ITSP Summary Biennium 2026-28

Agency Name: 501 Department of Transportation (VDOT)

Date Generated: 09-10-2025

Agency Mission, Goals and Objectives:

Agency Mission:

VDOT's mission is to plan, deliver, operate and maintain a transportation system that is safe, enables easy movement of people and goods, enhances the economy and improves our quality of life.

The Information Technology Division's (ITD) mission is to build a "Circle of Trust" with our business stakeholders so we may be come proactive partners with a common goal of providing technology solutions which serve as a force multiplier for their work. We focus on agility, transparency, and improved communications. We proactively collaborate with our partners to achieve common goals, by providing force-multiplying technology capabilities.

Agency Goals:

ITD supports VDOT's business goals through efficient program execution with a constant eye toward continuous process improvement and innovation. We closely monitor operational metrics maintained on an IT Score Card with a staff focus on efficiency, speed to delivery and fiscal responsibility. ITD staff also seek to introduce innovations such as artificial intelligence and cloud infrastructure compute elasticity which may help achieve these goals.

The goal of ITD is to support VDOT staff in working seamlessly at any time, from anywhere. Data and processes are digital and are delivered reliably and accurately in a timely manner. VDOT applications and storage are provisioned through a hybrid cloud. Work is automated and complemented with artificial intelligence. VDOT will continue to optimize existing software licensing and hardware investments and has operationalized an application

rationalization approach. Our Enterprise Architecture program allows for monitoring of our data, application and technology portfolios for technical obsolescence and definition of an annual maintenance plan focused on risk mitigation. Our focus on Master Data Management with a focus on glossaries and quality enables our agency to maintain a solid governance framework. Strategic technology investments are prioritized by a Strategic Technology Board (STB) who look at risk, value, return on investment and cost for each project request. ITD is a source of innovation, inspiration and a force multiplier for VDOT and the Commonwealth.

ITD is staffed by state employees, private sector consultants, and service providers who support over 200 applications. All are charged with delivering high quality, cost effective, and timely IT solutions and services. As the demand for IT services continues to grow, so does the need for a robust and disciplined approach to projects, resources, and budget management. To provide the necessary tools for managing these demands, ITD has implemented Microsoft Project Server. The system tracks both new applications as well as enhancements to existing applications; and assists with the planning and controlling IT budget and expenditures while providing a more robust reporting capability to decision makers. Service metrics related to incidents, requests and procurements are tracked in an IT Asset Management System and monitored by VDOT Executives through an IT Score Card. The efforts listed above have resulted in improvements in delivering traditional IT functions, freeing up capacity to focus on VDOT strategic drivers.

ITD has identified the following operational focus areas as our goals for the biennium:

* Improved Customer Experience
* Deliver Quality Business Solutions on a Consolidated Technology Footprint
* Proactive VITA Relationship Management
* Improve Security Posture

Agency Objectives:

The Agency's highest service area objective is to improve highway safety for the traveling public. An integral part of improving highway safety is more efficient and effective turnaround of IT projects to both serve VDOT and the traveling public. It is important that IT responds to requests for service in a timely manner and as promised to the business.

Agency IT Objectives are aligned directly to our IT goals (identified in parenthesis)

* Improve transparency through service widgets & product lines. (Improve Customer Experience)
* Improve the enterprise landscape through application rationalization approach focused on enterprise platforms such as (Deliver Quality Business Solutions on a Consolidated Technology Footprint): Azure, D365 adoption and strategic innovation, Power Platform
* Increase communication, trust, and transparency. Maintain group 2 status through improved oversight for high-risk projects and risk management. Improve closure of tickets and escalation of blockers/issues. (Proactive VITA relationship Management)
* Embed Tech Maintenance Enterprise Shared Services (TMESS) into product lines. Continue technical debt remediation. Increase network & cloud security with reduction in vulnerabilities. (Improve Security Posture)

ITD strives to meet its mission within the bounds of the budget set by the agency. With the STB cycle and our budget planning process we have demonstrated we are adequately funded to properly plan, initiate and deliver any new proposed IT solutions within a given timeframe.

In the ever-changing technical landscape, ITD strives to learn, grow, and adapt as necessary to offer quality business solutions in a timely fashion. Through leveraging POCs, pilots, vendor training and a diverse mix of skill sets within the contractor base, ITD is postured to propose, estimate, plan, build and deliver quality business solutions no matter how the technology landscape changes. We are actively pursuing AI productivity and AI outcome and insights proofs of concept.

Through a mixture of dedicated staff and matrix support, ITD SMEs interact, influence, guide and mentor teams and products through their lifecycle.

VDOT has updated all documentation to align with SEC530 over the last several months and completed the Triennial Business Impact Analysis to ensure currency of system risk

across VDOT. VDOT Information Security Officer will be completing workshops with System Owners and Technical Leads for high-risk systems through September 30, 2025; to complete and update risk assessment and system security plan documents for these systems. We are conducting 2 cyber incident response workshops to produce a master incident response run book and 3 incident specific run books (e.g. Ransomware, DDOS, Malware…). They will focus on VDOT response activities between VDOT ITD and Business staff in support of VITA's overarching incident response approach.

ITD strives to continue to innovate and create efficient future leaning solutions to replace aging outdated applications. ITD promotes a more secure, functional, and efficient architectural landscape through reducing manual operations, technology refresh, enhanced visibility, and transparency, integrate reporting functions and elimination of security gaps (e.g., Federal Program Management Application Project).

Additional activities will include updating VDOT risk assessment policy documents, and enhancing executive scorecards for outstanding vulnerabilities identified to drive improved remediation of these vulnerabilities.

VDOT IT Governance will coordinate with the VDOT Assurance and Compliance Office to develop control points for the IT Audit Reporting Process to ensure timely audit cycles and delivery of finding status to VITA.

Current IT State:

In this section, describe the high-level strategy the agency will use to manage existing operational IT investments over the next year to 6 years in support of the strategic objectives of your agency.

Will any of the following areas require additional funding over the next 6 years beyond that currently forecast by your agency? (please check all that apply)

Looking ahead over the next 6 years, please list any IT initiatives needed to support the business Mission, Goals, and Objectives of your agency not addressed by application modernization (other than staffing levels and applications detailed elsewhere). These could include disaster recovery, network upgrades, radio communications etc.

IT Initiative 1:
VDOT will have a focus on migrating to Azure Cloud and will need appropriate administrative privileges.

IT Initiative 2:
VDOT intends to integrate AI in applications, business outcomes and insights.

External Factors Impacting IT:

In this section, describe changes or mandates from external sources to the agency's current IT investments. These are requirements and mandates from external sources, such as new federal or state legislation, executive orders, regulatory bodies, or legal requirements. The agency must identify the change, any important deadlines that must be met, and the consequences if the deadlines are not met.

