

INTRODUCED: April 13, 2026

AN ORDINANCE No. 2026-083

To authorize the Chief Administrative Officer, for and on behalf of the City of Richmond, to accept funds in the amount of \$10,369,508.00 from the Central Virginia Transportation Authority and to amend Ord. 2025-058, adopted May 12, 2025, which accepted a program of proposed Capital Improvement Projects for Fiscal Year 2025-2026 and the four fiscal years thereafter, adopted a Capital Budget for Fiscal Year 2025-2026, and determined a means of financing the same, by (i) establishing a new project for the Department of Public Works in the Transportation – Federal/State/Regional category entitled “Diamond District Transportation Infrastructure Project” and (ii) increasing estimated revenues from the funds received from the Central Virginia Transportation Authority and the amount appropriated to the new Department of Public Works’ “Diamond District Transportation Infrastructure Project” in the Transportation – Federal/State/Regional category by \$10,369,508.00 for the purpose of funding the Diamond District Transportation Infrastructure Project.

Patron – Mayor Avula

Approved as to form and legality
by the City Attorney

PUBLIC HEARING: APR 27 2026 AT 6 P.M.

THE CITY OF RICHMOND HEREBY ORDAINS:

§ 1. That the Chief Administrative Officer, for and on behalf of the City of Richmond, is hereby authorized to accept funds in the amount of \$10,369,508.00 from the Central Virginia Transportation Authority for the purpose of funding the Diamond District Transportation Infrastructure Project.

AYES: _____ NOES: _____ ABSTAIN: _____

ADOPTED: _____ REJECTED: _____ STRICKEN: _____

§ 2. That Ordinance No 2025-058, adopted May 12, 2025, which accepted a program of proposed Capital Improvement Projects for the fiscal year commencing July 1, 2025, and ending June 30, 2026, and the four fiscal years thereafter, adopted a Capital Budget for the fiscal year commencing July 1, 2025, and ending June 30, 2026, and determined a means of financing the same, be and is hereby amended by establishing a new project for the Department of Public Works in the Transportation – Federal/State/Regional category entitled “Diamond District Transportation Infrastructure Project” for the purpose of funding the Diamond District Transportation Infrastructure Project.

§ 3. That Ordinance No. 2025-058, adopted May 12, 2025, which accepted a program of proposed Capital Improvement Projects for the fiscal year commencing July 1, 2025, and ending June 30, 2026, and the four fiscal years thereafter, adopted a Capital Budget for the fiscal year commencing July 1, 2025, and ending June 30, 2026, and determined a means of financing the same, be and is hereby amended by increasing estimated revenues and the amount appropriated for expenditures by \$10,369,508.00 and allotting such sum to the new Department of Public Works’ “Diamond District Transportation Infrastructure Project” in the Transportation – Federal/State/Regional category for the purpose of funding the Diamond District Transportation Infrastructure Project.

§ 4. This ordinance shall be in force and effect upon adoption

City of Richmond

Intracity Correspondence

O&R Transmittal

DATE: February 5, 2026

TO: The Honorable Members of City Council

THROUGH: The Honorable Danny Avula, Mayor

THROUGH: Odie Donald II, Chief Administrative Officer

THROUGH: Tanikia Jackson, Deputy Chief Administrative Officer

THROUGH: Letitia Shelton, Director of Finance

THROUGH: Meghan Brown, Director of Budget & Strategic Planning

THROUGH: Al Wiggins, Deputy Chief Administrative Officer

THROUGH: Bobby Vincent Jr., Director of Public Works

RE: TO AMEND ORD. 2025-058, ADOPTED MAY 12, 2025, WHICH ACCEPTED A PROGRAM OF PROPOSED CAPITAL IMPROVEMENT PROJECTS FOR FISCAL YEAR 2025-2026 AND THE FOUR FISCAL YEARS THEREAFTER, ADOPTED A CAPITAL BUDGET FOR FISCAL YEAR 2025-2026, AND DETERMINED A MEANS OF FINANCING THE SAME, TO APPROPRIATE THE INCREASE TO THE FISCAL YEAR 2025-2026 CAPITAL BUDGET BY INCREASING ESTIMATED REVENUES AND THE AMOUNT APPROPRIATED TO THE DEPARTMENT OF PUBLIC WORKS “DIAMOND DISTRICT TRANSPORTATION INFRASTRUCTURE PROJECT” IN THE TRANSPORTATION – FEDERAL/STATE/REGIONAL CATEGORY BY \$10,369,508 FOR THE PURPOSES OF FUNDING THE TRANSPORTATION RELATED INFRASTRUCTURE WITHIN THE DIAMOND DISTRICT REDEVELOPMENT PROJECT WITHIN THE CITY OF RICHMOND.

