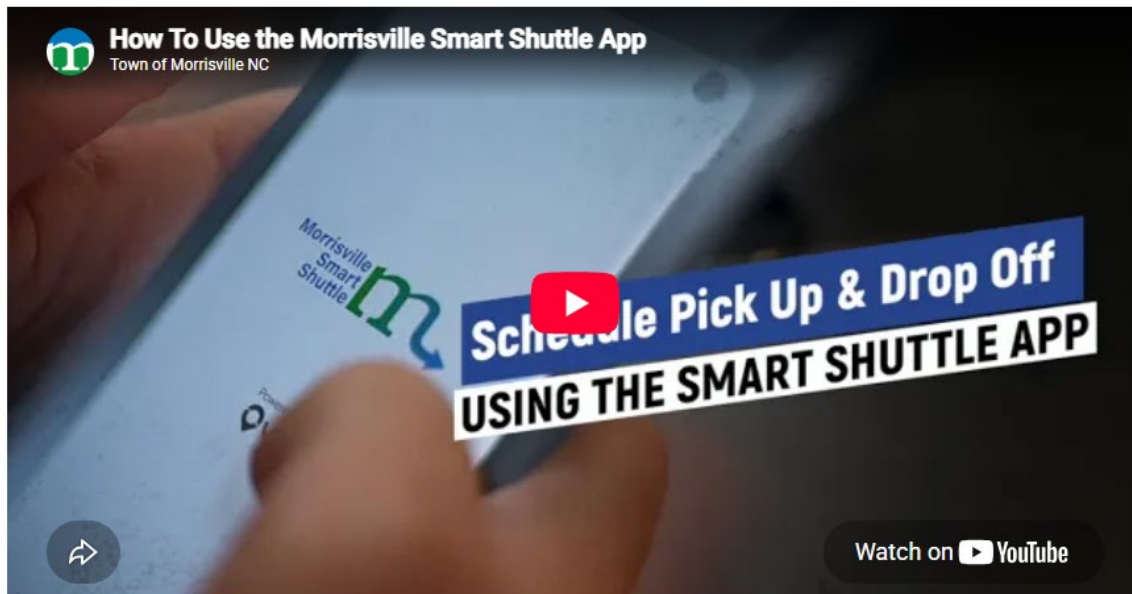
Schedule for Smart Shuttle Service Improvements

- Minivans delivered week of October 5th
- On-board technology installation – week of October 12th
- Wraps and decals installation – week of October 19th
- Bike racks installed – week of October 26th
- Minivans entered into service with two (2) operating during all service hours beginning on October 31st
- Town to push out communications regarding the change in vehicles, their implications, and service capacity expansion through social media, *Next Week in Morrisville*, Town website, HOA communications, and through Smart Shuttle app beginning week of October 19th



Update on Advanced Booking Options

- Town staff has confirmed the Smart Shuttle booking app operated by Via Transportation is able to accommodate advanced booking options for seniors and persons with disabilities
- To ensure equitable access and prevent system abuse, Via Transportation will configure the app to allow riders to self-identify as eligible seniors (65+) or individuals with disabilities and upload supporting documentation
- A Town of Morrisville staff administrator will review and approve the submission, and a digital tag will be applied to the respective account, granting access to the advanced booking feature
- Concurrently, Town staff is designing an internal verification process to ensure advanced booking privileges align with documentation submitted
- Additional feasibility and service impact assessment to be conducted, with consideration of rollout targeted for the February-March timeframe (3-4 months from service capacity expansion)



QUESTIONS???



Town Council Agenda Item Report

Agenda Item No. 12.a

Submitted by: Mark Spanioli

Submitting Department Engineering

Meeting Date: October 13, 2026

SUBJECT

Resolution and CPOA Authorizing Phase 2 of the Design-Build Delivery for Church Street Park Field Reconstruction Project

Recommendation:

Approve the Resolution and CPOA.

Updates/History of Briefing:

N/A

Executive Summary and Background Information:

In 2025, the Town developed a long-term vision study for Church Street Park and its ability to support international cricket as a US destination for sanctioned and televised cricket events. As part of the continued efforts to make this park a world class destination for international cricket play, the Town has applied for and received a \$2 million grant from Wake County hotel and visitors tax for the purposes of reconstructing the field and providing additional field sport lighting. The executed grant award was received July 2026 and is appropriated in the attached capital project ordinance amendment (CPOA). The current field does not have adequate stormwater improvements and hinders continued play immediately after rain events, rendering the field inoperable during pre-planned high volume spectator events. The field also is limited in play with only four pitches, and the reconstruction of the field will include two additional pitches.