Are there any mandate driving changes in your current IT environment? (Yes/No)

Yes

1. Mandate Details:

Mandate:

External to State Government?

Need Change?:

FEDERAL REQUIREMENT: HIBS – 30 - Implementation of the Specifications for the National Bridge Inventory

Element-level data for bridges on the National Highway System (NHS), as required by 23 U.S.C. 144, have been reported to FHWA since April 2015. The 2014 FHWA Specification for the National Bridge Inventory Bridge Elements (SNBIBE) addressed the reporting of element-level data to FHWA. The SNBIBE has been incorporated into the SNBI to provide a single specification document for all bridge-related data reported to FHWA for inclusion in the NBI.

Consequence:

* Legal Challenges: States may face legal issues due to the lack of authority to access privately-owned bridges for inspection, which can complicate compliance efforts.

* Safety Risks: Non-compliance can lead to inadequate inspections, resulting in unsafe bridge conditions and potential public safety hazards.
* Operational Difficulties: Agencies may encounter challenges in transitioning to new standards, which can hinder their ability to maintain safety and reliability.
* Regulatory Non-Compliance: Agencies may face penalties or fines for failing to adhere to federal regulations, which can impact their operations and reputation.
* Limited Coverage: The NBIS does not apply to certain structures, which may lead to gaps in inspection coverage and oversight.

Citation:
National Bridge Inspection Standards Inspection

Impact:
State transportation departments, Federal agencies, and Tribal governments are all required to comply

2. Mandate Details:

Mandate:
Internal to State Government

Need Change?:
Legislative Requirements related to the SMART SCALE Renewals (in scope for this document are 2026, 2028, 2030

Enhance the existing web-based application system that was created to meet a legislatively mandated project prioritization process. Enhancements to the system will allow applications to be submitted for multiple prioritizations-based grant

programs to include SMART Scale, State of Good Repair (SGR), Transportation Alternatives (TA), Revenue Sharing (RS), Highway Safety Improvement Program (HSIP), Bike/Ped Safety (BPSP), High Priority and District grant funding programs. These programs support three VDOT divisions and three agencies under the Secretary of Transportation (VDOT, DRPT, OIPI)

3. Mandate Details:

Mandate:
External to State Government

Need Change?:
Code of Federal Regulations 49 CFR § 382.301, 46 CFR § 16.210, 29 CFR §§ 1910.134, 1910.95, 1910.1025, 1910.115 (Occupational Health)

* Testing for controlled substances and alcohol for commercial drivers
* Chemical testing for merchant marine personnel
* Personal protective equipment

Consequence:
* Substantial fines
* Legal actions
* Criminal charges
* Reputational damage
* Operational disruptions
* Harm to employees
* Potential damage to business reputation
* OSHA citations and penalties

Citation:

Code of Federal Regulations 49 CFR § 382.301, 46 CFR § 16.210, 29 CFR §§ 1910.134, 1910.95, 1910.1025, 1910.115

Impact:

State transportation departments, Federal agencies, and Tribal governments are all required to comply

4. Mandate Details:

Mandate:

Internal to State Government

Mandate Date: 04/24/2026

Need Change?:

VA General Assembly House Bill 2541

o Requiring a vendor paid and provided accessibility roadmap. When our covered entities are purchasing technology, if there are areas of non-compliance, then the vendors can provide that information and work together to get into compliance.
o Designate a digital coordinator and delineate their responsibilities.
o Publish on our website how someone can report barriers to digital accessibility

NOTE: funding needed for mandate indicated below is the cost of the assessment. Agency anticipates the total cost over the lifetime of this will be 3 million dollars, minimum.

Consequence:

Nothing listed in the bill

Citation:

VA General Assembly House Bill 2541

Impact:

All state agencies with an internet presence

Will you have staffing issues that impact meeting these requirements and mandates?

No

Future IT Solutions:

This section will discuss how the agency's IT investments and investment strategies support the business strategies over the next 6 years. The agency does not need to discuss specific technologies at this time.

List in priority order, the IT investments (Projects, Procurements, BRTs) for your agency during the next 6 years.
Place your proposed projects and procurements in order of priority for your agency (one being the highest priority).

1. Projects and Procurement Details:

IT Investment:
The Maintenance and Operations Product Line supports VDOT's Maintenance, Asset Management and Traffic Operations business divisions as well as direct support for customer inquiries.

IT Objective:
Innovate

IT Business Value:
The Maintenance and Operations Product Line consists of 6 Roadmaps and 5 Workstreams that focus on delivering products for the M&O Directorate.
* The MOD PL is highly evolving due to the nature of the business needs, executive reporting and budget needs. Committed initiatives for a FY may need to be swapped, removed or de-prioritized to the next FY with the expectation that a new initiative may need to be done in the current FY that was not originally planned
* The MOD Fusion Team works together to evaluate and assess work and priorities, administer scope changes and necessary resource re-allocations and approvals to accommodate the highly flexible business needs through Steering Committee oversight.

IT Support:

* The Maintenance and Operations Product Line supports the strategy through the delivery of a comprehensive suite of technology solutions that support the statewide maintenance program including administering financials, managing inventories and work planning.
* The product line model aligns technology investment with business objectives, enabling efficient, scalable and compliant operations across the VDOT organization.
* The MOD Product Line is innovative and forward looking and aligns with the following IT Strategy:
* Employ effective IT management investment practices to ensure continued modernization of applications across the commonwealth.

* The objective of the Maintenance and Operations Division (MOD) Product Line is to provide technology solutions that enable a successful asset management program
* The Investment Objective for the Maintenance and Operations Division is to provide technology enablement supporting establishment of directives, best practices and procedures required to support this Product Line, any needed monitoring and evaluation, as well as direct technology support for customer inquiries.

2. Projects and Procurement Details:

IT Investment:

The Construction Engineering (CE) Product Line is a strategic technology framework that supports VDOT's Construction, Materials, and Civil Rights business divisions.

IT Objective:

Innovate

IT Business Value:

The Construction Division's business value include federal Submissions of projects to the Federal Highway Administration (FHWA), contractor prequalification, advertisement and award of Design Bid Build contracts, Value Engineering, Specifications, contract claims, contract management oversight for Design Build and Design Bid Build projects, Construction Engineering and Inspection programmatic coordination and oversight, project controls, the Construction Quality Improvement Program Section (CQIP), construction software administration, and Construction modernization initiatives.

IT Support:

* The Construction and Engineering Product Line supports the Strategy by delivering a comprehensive suite of technology solutions supporting key business capabilities including delivering agency field construction projects. The product line model aligns technology investment with business objectives, enabling efficient, scalable, and compliant operations across the organization.
* The Construction and Engineering Product Line is innovative and forward looking and aligns with the following IT Strategy:
* Employ effective IT management investment practices to ensure continued modernization of applications across the commonwealth.