ORD. OR RES. No. **TBD**

PURPOSE: To authorize the Chief Administrative Officer, for and on behalf of the City of Richmond, to accept funds in the amount of \$10,369,508.00 from the Central Virginia Transportation Authority and to amend Ord. 2025-058, adopted May 12, 2025, which accepted a program

of proposed Capital Improvement Projects for Fiscal Year 2025-2026 and the four fiscal years thereafter, adopted a Capital Budget for Fiscal Year 2025-2026, and determined a means of financing the same, by (i) establishing a new project for the Department of Public Works in the Transportation – Federal/State/Regional category entitled “Diamond District Transportation Infrastructure Project” and increasing estimated revenues from the funds received from the Central Virginia Transportation Authority and the amount appropriated to the new Department of Public Works’ “Diamond District Transportation Infrastructure Project” in the Transportation – Federal/State/Regional category by \$10,369,508.00 for the purpose of funding the Diamond District redevelopment project.

BACKGROUND: On May 1, 2020, the Virginia General Assembly adopted House Bill 1541, which created the Central Virginia Transportation Authority (CVTA), comprising the counties and cities located in Planning District 15 to provide new funding opportunities for priority transportation investments across the region. The Central Virginia Transportation Authority is a body politic and as a political subdivision of the Commonwealth, The Authority embraces each county, city, and the nine localities are Richmond City, Hanover County, Goochland County, Powhatan County, Chesterfield County, Charles City County, New Kent County, Henrico County and Town of Ashland. The Authority administers transportation funding generated through Regional 0.7 percent sales and use tax; Wholesale tax of 7.6 cents per gallon of gasoline and 7.7 cents per gallon of diesel fuel. Localities receive 50% of the funds collected in their jurisdiction; Central Virginia Transportation Authority (CVTA) receives 35% of the funding to disburse on regional priority projects; and GRTC receives 15%. The Central Virginia Transportation Authority (CVTA) regional funding allocations are budgeted through the normal CIP budget process.

The Diamond District Transportation infrastructure project funds the first phase (Phase 1A) of the overall 67-acre redevelopment, which includes introducing an entirely new street grid to serve the adjacent mixed-use development parcels. On May 15, 2024, The City of Richmond’s Economic Development Authority (EDA) entered into a Purchase and Sale Development Agreement with Diamond District Partners (DDP) to develop Phase 1A which totals roughly 32-acres. DDP entered

a GMP contract with Whiting Turner for the entire Phase 1A infrastructure work, which included already scoped and priced transportation related elements that include new multimodal neighborhood streets, transit access enhancements, and signalized intersection improvements.

FISCAL IMPACT: Revenue of \$10,369,508 CVTA Regional Funds (80%) to be appropriated in FY26 CIP Budget under ‘Transportation Federal/State/Regional Category’ by creating a New Award # for ‘Diamond District Transportation Infrastructure Project’. Total project cost is \$12,961,885. The City’s Economic Development Authority is responsible for funding 20% of the \$12,961,885 request which equates to \$2,592,377. These funds have been included in the 2024 EDA Revenue Bond Public Infrastructure Budget.

REQUESTED INTRODUCTION DATE: 4/13/26

CITY COUNCIL PUBLIC HEARING DATE: 4/27/26

REQUESTED AGENDA: Consent

RECOMMENDED COUNCIL COMMITTEE: Planning Commission

AFFECTED AGENCIES: Department of Public Works; Law Department; Planning and Development; Economic and Community Development; Department of Public Utilities; Finance Department; Budget and Strategic Planning; Copies also sent to: City Mayor (Danny Avula); Chief Administrative Officer (Odie Donald, II), and City Attorney.

RELATIONSHIP TO EXISTING ORD. OR RES.: (Ord. No. 2024-113)

ATTACHMENTS: Central Virginia Transportation Authority (CVTA) Request, CVTA Award, Diamond District Phase 1A Budget, VDOT PESv3.00 Diamond District, Ord. No. 2024-113

STAFF: Dironna Moore Clarke, Deputy Director, Department of Transportation,
DJ Mulkey Senior Development Manager, Economic Development

Central Virginia Transportation Authority (CVTA)
Meeting Minutes
Friday, January 23, 2026 9:00 a.m.
PlanRVA James River Boardroom, 424 Hull Street, Suite 300, Richmond, VA 23224
and via Zoom

