



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

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Richmond, Virginia 23219

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Agenda item # 14

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 6, 2026

MOTION

Made By: Mr. Davis, **Seconded By:** Mr. Lawson

Action: Motion Carried, Unanimously

Next Gen Traffic Operations Data Service (Next Gen) Contract Award

WHEREAS, the Virginia Department of Transportation (VDOT) currently cannot rely on fully automatic detection of incidents on interstates in order to deploy incident response and lacks comprehensive real-time data and analytics; and

WHEREAS, technology solutions are available in the industry to automatically detect such incidents and inform traffic operations center staff; and

WHEREAS, high-fidelity, low-latency data would enable VDOT to deploy incident responders more quickly for the well-being of those involved in the incident and to minimize safety risks and traffic congestion impacts to the travelling public; and

WHEREAS, data provided from systems will also leverage predictive analytics to assist VDOT in more effective staging of incident responders prior to highly probable incident locations and times; and

WHEREAS, data provided from systems can be provided to third parties and be consumable by the travelling public through in-vehicle alerting systems or mobile phone applications; and

WHEREAS, more accurate and timely incident and traffic information provided to the public may reduce congestion and increase safety on the roadway; and

WHEREAS, in order to realize these benefits, VDOT conducted a competitive procurement for a Next Gen Traffic Operations Data Service to be provided to the Richmond District Traffic Operations Center for approximately eight (8) miles of I-95 between Exit 78 (Arthur Ashe Blvd) and Exit 86 (Sliding Hill Rd); and

WHEREAS, eight (8) Offerors responded to the Request for Proposals and provided details on their experience working with and providing requested data, qualifications, functional and technical capabilities, project plan and implementation, and small business subcontracting plan. Through consensus scoring and negotiations, the VDOT Selection Committee selected one (1) recommended Offeror; and

WHEREAS, VDOT has determined that Cavvue, LLC, 1100 Wilson Boulevard, Suite 1100, Arlington, VA 22209 (hereinafter “Cavvue”) is the Offeror that made the best proposal and provides the best value; and

WHEREAS, the Department of General Services and the Office of Attorney General approved the Next Gen contract package on December 17th, 2026; and

WHEREAS, VDOT recommends award of the Contract for the Next Gen Traffic Operations Data Service (Next Gen) to Cavvue; and

WHEREAS, Commonwealth Transportation Board (CTB) approval of this contract is required by § 33.2-209 of the *Code of Virginia* as a contract for “... construction, maintenance, and improvement of the highways comprising systems of state highways ... in excess of \$5 million.”

NOW, THEREFORE, BE IT RESOLVED, that the CTB hereby concurs with VDOT’s recommendation and hereby agrees to award the Contract for this Project to Cavvue.

BE IT FURTHER RESOLVED, that the Commissioner of Highways, or his designee, is granted the authority to execute the Contract and all other documents necessary to effectuate the award of this Contract to Cavvue.

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Commonwealth Transportation Board (CTB) Decision Brief

Next Gen Traffic Operations Data Service (Next Gen) Contract Award

Issue: The Virginia Department of Transportation (VDOT) solicited proposals from qualified firms to contract for a Next Gen Traffic Operations Data Service capable of providing high-fidelity, low latency data to the Richmond District Traffic Operations Center to enable shorter incident response times, decrease congestion caused by incidents, increase safety on the corridor, and be able to communicate real-time data to the travelling public. CTB approval of this contract is required by Virginia Code § 33.2-209 as a contract for “. . . construction, maintenance, and improvement of the highways comprising systems of state highways . . . in excess of \$5 million.”

Facts: Chief Deputy Commissioner Cathy McGhee delivered a workshop presentation to the CTB regarding Next Gen on September 16th, 2025. Currently VDOT does not fully leverage technology to automatically identify and predict incidents and provide alerts and reports to the Traffic Operations Center for action, nor is there a mechanism for such data to be conveyed to the driving public quickly enough to effectuate change. Next Gen seeks to address these issues by leveraging high-fidelity, low-latency data to alert Traffic Operations Center (TOC) operators and drivers of incidents or emerging issues on the roadway.

- The selected corridor is an eight (8) mile segment of I-95 between Exit 78 (Arthur Ashe Blvd) and Exit 86 (Sliding Hill Rd) in the City of Richmond, Henrico County, and Hanover County.
- Offerors were invited to respond to the Request for Proposal for this contract. Offerors provided details on experience working with and providing requested data, qualifications, functional and technical capabilities, project plan and implementation, and small business subcontracting plan.
- The Next Gen Data Service will:
 - Provide real-time incident detection and alerting to the Richmond TOC, enabling more efficient incident response,
 - Leverage historical and real-time data to predict and increase awareness of corridor risks,
 - Enable proactive traffic management by identifying key locations for staging incident responders,
 - Promote safety by communicating critical information with in-vehicle alerting systems and third-party applications used by drivers,
 - Prepare the corridor for future CAV applications, and
 - Evaluate the solution viability for other critical corridors.

- The RFP for Next Gen was posted on August 21, 2025, in eVA with a closing date of October 26, 2025. In response to the RFP, VDOT received proposals from eight (8) Offerors.
- Through consensus scoring and negotiations, the VDOT Selection Committee selected one (1) recommended Offeror from the eight (8) Offerors. Department of General Services and the Office of Attorney General approved the Next Gen Contract package on December 17, 2025. In keeping with the Notice of Intent to Award issued on December 18, 2025, VDOT recommends awarding this contract to Cavnue, LLC.
- The awarded Offeror will provide a “Data-as-a-Service” solution that will have the functionality to identify incidents and communicate alerts to the TOC and drivers in real-time. Next Gen will help TOC operators and drivers react more effectively to conditions, thereby increasing safety and reducing congestion.
- The Next Gen Contract initial term is four (4) years from the Contract Start Date (2 years installation/calibration + 2 years data service) with two (2) successive one (1) year renewal options. The contract cost is estimated at \$16.96M for the initial 4-year period [\$14.37M for the implementation and \$1.29M each for the first two years of data service]. The two (2) successive one (1) year renewal periods are \$1.33M and \$1.37M respectively.

Recommendations: VDOT recommends that the CTB approve and authorize the Commissioner of Highways to execute the contract with Cavnue, LLC, to provide the Next Generation Traffic Operations Data Service.

Action Required by CTB: CTB approval of this contract is required by § 33.2-209 of the *Code of Virginia* as a contract for “...construction, maintenance, and improvement of the highways comprising systems of state highways ... in excess of \$5 million.” The CTB will be presented with a resolution for a formal vote to authorize the Commissioner to execute the contract with the recommended Offeror.

Result, if Approved: If the resolution is approved, the Commissioner will be authorized to execute the contract once signed by the Offeror. The contract will be effective upon execution by the Commissioner, enabling deployment of the Next Gen Traffic Operations Data Service.

Options: Approve, Deny, or Defer

Public Comments/Reaction: In accordance with applicable procurement law, the solicitation was publicly advertised and received responses, as described above.