The Construction Engineering Product Line consists of technology roadmaps that primarily focus on delivering agency field construction projects on time and on budget.

3. Projects and Procurement Details:

IT Investment:
The HCM Product Line is a strategic framework that supports VDOT's Human Resources Business Division.

IT Objective:
Innovate

IT Business Value:
* The HCM Product Line brings value to VDOT by optimizing the supporting technology infrastructure:
* To create a highly engaged and productive VDOT workforce, delivering the right people, knowledge and skill sets to the right positions
* To foster a work experience where VDOT workers feel appreciated, valued and necessary to the organization.

IT Support:
The Human Capital Management Product Line supports the Strategy by delivering a comprehensive suite of technology solutions that support key business capabilities (including Manage & Retain Staff, Manage Workplace Environment, Develop Staff, Attract & Recruit Staff, Offboard Staff). The product line model aligns technology investment with business objectives, enabling efficient, scalable, and compliant operations across the organization.

The HCM Product Line is innovative and forward looking and aligns with the following IT Strategy:
* Employ effective IT management investment practices to ensure continued modernization of applications across the commonwealth.

The Human Capital Management Product Line technically enables the design, implementation and sustainability of robust talent acquisition and development programs/services that equip our workforce to “Keep Virginia Moving” today and into the future.

4. Projects and Procurement Details:

IT Investment:
The Administration Directorate Product Line is a strategic framework that supports multiple VDOT divisions, including Office of Information Security (OIS), Administrative Services Division (ASD), Capital Outlay and Facilities Management (COFM), Professional Services Procurement Office(PSPO) and Business Integrated Solutions Division (BISD).

IT Objective:
Innovate

IT Business Value:
The Administrative Directorate Product Line technically enables 4 Roadmaps that allow for the continuing evolution of supporting technology solutions including:
* Professional Services Procurement Office and Business Integrated Solutions Division (PSPO and BISD)
* Administrative Services Division (ASD)
* Capital Outlay and Facilities Management (COFM)
* Office of Information Security (OIS)

IT Support:

* The Administration Directorate Product Line supports the strategy by delivering a comprehensive suite of technology solutions that support key VDOT business activities to:
* Administer Contracts and Agreements
* Ensure Compliance
* Assess Business Operations
* Manage Administrative and Maintenance Facilities

* The Administrative Directorate Product Line Integration Project is innovative and forward looking and aligns with the following IT Strategy:
* Employ effective IT management investment practices to ensure continued modernization of applications across the commonwealth.

The Administrative Directorate Product Line model aligns technology investments with business objectives, enabling seamless, scalable and secure administrative functions across the VDOT organization.

5. Projects and Procurement Details:

IT Investment:

The Structure & Bridge Product Line is a strategic framework that supports and technically enables VDOT's Bridge and Performance Transformation Divisions.

IT Objective:

Innovate

IT Business Value:

The Structure and Bridge Product Line encompasses the technology that enables policy oversight and quality assurance and providing engineering support for complex structures and Accelerated Bridge Construction (ABC), developing the annual Needs Assessment, managing the multi-million-dollar budget, investigating the implementation of new technologies, evaluating overweight vehicle permits for the Department of Motor Vehicles (DMV) and addressing legislative actions.

IT Support:
The Structure and Bridge Product Line supports the Strategy by delivering a comprehensive suite of technology solutions that support key business capabilities (including Maintain System and Develop Infrastructure Investment Plans). The product line model aligns technology investment with business objectives, enabling efficient, scalable, and compliant operations across the organization.

The Structure and Bridge Product Line is innovative and forward looking and aligns with the following IT Strategy:
* Employ effective IT management investment practices to ensure continued modernization of applications across the commonwealth.

The objective so the Structure and Bridge Product Line establishing statewide design, maintenance and safety inspection guidelines for the bridge and ancillary structure inventory, managing the safety inspection program for these assets enabled optimally by technology.

6. Projects and Procurement Details:

IT Investment:
The Integrated Six-year Program (iSYP) Product Line is a strategic framework that

supports VDOT's Infrastructure Investment Division (IID).

IT Objective:

Innovate

IT Business Value:

* The automated Financial Management of Projects provides resources to effectively manage financial aspects of projects, including project closeout and expenditure review certification.
* The shift toward a Portfolio Management Approach for iSYP automation will:
* Bring stability and predictability to the program
* Establish a pipeline that ensures successful obligation of Federal Funds
* Fully leverage financial resources
* Meet industry commitments and capacity
* Achieve established performance targets
* Make efficient use of internal and external resources
* Understand and adapt to the anticipated impact of new legislation, regulations and policies
* The Product Line approach for iSYP will promote focus on four priorities:
* Focus on timely execution of projects
* Elimination of current backlog of projects
* Keep projects on schedule
* Align guidance and direction related to Six-Year Improvement Program (SYIP) Project Funding

IT Support:

* The Integrated Six-Year Programs Product Line supports the Strategy by delivering a comprehensive suite of applications that support key business capabilities (including transportation planning, funding allocation, and financial tracking). The

product line model aligns technology investment with business objectives, enabling efficient, scalable, and compliant operations across the organization.

* The iSYP Product Line is innovative and forward looking and aligns with the following IT Strategy:
* Employ effective IT management investment practices to ensure continued modernization of applications across the commonwealth.

The Integrated Six-Year Plan outlines information for project creation, data quality, and all the systems involved with those processes.

7. Projects and Procurement Details:

IT Investment:

The Roadway Network System (RNS) Product Line is a strategic framework that supports VDOT's Maintenance and Traffic Operations Divisions

IT Objective:

Innovate

IT Business Value:

The RNS Product Line will technically support evolving feature sets relating to the following:

* Road Network System (RNS)
* Highway Performance Monitoring System (HPMS)
* Roadway Inventory Management Systems (RIMS)
* Pavement Management System module
* Linear Referencing System (LRS) module

* Roadway Inventory Management Systems Urban module

IT Support:

* The Roadway Network System (RNS) Product Line supports the Strategy by delivering a comprehensive suite of technology solutions that support key business capabilities (including Assess Business Operations and Plan Work). The product line model aligns technology investment with business objectives, enabling efficient, scalable and compliant operations across the organization.
* The Roadway Network System Product Line is innovative and forward looking and aligns with the following IT Strategy:
* Employ effective IT management investment practices to ensure continued modernization of applications across the commonwealth.

The objective for the RNS Product Line is to enable the Roadway Network System (RNS) Business partners an opportunity to guide the direction of RNS, to present a holistic view of RNS technical delivery, to prioritize RNS Business needs across multiple VDOT Divisions, and to improve the RNS software Release cycle.