Jurisdiction/ Agency	Member	Present	Absent	Designee	Present	Absent
Town of Ashland	Steve Trivett	X		Anita Barnhart		
Charles City County	Ryan Patterson	X		Byron M. Adkins, Sr.	Remote	
Chesterfield County	Kevin P. Carroll, Vice Chair	Remote				
Goochland County	Tom Winfree	X		Neil Spoonhower		
Hanover County	Sean M. Davis			Ryan Hudson	X	
Henrico County	Tyrone Nelson, Chair	X		Dan Schmitt		
New Kent County	John P. Moyer	X		Amy Pearson		
Powhatan County	Bill Donati	X		Mark Kinney		
City of Richmond	Mayor Danny Avula	X		Cynthia Newbille		
VA House of Delegates	Delegate Rae Cousins			N/A		
Senate of Virginia	Senator Ghazala F. Hashmi			N/A		
Commonwealth Transportation Board	J. Rex Davis	X		N/A		

Non-Voting Ex-Officio Members:

Agency	Member	Present	Absent	Designee	Present	Absent
CRAC – Capital Region Airport Commission	Perry J. Miller			John B. Rutledge	X	
GRTC	Sheryl Adams	X		Adrienne Torres		
RMTA	Joi Taylor Dean	Remote		Shannon Marshall		
VDRPT	Mariia Zimmerman	X		Tiffany Dubinsky		
VDOT	Stephen C. Brich			Mark Riblett	X	
Virginia Port Authority	Stephen A. Edwards			Barbara Nelson		

The technology used for the CVTA meeting was a web-hosted service created by Zoom and YouTube Live Streaming and was open and accessible for participation by members of the public. A recording of this meeting is available on our [Plan RVA YouTube Channel](#).

Call to Order

The Central Virginia Transportation Authority Chair, Tyrone Nelson, presided and called the meeting to order at 9:08 a.m.

Pledge of Allegiance

The Pledge of Allegiance was led by Chair Nelson.

Welcome, Introductions and Certification of a Quorum

Mo Nyamweya, CVTA Executive Assistant, certified there was a quorum present.

A. ADMINISTRATION

1. Confirmation of Member Participation from a Remote Location

Chair Nelson reported that the following member requested approval to participate remotely: Kevin Carroll, due to a personal matter.

On motion by Bill Donati, seconded by Danny Avula, the members of the Authority voted unanimously to approve that the member requests to participate from a remote location were in conformance with the CVTA Policy for Meetings Held Through Electronic Communications Means During Declared States of Emergency or Otherwise; and, the voices of the remotely participating members could be heard by all persons at the primary or central meeting location (voice vote). The quorum was updated to show the presence of the remote members.

Joi Taylor Dean, RMTA, joined the meeting at 9:11 am.

2. Consideration of Amendments to the Meeting Agenda

There were no amendments to the meeting agenda.

3. Approval of October 24, 2025 CVTA Meeting Minutes

On motion by Danny Avula, seconded by Bill Donati, the members of the Central Virginia Transportation Authority voted to approve the meeting minutes as presented (voice vote).

4. Open Public Comment Period

Richard Hankins, representing the Partnership for Smarter Growth, expressed concerns about the regional funding allocation for FY27-FY32. Mr. Hankins highlighted that less than one-third of the proposed regional funding is allocated to multimodal transportation options such as bus, pedestrian, and bike infrastructure. While acknowledging the board's past leadership on projects like the Fall Line Trail and bus routes, Hankins advocated for an increase in proportional funding for these types of projects, arguing that championing bike, ped, and transit infrastructure makes the region healthier and more economically sustainable.

Jacob Sherrod, community coordinator with Strongtowns RVA, spoke about the importance of providing safe, people-oriented transportation options that are fiscally sustainable. He emphasized that residents across the region should have access to a variety of transportation modes including biking, walking, transit, and

cars, all of which need to be safe for all users. Mr. Sherrod called on the CVTA to ensure that funding is shared more equitably across different transportation modes rather than being focused solely on highways. He emphasized that doing this would increase safety, reduce sprawl, and help ensure that the transportation system can pay for itself. While acknowledging the region's success with projects like the Fall Line Trail and streetscape improvements, he expressed concern that funding formulas need to be adjusted so that no one transportation mode is artificially biased over another, and called for accelerating this work rather than funding highway goals.

Kevin Cianfarini, Richmond resident and co-lead of Climate Changemakers RVA, urged expansion of multimodal transportation to reduce reliance on single-occupancy vehicles, noting transportation produces roughly half of Virginia's climate pollution. He said the region currently offers few non-car mobility options and supports funding to make walking, biking, and transit viable alternatives. He warned against repeating Northern Virginia's pattern of prioritizing highway expansion—citing that since 2020 CVTA has directed about 75% (\$539M of \$720M) toward highway capacity—and noted research on induced demand shows highways alone won't solve congestion. He asked the CVTA to fund more non-car options to avoid future traffic-choked sprawl.

5. CVTA Chairman's Report

Chair Nelson did not have a formal report.