The Town recently completed the upgraded sport field lighting to meet international cricket regulations, and the Town is now ready to proceed with the field improvements. In order to maintain use of the field for cricket events, the field drainage reconstruction and pitch improvements are planned to be completed by the summer 2027 season. For the Town to be able to complete the cricket field reconstruction/drainage improvements with an accelerated time frame, a design-build method of project delivery was authorized by Town Council on March 10, 2026.

Following Town procurement requirements, the Town advertised a Design-Build solicitation, ranked responses, negotiated with the top ranked team and received authorization from the Town Council at the August 25th, 2026, meeting to enter into a Phase 1 contract with Blum Construction. Town staff have contracted for the Phase 1 (the design phase) of a Progressive

Design Build Agreement with Blum Construction in an amount not to exceed of \$200,000. This project is being fast tracked to accommodate the upcoming 2027 Cricket season and is ready to progress to the construction and implementation phase.

Town staff have negotiated with the Design-Build firm for the construction phase of this project. Based on the scope of work to reconstruct the field to international standards including six pitches, an underdrain system to satisfy the stormwater requirements and re-setting the grass and pitch surfaces, the negotiated cost for phase 2 (the construction phase) is \$4 million. This is \$1 million over the budgeted project cost for the project.

Staff has reviewed the proposed construction cost with comparable cricket field reconstruction costs across the US and our proposed cost is in-line with similar field reconstruction projects. For reference, an independent report is provided as ATTH01.

Considerations:

- The field lighting project has been completed and the lighting meets international cricket standards for broadcasting tournaments at our field.
- If we have another dry summer (there is no guarantee that we will), deferral can be considered and may not hinder play next summer.
- The cost to implement this project will likely not go down. Construction costs have stabilized for 2026, however, no downturn in costs is forecasted for next year.
- The field as it has been built has four pitches, upgrading the field to six pitches would make our field more attractive for international cricket play.
- Our Wake County Hospitality Tax grant does have a deadline, we could defer for one year and still meet the grant deadline.
- We have reviewed all possible scope reductions and other potential value engineering reductions and don't envision any further changes to the total construction costs to implement the project.

Funds for this project were allocated in the Capital Project Ordinance Amendment 2026-280-0 for the Church Street Cricket Field project approved at the August 25th Council meeting. An additional CPOA is included in this item to allocate the additional \$1 million from the Parks Capital Reserve Fund for the cost overages and does have some impact on funding availability for planned projects in CIP that Staff will work on post audit.

Advisory Board/Committee Review:

None

Insert Date of Advisory Board/Committee Review:

Advisory Board/Committee Recommendation and/or Vote:

None

Potential Options:

Approve the Resolution and CPOA for phase 2 (construction phase) of the Design-Build delivery method for the Church Street Park Field Reconstruction Project.

Do not approve the Resolution and CPOA for phase 2 (construction phase) of the Design-Build delivery method for the Church Street Park Field Reconstruction Project and defer implementation for one year.

Staff Recommendation:

None

ATTACHMENTS

- [2026-333-0 RES DB Ph 2 for Cricket Field Recon.pdf](#)
- [2026-333-0 CPOA Capital Projects Consolidation.pdf](#)
- [2026-333-0 ATTH01 Church St Park Field Recon Cost Comparison.pdf](#)



**RESOLUTION 2026-333-0 OF THE MORRISVILLE TOWN
COUNCIL AUTHORIZING PHASE 2 OF THE DESIGN-BUILD
DELIVERY METHOD FOR THE CHURCH STREET PARK
CRICKET FIELD RECONSTRUCTION PROJECT**

WHEREAS, in 2025, the Town developed a long-term vision study for Church Street Park and its ability to support international cricket as a US destination for sanctioned and televised cricket events; and

WHEREAS, as part of the continued efforts to make this park a world class destination for international cricket play, the Town had applied for and received a \$2 million grant from Wake County hotel and visitors tax for the purposes of reconstructing the field and providing additional field sport lighting; and