8. Projects and Procurement Details:

IT Investment:

The Office of Safety, Security and Emergency Management (OSSEM) Product Line is a strategic framework that supports ongoing information security governance, operations, and security awareness activities.

IT Objective:

Innovate

IT Business Value:

The OSSEM Product Line will enable alignment with strategic business capabilities inclusive of but not limited to upcoming future strategic priorities and the utilization of COTS/SAAS Platforms.

IT Support:

* The Office of Safety Security and Emergency Management (OSSEM) Product Line supports the Strategy through ongoing information security operations activities that help ensure the agency's electronic records are protected.
* Information security governance activities help ensure the agency is designing and deploying systems that are secure, and that the agency is meeting the security compliance requirements of the Commonwealth of Virginia.
* Ongoing information security awareness activities ensure that employees are alerted to digital threats and employ best practices when using agency data and systems.
* The Office of Safety, Security and Emergency Management Product Line is innovative and forward looking and aligns with the following IT Strategy:
* Employ effective IT management investment practices to ensure continued modernization of applications across the commonwealth.

The objective of the OSSEM Product line is to provide agility and shared transparency to meet OSSEM's business and technology needs.

9. Projects and Procurement Details:

IT Investment:

With over 200 applications and technology assets, VDOT requires a more efficient, holistic approach to effectively leverage cross-cutting enterprise technology

services to improve current support levels while enhancing IT's forward-looking posture to meet new strategic and operational agency needs.

IT Objective:
Improve

IT Business Value:
ESS will provide specific shared technical services across the organization by leveraging the synergies present across multiple service areas to deliver additional efficiencies and greater effectiveness for the agency.

IT Support:
* ESS supports the strategy by implement Enterprise Shared Services (ESS) via ESS Service Lines and Service Area Support resources.
* The ESS Project is innovative and forward looking and aligns with the following IT Strategy:
* Employ effective IT management investment practices to ensure continued modernization of applications across the commonwealth.

ESS will provide specific shared technical services across the organization by leveraging the synergies present across multiple service areas to deliver additional efficiencies and greater effectiveness for VDOT to develop acceptance criteria and test plans.

10. Projects and Procurement Details:

IT Investment:
The Financial Document Management System (FDMS & Cardinal Integration Project

will eliminate the double-entry in FDMS and Cardinal to streamline processing of invoice payments, thereby making FDMS the repository for related data and supporting documentation.

IT Objective:
Improve

IT Business Value:
* The FDMS & Cardinal Integration Project is innovative and forward looking and aligns with the following IT Strategy:
* Employ effective IT management investment practices to ensure continued modernization of applications across the commonwealth.
* The following business benefits will be realized by this integration effort:
* Streamlined invoice processing that will reduce manual entry and improve efficiency.
* Built in three-way matching system to ensure payment accuracy in Cardinal
* Expedited payment process to vendors, enhancing operational efficiency.
* Elimination of data entry errors through data flow automation between Cardinal and FDMS.
* Enhanced compliance with procurement standards and reduced risk of financial discrepancies.
* Optimized resource utilization through reduction of administrative tasks.
* Cardinal already has automated error handling process to identify and resolve data mismatches and data entry errors promptly.

IT Support:
* The Financial Document Management System (FDMS & Cardinal Integration Project focuses on integrating Cardinal with FDMS systems using existing infrastructure to avoid major new investments.

* The FDMS System is innovative and forward looking and aligns with the following IT Strategy:
* Employ effective IT management investment practices to ensure continued modernization of applications across the commonwealth.

The objective of the FDMS & Cardinal Integration Project is the elimination of double entry of information in FDMS and Cardinal and to streamline processing of invoice payments.

IT Strategic Plan Budget Tables

Current IT Services				
	Costs Year 1		**Costs Year 2**	
Category	**GF**	**NGF**	**GF**	**NGF**
Projected Service Fees		$69,367,064		$71,448,076
VITA Infrastructure Changes				
Estimated VITA Infrastructure		$69,367,064		$71,448,076
Specialized Infrastructure				
Agency IT Staff		$14,665,000		$15,140,950
Non-agency IT Staff		$40,255,000		$41,462,650
Cloud Computing Service		$3,891,000		$4,007,730
Other Application Costs		$13,171,000		$13,566,130
Total:		$141,349,064		$145,625,535

Proposed IT Investments				
	Costs Year 1		Costs Year 2	
Category	**GF**	**NGF**	**GF**	**NGF**
Major IT Projects:		$16,782,000		$17,285,460
Non-Major IT Projects:		$6,386,000		$6,577,580
Agency-Level IT Projects:		$5,768,000		$5,941,040
Major Stand Alone IT Procurements:		$51,734,000		$53,286,020
Non-Major Stand Alone IT Procurements:		$22,592,000		
Agency-Level Stand Alone IT Procurements:				
Procurement Adjustment:		$-40,255,000		$-41,462,650
Total:		$63,007,000		$64,897,210

Projected Total IT Budget				
	Costs Year 1		**Costs Year 2**	
Category	**GF**	**NGF**	**GF**	**NGF**
Current IT Services		$141,349,064		$145,625,536
Proposed IT Investments		$63,007,000		$64,897,210
Total		$204,356,064		$210,522,746

Commonwealth Projects >= $250,000.00

Agency:	501 Department of Transportation (VDOT)
Date:	9/5/2025

RUMS Replacement PROJ

Category 4	Project Initiation Approval

The VDOT Right of Way (ROW) and Utilities Management System (RUMS) manages the process where a road construction Notice to Proceed (NTP) document is used to coordinate mandatory pre-construction activities including providing a comprehensive cost estimate on all potential necessary acquisition and damage costs, coordinating with the impacted utility companies to understand their needs, communicating with railroad companies to ensure that VDOT can obtain the proper right of entry agreements, ensuring that any special circumstance parcels within the project scope are handled in accordance with state or federal law, if VDOT and a landowner are unable to agree then managing eminent domain proceedings and final reimbursement and validation of any relocation expenses, managing any parcel remnant or whole parcel that was not utilized during construction, handling all lease agreements and payments as well as any state or utility conveyance of property, mitigating and gravesite or cemetery relocations, and all processing FOIA requests related to the above activities.

The current, RUMS (Right of Way Management System), is functional but, at 15 years old, the system is reliant on antiquated services, tools, and code. Out of date services such as Infragistics, which manages all grid views in RUMS, creates significant IT management issues for many upgrades. The document management and delivery, which is a critical piece to the right of way property acquisition process, utilizes an outmoded document format. This deprecated tool has led hundreds of state- wide system users to independently create their own multiple versions of VDOT form letters. Other issues include cumbersome screen design, connectivity issues, and an unstable web service causing frequent lost work. In combination these factors have discouraged localities and contractors from utilizing the system. These deficiencies create mass rework as well as reporting and tracking challenges on locally administered projects. The desired state is to update or replace RUMS with a modern framework and enhanced functionality that includes workflow, integrated state-of-the-art document management, and the ability to accurately track all project types and managers.