6. CVTA Executive Director's Report

During his Executive Director's report, Chet Parsons covered several key items. He noted a letter of CVTA support for the City of Richmond's Mayo Bridge BUILD grant application, with CVTA having previously leveraged \$5 million toward the project.

Mr. Parsons framed the meeting as part of the Round Four regional funding roadmap the Authority adopted about a year ago, with staff, TAC, and Finance Committee having worked on this process for roughly six months. He identified two action items for the day: accepting updated revenue estimates and setting an official date for the public hearing, which he recommended for February 27th.

Mr. Parsons described the remaining agenda items under New Business as information items—including project scoring details and draft allocations—that are part of the process leading toward the pending approval date in late February. Mr. Parsons highlighted that unallocated funds remain an open issue and noted that TAC has developed options for addressing them. He also mentioned that at least one additional fifth option is being discussed by localities and recommended that TAC and Finance Committee review all options at their February meetings to provide recommendations before the public hearing.

A. ACTION ITEMS

1. Off-Cycle Funding Request

During the off-cycle funding request item, Chad Parsons explained that the City of Richmond had submitted a request for consideration under CVTA's project allocation framework, which includes a five-step evaluation process. TAC and the Finance Committee had previously directed staff to evaluate the request, and TAC completed the first four steps with full cooperation from the City.

At TAC's December 8th meeting, members unanimously recommended that CVTA support 80% of the Diamond District project costs using CVTA interest income, totaling approximately \$10.4 million. The recommendation also included that the City of Richmond forfeit their wildcard slot during the next round of regional funding evaluation in two years. The Finance Committee concurred with this recommendation at their December 10th meeting.

Mr. Parsons noted this was the first off-cycle request CVTA had received, and explained that the timing of construction schedules necessitated the off-cycle request rather than including it in regular regional funding considerations.

Mayor Danny Avula added that the City had identified the remaining 20% of funding from their Economic Development Authority and was prepared to move forward with the Diamond District if approved.

When asked by board member Tom Winfree, Goochland County, about whether municipalities could make up funding differences for projects that didn't fully meet thresholds, Mr. Parsons acknowledged it was a good question and noted that one of the options under consideration might address partial funding or alternative approaches to move projects forward—something that could be discussed further at TAC.

On motion by Danny Avula and seconded by John Moyer, the members of the Central Virginia Transportation Authority approved the off-cycle City of Richmond Diamond District project request. The Authority will support 80% of the project cost using CVTA interest income in the amount of \$10,369,508. In addition, the City of Richmond will forfeit their wildcard slot during Round 5 project evaluation (roll call vote).

Jurisdiction/Agency	Member	Vote
Town of Ashland	Steve Trivett	Aye
Charles City County	Ryan Patterson	Aye
Chesterfield County	Kevin P. Carroll	Aye
Goochland County	Tom Winfree	Aye
Hanover County	Ryan Hudson	Aye
Henrico County	Tyrone Nelson	Aye
Powhatan County	Bill Donati	Aye
City of Richmond	Danny Avula	Aye
New Kent County	John Moyer	Aye
Commonwealth Transportation Board	J. Rex Davis	Aye

2. Wayfinding Plan – Updated Standards

Chet Parsons introduced this item and provided background on the Fall Line Trail wayfinding plan, which CVTA had previously developed and adopted. The Authority had set aside interest income to support locality implementation, including design, fabrication, and installation of signage and wayfinding materials along the entire trail length.

As Hanover County began implementing wayfinding signage, staff identified some design refinements needed, particularly around maintenance and upkeep of the signage. Mr. Parsons explained that Hanover County staff appropriately requested demo signage be developed for review by himself, the Town of Ashland, Hanover

MEMORANDUM

To: Central Virginia Transportation Authority (CVTA)

From: City of Richmond Department of Public Works (DPW)

Re: Request for Regional Project Funding – Diamond District Phase 1A Transportation Improvements

PROJECT NEED

The City of Richmond Department of Public Works respectfully submits the project request in the amount of \$12,961,885 from the CVTA Regional funds to help support critical transportation infrastructure improvements associated with Phase 1A of the Diamond District redevelopment project. Funds for the Project are needed in FY26/27.

PROJECT EXECUTIVE SUMMARY

The Diamond District redevelopment is a once-in-a-generation opportunity to transform a 67-acre underutilized site into a regional destination anchored by a new 9,000-seat CarMax Park minor league baseball stadium. The Diamond District redevelopment is a regionally significant project that directly implements multiple adopted planning priorities. Identified in the Richmond 300 Master Plan as a Priority Growth Node, supported by the Richmond Connects Multimodal Transportation Plan, and acting as a key destination along the Fall Line Trail, this project embodies the region’s shared goals for multimodal connectivity, economic growth, and sustainable land use.