WHEREAS, the Town recently completed the upgraded sport field lighting to meet international cricket regulations, and the Town is now ready to proceed with the field improvements; and

WHEREAS, a design-build method of project delivery was recommended and authorized by Town Council in March of 2026; and

WHEREAS, following Town procurement requirements, the Town advertised a Design-Build solicitation, ranked responses and has recommended contracting with the most responsive and responsible qualified team, Blum Construction; and

WHEREAS, pursuant to negotiations with the top-ranked team, Town Council authorized staff to enter into Phase 1 (the design phase) of a Progressive Design Build Agreement with Blum Construction at the August 25th, 2026, Council meeting; and

WHEREAS, the project is being fast tracked to accommodate the upcoming 2027 Cricket season and is ready to progress to the construction and implementation phase, and

WHEREAS, Town staff are recommending to contract with Blum Construction for Phase 2 (the construction phase) in an amount not to exceed \$4 million.

NOW, THEREFORE, BE IT RESOLVED THAT THE MORRISVILLE TOWN COUNCIL hereby authorizes the Town Manager to execute a phase 2 contract with Blum Construction in an amount not to exceed \$4 million, within available budgeted appropriations in the Capital Project Fund for the Church Street Park Cricket Field Reconstruction Project.

Adopted this 13th day of October 2026.

ATTEST:

TJ Cawley, Mayor

Kimberly Kowanick, Deputy Town Clerk



**CAPITAL PROJECT ORDINANCE AMENDMENT 2026-333-0
OF THE MORRISVILLE TOWN COUNCIL AMENDING THE
PARKS CAPITAL PROJECT FUND ORDINANCE**

BE IT ORDAINED, by the Town Council of the Town of Morrisville that the Capital Project Ordinance entitled "Parks Capital Project Fund" be amended as follows:

SECTION 1: The project is authorized by this ordinance consist of land acquisition, design, construction, and related costs for public improvements associated with stormwater and erosion control. This amendment includes funding for Church Street Park Field Reconstruction Project

SECTION 2: The Town Manager is hereby directed to proceed with the capital project within the terms of the budget contained herein.

SECTION 3: The revenues anticipated are:

	<u>Budget</u>	<u>Increase/ (Decrease)</u>	<u>Revised budget</u>
Future Park Land Acquisition			
Interest Earnings	58,497	-	58,497
Transfer from General Fund	163,300	-	163,300
Bond Premium	81,187	-	81,187
Senior Center Expansion			
Bond Premium	850,000	-	850,000
CSP Lighting Exp & Field Reconstruction			
Transfer from Parks Reserve	3,000,000	1,000,000	4,000,000
Wake County Hospitality Grant	2,000,000	-	2,000,000
Total Revenues	6,152,984	1,000,000	\$7,152,984

SECTION 4: The expenditures anticipated are:

Future Park Land Acquisition			
Land Acquisition	302,984	-	302,984
Senior Center Expansion			
Construction	850,000	-	850,000
CSP Lighting Exp & Field Reconstruction			
Professional Services	223,400	-	223,400
Construction	4,776,600	1,000,000	5,776,600
Total Expenditures	6,152,984	1,000,000	\$7,152,984

SECTION 5: The Finance Officer (Chief Financial Officer) is hereby directed to maintain within the project funds detailed accounting records.

SECTION 6: The Budget Officer (Town Manager) is directed to include a detailed analysis of the past and future costs and revenues on this fund in every budget submission made to the Town Council.

SECTION 7: The Budget Officer (Town Manager) is authorized to amend expenditures within the fund for expenditures that are authorized per Section 4 of this ordinance, that do not change the total appropriation within the fund. The Town Manager may make Interfund Loans as necessary for cash flow needs pending receipt of debt proceeds and/or reimbursement grants or agreements. Such transactions will comply with financial reporting requirements.

SECTION 8: Copies of this ordinance shall be furnished to the Town Clerk, Budget Officer (Town Manager) and the Finance Officer (Chief Financial Officer) for direction in carrying out this project within five (5) days after adoption.

SECTION 9: All ordinances in conflict with this ordinance are hereby repealed or superseded to reflect the controlling nature of this Ordinance.

Adopted this the 13th day of October 2026.