The RUMS replacement software will be selected via a competitive RFP; a vendor hosted (SaaS) Software as a Service system.

Project Start Date	4/2/2024	Project End Date	5/31/2028
Estimated Costs:	**Total**	**General Fund**	**Non-General Fund**
Project Cost	$4,960,000	$275,419	$4,961,101
Estimated first year of biennium:	$906,167		$906,167
Estimated second year of biennium:	$914,189		$914,189

Project Related Procurements

RUMS Replacement PROC

AI-Based System for Incident Management PROJ	
Category 1	Project Initiation Approval

VDOT is requesting that the Offeror propose an innovative solution that meets the following high-level needs and functions for the AI-DSS:
● Predict/project transportation events (location, expected duration, severity) that will occur in a customer-configurable future period, such as between 15 minutes and an hour into the future;
● Predict/project traffic congestion (location, expected duration, intensity) that will occur between 15 minutes and an hour in the future;
● Predict/project transit crowding that will occur between 15 minutes and an hour in the future;
● Predict/project the availability of parking spaces at selected individual regional parking facilities between 15 minutes and an hour in the future during AM Peak;
● Develop multi-modal, multi-agency response plan elements through coordination and agreement with regional operating agencies;
● Develop business rules and operating procedures for responding to incidents and congestion through coordination and agreement with regional operating agencies;
● Recommend response plan elements for actual and predicted transportation incidents and the expected impact of the response plan;
● Recommend response plan elements for actual and predicted traffic congestion;
● Recommend response plan elements for actual and predicted transit crowding conditions;
● Provide a data interface for parking availability predictions to send data and prediction information to the RM3P Data-Exchange Platform (DEP);
● Provide a web-based graphical user interface that authorized transportation operators can view modify, and coordinate recommended response plans;
● Provide response plan recommendations to regional stakeholders in various formats including but not limited to an API for agency operating systems to integrate the DSS data, a web-based GUI, and alerts in text and email format;
● As a separate option to the AI-DSS project, the Vendor for the Data Incentivization (DI) project may need to generate triggers within the DSS to implement various DI strategies. The AI-DSS vendor may be asked to develop an interface for the DI vendor to connect to the AI-DSS system and provide documentation for the DI triggers in the response plans. This work is an optional task, and will require separate pricing during the technical proposal pricing phase; and
● Provide a data interface to the RM3P Data-Exchange Platform (DEP) to send prediction information, response plan recommendations, and the executed response plan elements.
● Develop a data interface to the DEP to obtain current traffic, transit, and parking information.
The Offeror will propose its System-as-a-Service approach based on its expertise and proposed technologies; teaming arrangements are encouraged. VDOT is open to innovative solutions and the Offeror shall detail how its solution meets the needs and functions listed above.

Below is a list of probable elements in an AI-DSS solution. VDOT anticipates that these components or capabilities are likely to be reflected in Offerors' responses. Where specific elements are not needed, Offerors should explain the work-around.:
Rules Engine
The Rules Engine contains the logic to make determinations based on pre-defined rules. This includes monitoring current conditions to determine when a response plan needs to be created, updated, or deactivated; and developing response plans from a set of rules applied to current conditions.
Modeling Engine
An AI-DSS Modeling Engine may be used for evaluation and development of various response plans and events within the corridors and hot spots listed in the Predictive Engines section. The Model may be used by the selected Offeror to assist in the training of its predictive service.

Response Plans Several agencies within the region have existing response plans and standard operating procedures (SOP) for events within their areas of responsibility. The selected Offeror/Vendor may use the existing response plans and SOPs. It shall develop a new set of coordinate

Project Start Date	10/2/2023	Project End Date	3/31/2027
Estimated Costs:	**Total**	**General Fund**	**Non-General Fund**
Project Cost	$9,110,000		$11,314,000
Estimated first year of biennium:	$826,500		$826,500
Estimated second year of biennium:	$0		

Project Related Procurements

AI-Based System for Incident Management PROC

Multimodal Mobility Enhancement DI PROJ	
Category 3	Project Initiation Approval

The purpose of the Dynamic Incentivization (DI) project is to improve safety, reliability, and mobility for travelers in or through Northern Virginia. The DI solution will offer incentives to the public for changing mode, route, or departure time in ways that lessen the overall impact of congestion and incidents. For example, if there was a major crash on Interstate 95 (I-95) that could impact travel in Northern Virginia, commuters who regularly drive that route might be offered an incentive to delay their departure or take transit. The goal of DI is to incentivize and reward a relatively small number of commuters who have the willingness and flexibility to safely change their travel patterns in a way that improves the efficiency of the transportation network as a whole. An additional goal of the solution is to change travel behaviors in the long-term, so the solution will also reward travelers for continued use of travel modes that reduce or eliminate Single-Occupant Vehicle (SOV) trips. While the initial deployment of DI will be limited to NOVA, the solution must be capable of scaling to other parts of the Commonwealth as well.

The incentives will be organized into three complementary programs:
● Dynamic Incentives – Created in real time in response to incidents.
● Challenges – Short-term incentives in response to planned events (e.g., construction, Metro station maintenance closures) or to reinforce specific behaviors.
● Loyalty Incentives – Long-term incentives to reinforce the use of active and shared modes.

These incentives are intended to encourage behavior changes that reduce the impacts of incidents and planned events and decrease usage of SOVs.
Northern Virginia and other parts of the state have several successful Transportation Demand Management (TDM) programs or commuter assistance programs (CAP) already in operation. These programs include manually managed programs, as well as program websites and app-based solutions. The goal of the DI solution is to work with regional stakeholders to enhance and complement these programs. For automated systems DI will support technical integration, and for manual systems DI will encourage local TDM program managers to provide input into the business rules guiding incentive offers.

Financial sustainability is an important aspect of this element. Program sponsors cannot provide financial backing for incentives indefinitely, and must find ways to reduce or eliminate the long-term need for using public dollars to fund incentives and rewards. This could include existing agency partners contributing in-kind incentives such as discounted parking or transit passes, cultivating new relationships with private-sector

vendors who can provide incentives in exchange for the exposure it offers them and their partners, or any other creative solution the DI vendor can offer to reduce or eliminate the need for public funding of incentives. In addition, the program must establish and grow a significant adoption rate among travelers. This will require ongoing marketing efforts and focus groups to identify ways to tailor the program to provide real value to commuters.