*Exhibit B: Aerial image taken August 22, 2025 shows the alignment of future roads on the current site
(Source: Diamond District Partners, LLC)*

A key component of the funding request is the construction of “Road J,” a new collector road linking Arthur Ashe Blvd and Hermitage Rd – two major arterials that serve regional traffic – fulfilling the Richmond 300 strategy of breaking up existing superblocks with a connected street grid. The Diamond

District will serve as a regional economic driver by generating thousands of permanent jobs, attracting millions in private investment, and creating a new destination that draws visitors from across the Central Virginia region. Its combination of housing, retail, office, and entertainment uses will expand the regional tax base and strengthen economic competitiveness well beyond the City of Richmond. This transformative impact directly aligns with CVTA’s mission to fund high-impact regional projects that enhance mobility and strengthen economic vitality.

PROJECT COST SUMMARY

The total cost of the Phase 1A Public Infrastructure project is estimated at \$44.28 million. Within this total, approximately \$12.96 million in transportation-related improvements meet CVTA’s Regional Project eligibility criteria. These include new multimodal neighborhood streets, transit access enhancements, and signalized intersection improvements.

Refer to Table 1 below for a summary of the total project budget, the eligible project costs, the amount of local funding for Phase 1A, and the amount of this CVTA funding request. Refer to Table 2 for a further breakdown of the project costs meeting CVTA’s Regional Project eligibility criteria.

Total Phase 1A Public Infrastructure budget	\$44,282,968
Project costs meeting CVTA’s Regional Project eligibility criteria	\$12,961,885
Local funding contribution	\$34,343,107
Amount of CVTA funding request	\$12,961,885

Table 1: Summary of Phase 1A Public Infrastructure budget, eligible project costs, amount of local funding project contribution, and the amount of this CVTA funding request

Diamond District Development Phase IA Public Infrastructure - Transportation					
	Division	Description	WT Phs IA GMP 16-Sep-25	Allowances	Total Estimated Cost
01	General Requirements	Project management; reporting	\$ 79,802		\$ 79,802
02	Existing Conditions	Utility demolition including OH electrical lines & poles; SBS underdrain system; unforeseen conditions allowance	\$ 60,519	\$ 102,500	\$ 163,019
02	Existing Conditions	Road B utility demolition including OH electrical lines & poles	\$ 153,648		
26	Electrical	Vehicle and pedestrian street lighting	\$ 3,311,278		\$ 3,311,278
31	Earthwork	Site survey & staking; erosion control; site clearing; excavation; dewatering; rough & fine grading	\$ 287,752	\$ 37,500	\$ 325,252
32	Exterior Improvements - Civil & Site	Asphalt pavement; pavement markings & signage; conc. pavers; conc. curb/gutter; conc. Sidewalks; bollards	\$ 2,747,160	\$ 12,500	\$ 2,759,660
32H	Exterior Improvements - Streetscape Furnishings	Bicycle racks; benches; transit shelters, trash and recycling receptacles	\$ 222,380		\$ 222,380
33	Site Utilities	Test pits/potholing	\$ 46,445		\$ 46,445
	Sub-Total		\$ 6,908,984	\$ 152,500	\$ 7,061,484
33	Site Utilities	Phase 1A Public Infrastructure storm drainage	\$ 1,553,019		\$ 1,553,019
33	Site Utilities	Road B storm drainage	\$ 680,000		\$ 680,000
Alt 2	N AA Blvd Intersection	New traffic signal hard costs	\$ 979,560		\$ 979,560
Alt 3	Hermitage Rd Intersection	New traffic signal hard costs	\$ 1,114,740		\$ 1,114,740
	Sub-Total		\$ 11,236,303	\$ 152,500	\$ 11,388,803
	General Conditions	7%; subcontractor default ins., builder's risk ins., liability ins.	\$ 786,541		\$ 786,541
	Hard Cost Contingency	7%	\$ 786,541		\$ 786,541
	Total		\$ 12,809,385	\$ 152,500	\$ 12,961,885

Table 2: A breakdown by division of the total Phase 1A Public Infrastructure project costs meeting CVTA’s Regional Project eligibility criteria

PROJECT ELIGIBILITY

The Diamond District transportation program meets CVTA's Regional Project Eligibility criteria:

Highway

- Arthur Ashe Boulevard (Route 161) is a National Highway System (NHS) principal arterial with ADT > 20,000 VPD, serving as the primary north-south access route into the district and reaching other areas around the City.
- Supporting local roadway upgrades that directly tie into this NHS corridor and distribute regional trips via the regional interstate system (I-95/I-64).
- Road J will function as a new collector road linking Arthur Ashe Boulevard and Hermitage Road, distributing traffic between two major arterials enhancing both local circulation and regional connectivity.
- New signalized intersections at Arthur Ashe Boulevard and Hermitage Road enhance pedestrian and vehicular safety.