Attest:

TJ Cawley, Mayor

Kimberly Kowanick, Deputy Town Clerk

Church Street Park

Cricket Ground Construction Case Study

Prepared by Donald Lockerbie | Olympvs International LLC | 5 October 2026

Purpose and principal finding

This case study compares pitch and outfield construction at six United States cricket venues to assess whether Morrisville's \$3 million budget for the reconstruction of Church Street Park is sufficient to deliver the intended international standard of play. Historical project allowances are expressed on a common Q2 2026 cost basis where applicable.

The five comparator allowances average approximately **\$3.98 million** in 2026 dollars, with a range of **\$3.57 million to \$4.2 million**. This indicates a potential funding gap of approximately \$980,000 against the \$3 million budget, before resolving differences in scope and site conditions. The current Church Street Park project team quotation is **\$4,481,513, including services beyond pitch and field works and required soft costs**.

These figures support a detailed budget and scope review. They are planning benchmarks and independently verified final accounts, and they do not establish a guaranteed construction price or financial return.

Comparable construction scope

The comparison covers field earthworks, subgrade, drainage, irrigation, rootzone, outfield turf, the match wicket block, installation and initial establishment. Design, general conditions, soft costs and project management must also be allowed for and are included where identified in the project figures. Land, grandstands, lighting, buildings, parking, hospitality and event operations are excluded from the field comparison.

Author and experience

Prepared without prejudice by Donald Lockerbie of Miami Beach. His experience includes serving as **Chief Operating Officer of the ICC Cricket World Cup in 2007 and 2024 and as ICC Venue Development Director**. He was the first **CEO of USA Cricket and formerly Head Track and Field Coach at the University of North Carolina**. His career includes the development of more than **20 cricket stadiums and over 400 sports venues worldwide**.

Comparison at a glance

Field construction and identified associated allowances. Values are rounded to the nearest \$1,000; the underlying calculations use the index ratios shown later in this report.

Project	Construction period	Cost basis and 2026 comparison
Church Street Park Morrisville, NC	Original completion 2015 Reconstruction 2026–2027	\$3,000,000 approved reconstruction budget. Current project team quotation: \$4,481,513 , including additional services beyond pitch and field works. Both are stated in 2026 dollars.
Central Broward Park Lauderhill, FL	Opened November 2007	\$2,100,000 field allowance plus 10% for design and project management = \$2,310,000 in 2007. 2026 equivalent: \$4,198,000 .
Grand Prairie Stadium Grand Prairie, TX	Conversion 2022–2023	\$2,600,000 estimated field allowance in 2022, escalated to 2026, plus a \$450,000 project management allowance treated as a 2026 amount. 2026 total: \$3,566,000 .
Knight Riders Cricket Ground Pomona, CA	Built and opened 2026	\$3,400,000 field construction plus \$385,000 in general contractor project management. 2026 total: \$3,785,000 .
Nassau County International Cricket Stadium New York	Built in 2024	\$3,270,000 stadium field allowance plus \$460,000 project management = \$3,730,000 in 2024. 2026 equivalent: \$4,020,000 .
Indianapolis World Sports Park Indianapolis, IN	Main development 2013–2014	\$2,400,000 reported field package, using 2014 as the comparison base year. 2026 equivalent: \$4,129,000 .

The five comparator projects exclude Church Street Park from the average. Their scope and cost certainty vary; the project notes identify the principal qualifications.

Church Street Park in Morrisville North Carolina

The original facility was completed in late 2015, with its first full league season in 2016. A 2018 public account places the \$5.2 million facility authorization around 2013. A separate civic account reports approximately \$6.5 million including land and construction. These broader figures have different scopes and do not establish an original pitch and outfield allowance.

The original square had three strips. Works in 2018 expanded it to four following reported bounce problems; irrigation was installed in 2017, according to the civic account. These subsequent investments show why the original recreational field cannot be assumed to match the international standard intended for 2027.

The June 2026 RFQ established a \$3 million turnkey budget for field design and reconstruction, improved drainage, expansion from four to six pitches and associated site upgrades. Lighting was a preceding project. The RFQ anticipated off-season works through April 2027. This is an approved budget, rather than an awarded construction-only price or final account.