Dynamic Incentivization
Dynamic incentives will be offered in real-time based on the current transportation conditions as a part of an incident and congestion management operation strategy. DI will offer incentives to the public using one or more mobile apps, of which one will be developed by the DI project, with a strong focus on those who drive alone. The system architecture will be structured to allow multiple app providers to access the incentive solution, and the goal is that over time multiple app providers will join in the system, giving consumers a choice in how they access DI rewards.

Incentive Loyalty
The loyalty program will function much like a loyalty program for hotels or airlines, but will encourage use of active or shared modes. Within the loyalty program, travelers will be able to gain status and progress towar

Project Start Date	10/15/2021	Project End Date	4/29/2027
Estimated Costs:	**Total**	**General Fund**	**Non-General Fund**
Project Cost	$3,005,565		$3,200,010
Estimated first year of biennium:	$0		
Estimated second year of biennium:	$0		

Project Related Procurements

Multimodal Mobility Enhancement DI PROC

Occupational Health Tracking System PROJ	
Category 4	Investment Business Case Approval

To create an easy tracking system where program managers, managers and employees can be monitor and report on compliance with the following (and any new as mandated):
house and track: Employees enrolled in VDOT's Occupational Health Programs requiring OSHA, FMCSA or USCG-required medical surveillance
Hearing Program
Respirator Program
Silica Program
Lead Program
Hexavalent Chromium Program
Commercial Driver Program Mariner Program
Enrolled employees' compliance with medical surveillance requirements (e.g. Clearance Expiration) Respirator Clearance – Expiration Silica Clearance – Expiration DOT Medical Certificate – Expiration USCG Medical Certificate – Expiration Lead – Cleared/Not Cleared Hexavalent Chromium – Expiration Audiometric Testing – Expiration
• Medical Record so Respirator Clearance (Employer Copy)
Silica Clearance Document (Employer Copy)
FMCSA/DOT Medical Examiner Certificate so Blood-lead level results*
USCG Application for Medical Certificate CG 719k forms*Audiograms*

Project Start Date	6/15/2026	Project End Date	8/29/2029
Estimated Costs:	**Total**	**General Fund**	**Non-General Fund**
Project Cost	$1,879,000		$1,879,000
Estimated first year of biennium:	$0		
Estimated second year of biennium:	$0		

Project Related Procurements

Occupational Health Tracking System PROC

Traffic Data Monitoring System Replacement PROJ	
Category 3	Project Initiation Approval

The current TMS application was rebuilt in 1997 by Traffic Operations staff utilizing a Microsoft Access front end and an Oracle database backend. TMS is the source system of record (SSR) for Annual Average Daily Traffic (AADT), Vehicle Miles Traveled (VMT), Federal traffic submittal data, and raw traffic data. TOD uses the TMS application and the database to process, query and report data collected from over 100,000 segments of roadways. With an aging system this project was initiated to determine and document the requirements of the TOD group for a replacement to their traffic monitoring system.

VDOT will partner with the selected vendor to implement the Traffic Data Monitoring System (TDMS), a configurable COTS product. The project is estimated to cost $5.4M, with a targeted project completion of June 2028.

Project Start Date	6/3/2024	Project End Date	6/30/2028
Estimated Costs:	**Total**	**General Fund**	**Non-General Fund**
Project Cost	$5,368,200		$5,368,200
Estimated first year of biennium:	$1,442,162		$1,442,162
Estimated second year of biennium:	$0		

Project Related Procurements

Traffic Data Monitoring System Replacement PROC

Fuel Hardware and Software Replacement PROJ	
Category 1	Project Initiation Approval

The project objective it so replace E.J. Ward with a new module from the AssetWorks M5 System, (FuelFocus). This module will be hosted at QTS. E.J. Ward fuel terminal hardware will also be replaced and firewalls installed to support each fuel terminal.

Integrations with other VDOT systems will be created for the FuelFocus software. They will be created by a combination of Vendor and VDOT resources.

Installation of fuel terminals will be performed by the Vendor. Firewall installation and circuit upgrades, if needed, will be performed by VITA.

Project Start Date	3/6/2023	Project End Date	12/31/2028
Estimated Costs:	**Total**	**General Fund**	**Non-General Fund**
Project Cost	$11,667,534		$12,145,590
Estimated first year of biennium:	$3,010,072		$3,010,072
Estimated second year of biennium:	$1,505,036		$1,505,036

Project Related Procurements

There are no procurements for this project

Federal Program Management Application PROJ	
Category 3	Investment Business Case Approval

The State Transportation Improvement Program (STIP) database within the Integrated Six-Year Program (iSYP) suite is fragile, unstable and prone to outages. According to the business area, when the STIP database was developed it initially only met some of the department's needs and has never reached the full potential desired by Budget and Funding Management Division (BFMD) or its predecessor divisions. the Federal Strategy database was built using an MS-Access database and is outdated and unreliable. The patchwork of systems lacks transparency, is not conducive to implementing federal requirement changes, and results in a myriad of standalone spreadsheets used to perform the associated project analyses. Incomplete and inadequate reporting functionality means, in some cases, manual report manipulation and/or generation and reliance on division technical experts to run many reports. The current applications do not allow for multi-year planning in an integrated way despite the fact that the business needs of the department dictate the need for multi-year planning and the ability to develop a true Federal Strategy. A lack of integration among the many federal, VDOT and BFMD systems creates many unwelcome opportunities for duplication of effort and rework among the BFMD teams and their stakeholders

VDOT will conduct an RFP for a Vendor-hosted SaaS solution integrated with core VDOT systems.

Project Start Date	4/1/2026	Project End Date	5/14/2031
Estimated Costs:	**Total**	**General Fund**	**Non-General Fund**
Project Cost	$7,938,500		$7,938,500
Estimated first year of biennium:	$1,339,524		$1,339,524
Estimated second year of biennium:	$1,314,524		$1,314,524

Project Related Procurements

There are no procurements for this project

CSOD to Oracle Learning PROJ	
Category 4	Project Initiation Approval

Human Resources manages the programs to support training and other workplace requirements. The current Learning Management System (LMS) system, Cornerstone On Demand (CSOD) is standalone and does not integrate with other systems fully, provide the data connections and reporting holistically with other HCM data. This effort is to implement the Oracle Fusion Cloud Learning module and migrate the learning functionality from Cornerstone On Demand to our integrated Oracle HCM. This allows for a single place for all HCM related activities and data streamlining. It will increase efficiency, decrease hours, allow for increased automation and financial savings through licensing.

VDOT's Oracle HCM is SaaS-hosted by Oracle.

Project Start Date	8/11/2025	Project End Date	2/23/2028
Estimated Costs:	**Total**	**General Fund**	**Non-General Fund**
Project Cost	$1,432,259		
Estimated first year of biennium:	$0		
Estimated second year of biennium:	$0		

Project Related Procurements

There are no procurements for this project

Pavement Maintenance Scheduling PROJ	
Category 4	Project Initiation Approval

PMSS is an internally developed application that facilitates the planning of annual statewide pavement contracts. It is used by and impacts various stakeholders including Environmental, Right of Way, Traffic Engineering, Construction, Districts, and Residencies. The system is designed to interface with various other systems including the Pavement Management System (PMS) and the Road Network System (RNS) to facilitate pavement planning, cost estimation, and reporting.