Multimodal/Transit

- Transit-supportive street design and integration with GRTC Pulse BRT (¼-mile connection) and Orbital Route #20.
- Integration between the new neighborhood streets and the Fall Line Trail, anticipated to be installed along the Diamond District side (western) of Hermitage Road.
- Enhanced multimodal access for regional visitors to CarMax Park and adjacent development.

REGIONAL TRANSPORTATION JUSTIFICATION

The Diamond District transportation improvements directly advance CVTA's regional scoring priorities through the following:

- **Safety (38.5%)**
 - Intersection upgrades and circulation improvements reduce crash exposure in an area identified on Richmond's High Injury Network.
 - Multimodal access enhancements reduce conflicts between vehicles, pedestrians, and cyclists in a high-demand environment.
- **Mobility (23%)**
 - Improves throughput along Arthur Ashe Boulevard, a regional arterial connecting to I-95/I-64.
 - Provides circulation capacity needed for regional event traffic associated with CarMax Park.
 - Expands person throughput by accommodating transit, walking, and biking trips in addition to vehicles.
 - Road J provides a new collector connection between Arthur Ashe Boulevard and Hermitage Road, distributing trips across the roadway network and improving connectivity between two major arterials that serve both local and regional traffic.
- **Accessibility, Economic Development, and Equity (38.5%)**
 - Provides reliable arterial and multimodal access to a new regional destination (CarMax Park) and thousands of jobs and homes.
 - At full buildout, transportation access improvements will serve more than 9,000 permanent jobs, 6,000 new residents, and hundreds of daily visitors to retail, hotel, and office uses.
 - Expands access for historically disadvantaged Census Tract 402 (poverty rate 30.7%).
 - Strengthens connections to VCU Athletics Village, a regional educational and economic anchor.
 - Supports car-free households (17.9% of Richmond) with direct BRT and bus access and provides connections to regional trail and bike route network.

CONCLUSION

The Diamond District transportation improvements are regional in scope, multimodal in design, and critical to the local and regional arterial system reliability. These projects directly implement CVTA's mission to fund high-impact regional investments that would not otherwise be deliverable through local resources alone.

Accordingly, the City of Richmond Department of Public Works respectfully makes a request to the CVTA for the use of CVTA Regional funds in the amount of \$12.96M to provide funding for Diamond District Phase 1A transportation infrastructure, including:

- New mixed-use, multi-modal supportive neighborhood roads including:
 - Connections to public transportation (BRT and bus access)
 - Connections to regional trail and bike route network
 - Dedicated ride-share pick-up and drop-off locations
 - New site furnishings including bike storage racks, benches, and trash receptacles
 - Streetscape landscaping including street trees and structural tree soils
 - Requisite storm water conveyance to help alleviate local flooding impacting regional transit
- New signalized intersections at Arthur Ashe Boulevard and Hermitage Road, enhancing the existing city street grid with additional connectivity and promoting safe pedestrian transit between the Scott's Addition neighboring entertainment district and the new CarMax Park baseball stadium

This investment will safeguard regional access to the I-95/I-64 system, enhance mobility and safety, and ensure that the Diamond District redevelopment fulfills its role as a regional economic engine and new source of revenue for the City.

PROJECT SUMMARY	10/10 Budget
Total Soft Costs	\$6,035,346
Total Hard Costs	\$40,724,646
CarMax Park Allowances	\$545,000
TotalPhase 1A Public Infrastructure Budget	\$47,304,992
Original Bond Proceeds*	\$33,745,000
Projected Earned Interest**	\$2,177,830
CVTA Funding	\$0
Funds Spent by Others***	-\$1,579,723
Total Funding Available	\$34,343,107
Funding Gap	Funding Gap -\$12,961,885

*Bond proceeds do not include capitalized interest.
**Earned interest is projected using SOFR. Exact earned interest may differ depending on SOFR and timing of the draws.
***Includes \$630k cost of issuance and \$950k spend by other developer/contractor on CarMax Park infrastructure.