The current project team quotation of \$4,481,513 is \$1,481,513 above that budget, or approximately 49.4%.

Records required: the original appropriation, accepted bid schedule and final payment breakdown, together with separate costs for the 2017 irrigation and 2018 square remediation. Using the stated national index, a 2015 amount increases by approximately 64.6% to Q2 2026; a \$2.2 million field allowance would become approximately \$3.62 million. This is a time adjustment, not a local market quotation.



Central Broward Park in Lauderdale Florida

The park opened on 9 November 2007. The reported final construction amount of \$47,468,045.26 covered the entire sports park, including a 5,600-seat cricket stadium.

The report identifies Terra Forma of Trinidad and Tobago as the pitch and field contractor, following its work for the 2007 Cricket World Cup in the West Indies. The stated field allowance is \$2,100,000, with an additional 10% for design and project management. This produces a 2007 base of \$2,310,000 and an estimated Q2 2026 equivalent of **\$4,198,000.**

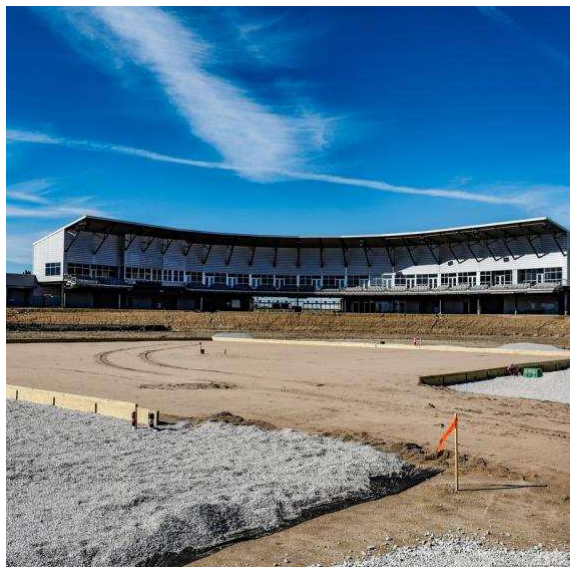


Grand Prairie Stadium in Texas

Grand Prairie Stadium is the former Texas Air Hogs minor-league baseball venue in the Dallas–Fort Worth area. Manhattan Construction’s 2022 Texas building report describes a conversion combining a new grass field and ICC-specified wicket block with seating, lighting, videoboard relocation, restrooms and suites or clubs. The identified \$20 million conversion budget covers this broader scope.

The conversion was delivered for the inaugural Major League Cricket season in July 2023. HKS was the architect, Manhattan Construction the construction manager and SPORTENG the field-of-play designer. Additional outside fields and training facilities were identified as later phases.

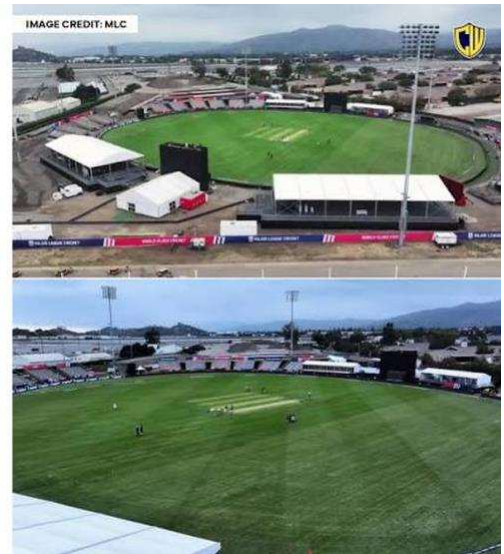
The estimated pitch and field allowance is \$2,600,000 in 2022 dollars. Escalation produces approximately \$3,116,000 in Q2 2026 dollars. Adding an estimated \$450,000 project management allowance gives **\$3,566,000**. The management allowance is treated as a 2026 amount pending confirmation. This is the lowest comparator and benefited from conversion of an existing professional baseball field in good working condition regarding irrigation and drainage.



Knight Riders Cricket Ground in Pomona California

The Fairplex venue serves the Los Angeles Knight Riders and is identified as the planned LA28 Olympic cricket venue. LandTek reports that the first MLC match was played on 1 July 2026 and that its work included a natural grass wicket block with a specialized clay profile for the 8x wickets.