Project Start Date	3/28/2025	Project End Date	3/28/2028
Estimated Costs:	**Total**	**General Fund**	**Non-General Fund**
Project Cost	$3,626,208		$1,781,308
Estimated first year of biennium:	$593,770		$593,770
Estimated second year of biennium:	$0		

Project Related Procurements

There are no procurements for this project

Contract Management System PROJ	
Category 4	Project Initiation Approval

Custom development of a single solution for managing and monitoring the entire lifecycle of contracts for professional architectural and engineering services that are critical to successful project delivery.

The Professional Services Procurement Office (PSPO) procures professional services contracts for

transportation projects through competitive negotiation, a selection method defined in the VPPA §2.2-4300 and in accordance with the most current professional services procurement manual.

The new solution will facilitate new processes, procedures and functionality to replace the current antiquated system and manual processes.

New system must meet the following objectives:
1. Centralized contract management platform with workflows for the procurement, evaluation, execution, and administration of professional services contracts.
2. Document repository and version control for storing contract artifacts.
3. Storing data fields that are needed for contract administration and future planning.

Project Start Date	10/15/2024	Project End Date	10/18/2027
Estimated Costs:	**Total**	**General Fund**	**Non-General Fund**
Project Cost	$2,592,600		
Estimated first year of biennium:	$736,646		$736,646
Estimated second year of biennium:	$61,354		$61,354

Project Related Procurements

There are no procurements for this project

Sign Shop MRP Replacement PROJ	
Category 4	Project Initiation Approval

The VDOT Sign Shop currently uses the E2 Shoptech MRP (Materials Resource Planning) system. E2 has indicated that are discontinuing the online order request feature (WebView) of their system. This feature is critical to the operation of the Sign Shop and the loss of this functionality requires manual processing that effectively prohibits the Sign Shop from meeting performance measures and customer expectations. This supports an effort to internally develop a solution using Dynamics 365 to replace the functionality lost in the E2 Shoptech product.

Project Start Date	1/15/2025	Project End Date	5/29/2028
Estimated Costs:	**Total**	**General Fund**	**Non-General Fund**
Project Cost	$1,678,910		$1,678,910
Estimated first year of biennium:	$616,639		$616,639
Estimated second year of biennium:	$233,175		$233,175

Project Related Procurements

There are no procurements for this project

Utility Marking System LO PROJ	
	Limited Oversight - Active

VDOT Traffic Operations Programs are responsible for receiving, tracking, and executing requests to identify and mark VDOT owned utilities and assets. The current process to request marking is decentralized and lacks standardization leading to inefficiencies, errors, and asset risks. Different districts have their own procedures and guidelines for the intake and response of requests. The differing request and notification processes are confusing and frustrating for customers (contractors, project managers, utility companies, etc.).

If there is a breakdown in any of the differing processes, but the formal request has been properly made by the customer, any costs incurred from damage after a 48-hour period becomes the responsibility of VDOT. This puts VDOT assets at risk in addition to the potential cost of repair or replacement. Many utilities are required to support critical infrastructure and for safe travel and communication. Any outages can have significant negative outcomes for citizens and VDOT's reputation. The new application will replace the legacy Nova UMS application.

Project Start Date	3/7/2025	Project End Date	1/29/2027
Estimated Costs:	**Total**	**General Fund**	**Non-General Fund**
Project Cost	$588,370		
Estimated first year of biennium:	$0		
Estimated second year of biennium:	$0		

Project Related Procurements

There are no procurements for this project

Smart Portal 2026 PROJ

Category 4	Project Initiation Approval

* This is a 2 phase / 1 project approach - supporting a series of procurements made to enhance the Virginia SMART (System for the Management and Allocation of Resources for Transportation) Portal system, a tool that was created to support a legislatively mandated project prioritization process. SMART Portal first went into service in 2015. The SMART portal supports multiple types of eligible entities providing transportation services in requesting funding from sources managed by the Commonwealth Transportation Board (CTB). Enhancements to the system will allow applications to be submitted for multiple prioritization-based grant programs to include SMART SCALE, State of Good Repair (SGR), Transportation Alternatives (TA), Revenue Sharing (RS), Virginia Highway Safety Improvement Program (VHSIP), High Priority Projects and District Grant funding programs. These programs are overseen and coordinated amongst multiple VDOT divisions, DRPT, OIPI, and the Commonwealth Transportation Board (CTB).

Project Start Date	7/1/2025	Project End Date	8/31/2027
Estimated Costs:	**Total**	**General Fund**	**Non-General Fund**
Project Cost	$5,296,943		$5,296,943
Estimated first year of biennium:	$2,530,758		$2,530,758
Estimated second year of biennium:	$0		

Project Related Procurements

There are no procurements for this project

Veeder Root PROJ			
Category 3		Project Initiation Approval	
VDOT has a network of over 250 veeder roots (sensors that detect fuel tank leakage) that are outdated and no longer supported. These need to be replaced with a newer model. The scope of work for each fuel tank will include removing the current veeder root and replacing it with the newer model. Scope does not include changes to software used to monitor veeder roots.			
Project Start Date	6/30/2025	Project End Date	12/28/2029
Estimated Costs:	**Total**	**General Fund**	**Non-General Fund**
Project Cost	$6,144,600		$6,144,600
Estimated first year of biennium:	$2,527,000		$2,527,000
Estimated second year of biennium:	$1,817,600		$1,817,600

Project Related Procurements

There are no procurements for this project

Budget Administration Tool LO-PROJ			
		Limited Oversight - Active	
Brief Description: The Maintenance Program Funding Planning Tool (MPFPT) was developed in 2014 specifically to enter project and cost center budgets and financial spend plans for budget and expenditure monitoring and management. It was originally built using a customized .net solution architecture based on then current business needs. There have been significant advances in technology for front-end and back-end development best practices over the past 10 years which could enhance a platform such as MPFPT. With extensive growth in business operations, the system can no longer support business needs without supplementing multiple custom reports outside of the system that involve manual processing and data validation. The existing administrative functions of MPFPT identified as working properly will be ported over and integrated within the new application framework. The security and business logic of the existing MPFPT system will be replaced and provide more structure and guardrails for the user administration process. Additionally, the budget administration tool (BAT) will provide a user interface that AMD administrators can use to maintain crosswalks, data lists and content management for the new financial management system.			
Project Start Date	6/10/2025	Project End Date	12/15/2028
Estimated Costs:	**Total**	**General Fund**	**Non-General Fund**
Project Cost	$577,770		

Estimated first year of biennium:	$0		
Estimated second year of biennium:	$0		

Project Related Procurements

There are no procurements for this project

Special Structures LO-PROJ	
	Limited Oversight - Active

The Virginia Department of Transportation is the third largest state-maintained department of transportation in the nation. It has over 129,000 lane miles of roadway and over 21,000 conventional bridges with routine maintenance work for all of these. In addition to these, there are special structures. In 2018/2019 several facilities were identified as special structures. These were defined by the following criteria:

- Risk/Complexity
- Maintenance Cost
- Importance (This is defined by potential long detours, high traffic, economic significance [both shipping and vehicular], and access to vital facilities [like military facilities and ports])

There are currently 21 facilities identified as special structures that include movable structures, complex structures and tunnels. Some facilities are public/private partnerships and so funding is not as concerning. However, there are some structures that are older and no longer have dedicated resource or funding for these facilities.