SOFT COSTS	10/10 Budget
Professional Fees (Inclusive of Items Below)	\$ 3,784,575
Architecture - Master Planning / Public Realm	\$ 316,830
Civil Engineering	\$ 695,300
Community Engagement & Public Relations	\$ 150,000
Environmental (Phase I & II)	\$ 43,737
Geotechnical Engineer / Special Inspections	\$ 220,000
Landscape Architecture / Sustainability	\$ 963,350
Legal, Accounting & Insurance	\$ 150,000
Lighting, Activation, Visualizations	\$ 89,855
MBE & Workforce Planning	\$ 421,207
MEP Engineering	\$ 69,920
Public Art (Programming & Installation Allowance)	\$ 350,000
Signage (Branding & Wayfinding)	\$ 280,200
Survey	\$ 34,176
Traffic Impact Analysis & Parking Study	\$ -
Permits & Inspections	\$ 300,000
Permits & Inspections	\$ 300,000
E&S Bond	\$ 169,606
E&S Bond Refunds	\$ (169,606)
Utility Connections and Fees	\$ 400,000
Development & Construction Fees	\$ 1,263,374
Developer Soft Cost Contingency	\$ 287,397
Total Soft Costs	\$ 6,035,346
HARD COSTS	
Construction - General Contractor Budget	\$ 37,627,882
Road B Construction	\$ 4,627,770
Roadways & Infrastructure Construction	\$ 22,595,633
Intersection Construction Conceptual Estimate	\$ 2,119,120
Park Construction 60% Estimate	\$ 6,115,284
E1/E2 Mews Construction 60% Estimate	\$ 2,170,075
Misc/Hazardous Materials	\$ 2,000,000
Developer Hard Cost Contingency	\$ 1,096,764
Total Hard Costs	\$ 40,724,646
TOTAL BUDGET	
Soft and Hard Costs	\$ 46,759,992
CarMax Park Playground Allowance	\$ 495,000
CarMax Park Infrastructure Remaining Allowance	\$ 50,000
Total Phase 1A Infrastructure Budget	\$ 47,304,992
CONTINGENCIES	
Developer Soft Cost Contingency	\$ 287,397
General Contractor Contingency	\$ 945,725
Road B Construction Contingency	\$ 85,728
R&I GMP Construction Contingency	\$ 608,784
Intersection Estimating & Construction Contingencies	\$ 141,862
Park Estimating & Construction Contingencies	\$ 81,484
E1/E2 Mews Estimating & Construction Contingencies	\$ 27,867
Misc/Hazardous Materials	\$ 2,000,000
Developer Hard Cost Contingency	\$ 1,096,764
Total Contingencies	\$ 4,329,886
% contingency of total budget	9.15%

Intersection estimate is \$24,820 higher than claimed in CVTA funding request.
Information received after initial funding request

 CVTA eligible NOT INCLUDED in funding request

 CVTA eligible INCLUDED in funding request

 NOT CVTA eligible

PROJECT ESTIMATE SUMMARY (PES)

UPC: 000000

Diamond District - Transportation Infrastructure for CVTA Support

PRELIMINARY ENGINEERING PHASE

Category	Comments	Defined Cost	Allowance	Contingency	Total
<input type="radio"/> Overall PE Phase		\$0	\$0	\$0 0%	\$0
Roadway	Architecture - Master Planning / Public Realm; Civil Engineering	\$1,012,130	\$0	\$0 0%	\$1,012,130
Structures & Bridge		\$0	\$0	\$0 0%	\$0
Right-of-Way and Utilities	Utility connections & connection fees	\$400,000	\$0	\$0 0%	\$400,000
Survey and SUE	Survey	\$34,176	\$0	\$0 0%	\$34,176
Hydraulics (SWM, E&S, Nutrient Purchase)		\$0	\$0	\$0 0%	\$0
Traffic (MOT & permanent)		\$0	\$0	\$0 0%	\$0
Materials and Geotech		\$220,000	\$0	\$0 0%	\$220,000
Environmental (NEPA, permits, etc.)	Environmental (Phase I/II); Permits & Inspections	\$343,737	\$0	\$0 0%	\$343,737
Project Management & VDOT/LAP Coordination	Development & Construction Fees; Developer Soft Cost Contingency	\$1,550,771	\$0	\$0 0%	\$1,550,771
Other	Landscape Architecture; Legal; Lighting; MEP Engineering	\$1,183,270	\$0	\$0 0%	\$1,183,270
PE PHASE SUBTOTAL:		\$4,744,084	\$0	\$0 0%	\$4,744,084

RIGHT OF WAY AND UTILITIES PHASE

Category	Comments	Defined Cost	Allowance	Contingency	Total
<input type="radio"/> Overall RW Phase		\$0	\$0	\$0 0%	\$0
Right-of-Way Acquisition	Right-of-Way to be donated from DDP to City for all roadway alignments	\$0	\$0	\$0 0%	\$0
Utilities (relocations)	Selective utility demo; removal/relocation of OH & UG electrical; unforeseen subgrade conditions	\$238,375	\$192,000	\$0 0%	\$430,375
VDOT RW/UT Oversight & VDOT/LAP Coordination		\$0	\$0	\$0 0%	\$0
RW PHASE SUBTOTAL:		\$238,375	\$192,000	\$0 0%	\$430,375