The reported \$21 million overall facility cost includes lighting and spectator facilities. The field construction allowance is \$3,400,000, with a further \$385,000 for general contractor project management, producing a total of **\$3,785,000** in 2026 dollars. LandTek's stated scope includes site preparation, mass earthwork, grading, drainage, utilities, field construction and the specialist cricket square.



Nassau County International Cricket Stadium in New York

The temporary 2024 World Cup venue was constructed at Eisenhower Park. Four match drop-in wickets served the stadium, with six additional wickets at the practice facilities.

The report identifies \$6,600,000 for the broader pitch and field program. For this comparison, it uses a \$3,270,000 stadium field allowance plus \$460,000 in project management, totaling \$3,730,000 in 2024. The Q2 2026 equivalent is approximately **\$4,020,000**. This is an adjusted allowance using standard pitch construction in place of the drop-in solution.



Indianapolis World Sports Park in Indiana

World Sports Park, formerly Post Road Community Park, is at 1313 South Post Road in Indianapolis. Indy Parks records completion of the \$5.1 million facility in 2014. This is a multi-field park amount rather than the cost of one cricket oval.

The report identifies a \$2,400,000 award to Renascent Construction in May 2013 for the main tournament cricket field, with Terra Forma of Trinidad and Tobago as subcontractor. The comparison uses 2014 as the cost base year, consistent with the summary table, giving a Q2 2026 equivalent of approximately \$4,129,000. If the amount was firmly priced in 2013, the equivalent would instead be approximately **\$4,311,000**.



Converting historical costs to Q2 2026

The Turner Building Cost Index is used as a national construction escalation proxy. This analysis uses Q2 2026 at 1552 as the target and applies historical annual averages where a precise pricing quarter is unavailable. Q2 2026 is not a full-year 2026 actual.

2026 equivalent = historical amount $\times$ (1552 $\div$ historical index).

Cost base year	Index	Factor to Q2 2026	Each historical \$1m becomes
2007	854	1.8173	\$1.817m
2013	864	1.7963	\$1.796m
2014	902	1.7206	\$1.721m
2015	943	1.6458	\$1.646m
2016	989	1.5693	\$1.569m
2022	1295	1.1985	\$1.198m
2023	1373	1.1304	\$1.130m
2024	1426	1.0884	\$1.088m

The adjustment changes the time basis only. It does not normalize local labor markets, field size, specifications, procurement, ground conditions or acceleration. Turner measures nonresidential building costs rather than a dedicated cricket turf cost basket. The results should therefore be validated through field contractor pricing.

For 2026 amounts, the stated nominal value is retained. Calculations use unrounded index ratios and final comparison amounts are rounded to the nearest \$1,000.

Implications for Morrisville

The five comparator projects produce an average of approximately **\$3,976,000 in Q2 2026 dollars**. The range is approximately **\$3,566,000 to \$4,311,000**. On this basis, a planning allowance closer to \$4 million than \$3 million is warranted for further review, subject to the scope qualifications in this report and additional non pitch & field components

We have not been advised how Morrisville's \$3 million turnkey budget was established. The current cost information indicates that LandTek's vital civil construction component alone is just above that amount, before project engineering, general requirements, work outside the oval and required soft costs. There were proposed VE options provided by LandTek to reduce below the budgeted amount. In my professional opinion I would not sacrifice the FOP (Field of Play) quality if this venue is intended to be utilized for world class cricket play.

Opportunity for Morrisville

Church Street Park offers Morrisville an opportunity to combine a high-quality international cricket venue with a durable home for club and youth cricket in the Research Triangle. A properly funded reconstruction can support future competition, community use and wider exposure. The lessons from the original field and subsequent improvements should guide a clear specification and a realistic whole-project budget.

This improved venue has tremendous potential for the City to attract and regularly command revenue generating cricket events leading to healthy economic impact for Morrisville.

This consultant believes that an additional funding leading to a \$4M budget would place the venue in the top 10 cricket venues in the United States offering regional and international amateur and professional events throughout the year and for many years to come. The potential (even recommended) additional \$1M+ should be immediately considered as investment in sports tourism that is extremely likely to create an internal rate of return for the City of Morrisville.

Respectfully submitted,



Donald Lockerbie
Chief Executive Officer
Olympvs International LLC