CONSTRUCTION PHASE - BID ITEMS

Category	Comments	Defined Cost	Allowance	Contingency	Total
<input type="radio"/> Overall CN Bid Items				\$0 0%	\$0
Roadway (road, earthwork)	Earthwork; E&S; Exterior Improvements - Civil & Streetscape; Landscaping	\$5,867,114	\$82,500	\$0 0%	\$5,949,614
Bridge (bridges, major retaining walls & culverts, etc.)	N/A	\$0	\$0	\$0 0%	\$0
Utilities (in-plan utilities, including water & sewer)	Utility Locating - Potholing; utility locating markers	\$65,023		\$0 0%	\$65,023
Hydraulics (drainage, SWM, E&S, env, etc.)	Phase 1A & Road B Public Infrastructure storm drainage	\$2,233,019	\$0	\$0 0%	\$2,233,019
Traffic (signals, signs, pavement markings, etc.)	N. AA Blvd Intersection & Hermitage Road intersection - new traffic signal hard costs	\$2,094,300	\$0	\$0 0%	\$2,094,300
MOT	MOT Costs already covered	\$0	\$0	\$0 0%	\$0
Mobilization & CN Survey	Mobilization & CN Survey Costs already covered	\$0	\$0	\$0 0%	\$0
Other	Electrical - Vehicle and pedestrian street lighting; Sports Backer Stadium demolition	\$3,722,607	\$156,500	\$0 0%	\$3,879,107
BID ITEMS SUBTOTAL:		\$13,982,063	\$239,000	\$0 0%	\$14,221,063

Category	Comments	Defined Cost	Allowance	Contingency	Total
Non-Bid Items (State Police, State Forces, etc.)	General Conditions - Subcontractor Default, Builder's Risk, & Liability Insurance; GC fee	\$1,001,861	\$0	\$0 0%	\$1,001,861
Railroad	N/A	\$0	\$0	\$0 0%	\$0
Project CEI	User can modify % or \$-value	\$0 0%		Default = 20%	\$0
Project Management & VDOT/LAP Coordination	Project management & reporting	\$91,864	\$0	\$0 0%	\$91,864
Management Reserve	Hard Cost Contingency	\$1,001,861 7.0%		Complexity max=7.5%	\$1,001,861
Contract Requirements (Incentives & Disincentives)		\$0 0.0%		Not to exceed 5%	\$0
NON-BID ITEMS SUBTOTAL:		\$2,095,586	\$0	\$0 0%	\$2,095,586
CN PHASE (Bid and Non-Bid) SUBTOTAL		\$16,077,649	\$239,000	\$0 0%	\$16,316,649
TOTAL PROJECT ESTIMATE WITHOUT INFLATION IN CURRENT DAY DOLLARS (PE, RW & CN):					\$21,491,108

TOTAL PROJECT ESTIMATE SUMMARY

Project Phase	Comments	Phase Start Date	Total Estimate	Inflation	Total with inflation
Preliminary Engineering (PE)		8/1/2024 <input type="text" value="31"/>	\$4,744,084	\$0 0.0%	\$4,744,084
Right of Way and Utilities (RW)		1/1/2025 <input type="text" value="31"/>	\$430,375	\$0 0.0%	\$430,375
Construction (CN)		3/1/2025 <input type="text" value="31"/>	\$16,316,649	\$0 0.0%	\$16,316,649
TOTAL ESTIMATE (PE, RW & CN) WITH INFLATION:					\$21,491,108

Field Key

User-Entered Data (editable)
Dropdown Choices (editable)
Calculated Fields (protected)
Imported from POOL (protected)

PROJECT INFORMATION

Date Prepared: 11/21/2025

Edit Project Information

Administered By: Other

Lead Designer: In-House Consultant
Timmons

PWA Schedule Template Type: Design Build Single Phase

PCES Estimate Type (Milestone): Final Submission

UPC and APP ID

UPC: 000000

APP: 000000

Project Manager: Angle Rodgers

Project Description: Diamond District - Transportation Infrastructure for CVTA Support

District: Richmond

Jurisdiction (City/Town/County): Richmond

Project Complexity: Moderately complex

BETTERMENT BREAKOUT

PE	\$4,744,084
RW	\$430,375
CN Defined Cost	\$13,982,063
CN Allowance	\$239,000
Contingency	\$1,001,861 5%
Subtotal	\$20,397,383
CEI	\$0 0%
Management Reserve	\$1,001,861
Contract Requirements	\$91,864
Inflation (Same as CN)	\$0 0.0%
BETTERMENT TOTAL	\$21,491,108

Comments

Note: The Betterment Breakdown is for information purposes only. Betterment costs must be included in the respective phase costs.

PROJECT ESTIMATE SUMMARY V 3.0

Form revised 06/26/25
VBA code revised 6/26/25



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