Within those special structures a working group of 50 VDOT employees was formed to establish a long-term sustainability plan for these to include a 50-year outlook for all the work necessary to maintain these structures or replace these structures. This work was broken down into work types to include full structural replacement, component replacement, maintenance and day in/day out. This work was then broken down into work categories, electrical, structural, hydraulic or utilities.

This plan was presented in 2018 to the Commonwealth Transportation Board (CTB) who approved it and a report was provided to the General Assembly which resulted in the creation of the Special Structures fund which was funded later for this plan. The plan is updated annually and presented to the board for additional funding due to inflation.

The special structures fund is currently tracked and maintained in an Excel spreadsheet and manually updated as projects are created and spend plans and actual spend for the projects are updated in the Project Pool Application, and the 6-year Plan.

This is not sustainable long term as it does not allow for more than one person to maintain it effectively and the updating is an inefficient manual process. The current process also does not allow for workflow and approval of changes which could then be audited. In addition, planning for future dated costs due to life cycle of components is also a manual process to calculate the potential future cost by component lifecycle due to inflation.

This Special Structures project is to create a new .Net application that's connect to a backend relationship database and provides added capabilities and built in functionalities such as single sign on, consolidated look and feel, formalized workflow, integrations with data sources, etc.

Project Start Date	4/21/2025	Project End Date	12/31/2025
Estimated Costs:	**Total**	**General Fund**	**Non-General Fund**
Project Cost	$430,680		

Estimated first year of biennium:	$0		
Estimated second year of biennium:	$0		

Project Related Procurements

There are no procurements for this project

Commonwealth Procurements >= $250,000.00

Agency:	501 Department of Transportation (VDOT)
Date:	9/5/2025
Stand Alone Procurements:	
Procurement Name:	Agile Assets Software License and Maint FY23 PROC
Procurement Date	10/29/2027
Procurement Description:	The Virginia Department of Transportation (VDOT) is responsible for building, maintaining, and operating the third largest state-maintained highway system in the nation with almost 58,000 miles of roadways, and serves a large and diverse constituency including citizens, contractors, and its own employees in fulfilling these responsibilities. In order to enhance its ability to fulfill these responsibilities, VDOT has previously deployed and continues to operate a Pavement Management System (PMS) within the VDOT central office and field units. This system was procured through a competitive bid process which resulted in the execution of contract 28044 for Pavement Management System Software with AgileAssets, Inc. Contract 45624 was executed in 2016 as the continued operation of the PMS requires periodic updates to the software to address changes in technology and pavement management, and assistance with customization and problem resolution on an on-going basis. As the Pavement Management System is a proprietary product of AgileAssets, Inc. they are the only vendor who can make updates to the software and provide the other services VDOT requires, and therefore, are the only vendor who can address this need. There are currently 5 (1) year renewals remaining on the current contract.
Procurement Name:	Bentley Enterprise Public Sector 365 (EPS365) PROC
Procurement Date	6/29/2029
Procurement Description:	Bentley is the sole source to renew the Enterprise Public Sector 365 (EPS365) Subscription for VDOT. No other vendors can perform the specific functions required by VDOT. Bentley is the prime contractor and is responsible for maintenance of all Bentley supplied software. Bentley provides a comprehensive software support program through its Bentley SELECT Program, as well as enhanced licensing through its Enterprise Public Sector 365 (EPS365) Subscription.
Procurement Name:	Construction Prequalification Procurement
Procurement Date	2/1/2021
Procurement Description:	The current process is manual for VDOT and Contractors. There is a great opportunity for human error. Much of the information could be copied from previous submissions. Automating this will allow the prequalification staff to address more important issues related to construction prequalification. Also, the build or buy analysis has the procurement costing half as much as internal development.

Procurement Name:	Diagnostic Laptops PROC
Procurement Date	8/29/2025
Procurement Description:	Diagnostic laptops are used by VDOT Fleet Service Repair Technicians to Diagnose issues with equipment. This is the lease of 84 laptops for this purpose. This request has an approved VITA CIO Exception that is attached in the documentation. The draft IFB is also in the documentation and provides extensive details on the request.

Procurement Name:	Enhanced 511 PROC
Procurement Date	6/26/2031
Procurement Description:	VDOT is seeking a supplier to provide and securely manage a cloud-based suite of traffic, travel and road information services and specialized tools through a single platform to serve a variety of stakeholders including: Internal VDOT operations centers, VDOT operators, VDOT executives, public safety partners, media members, travelers, and the Connected and Automated Vehicle (CAV) community. The supplier will provide distribution services for designated VDOT operations-related transportation video and data generated in transportation operations and traffic engineering functions across VDOT. Distribution methods may include: web, mobile application (iPhone and Android), digital voice assistant, IVR and automated data services or application program interfaces (APIs) of various file types.

Procurement Name:	Federal Program Management Application PROC
Procurement Date	6/30/2031
Procurement Description:	The Federal Funds Management (aka Federal Programs) and the Planning and Reporting (PAR) teams within the Budget and Funds Management Division (BFMD) are responsible for planning, managing, monitoring, and reporting on the use of all federal aid highway program funds provided to the Commonwealth. The two BFMD teams plan and execute critical and federally-required VDOT processes. They perform their work in spite of outdated and unstable legacy VDOT systems and multiple division-created databases and spreadsheets. Furthermore, they are unable to fulfill the department's need for a multiple year federal strategy outlook, due to limitations with the existing tools and resources. Given the criticality of the work performed within the Budget and Funds Management Division (BFMD), the systems are not suitable for the division to efficiently and effectively execute and manage the department's federal program in support of project and program delivery and ensuring compliance with federal requirements. The following systems need to be replaced: • Statewide Transportation Improvement Program (STIP) database within the Integrated Six-Year Program (iSYP) suite • Federal Strategy database Replacing the outdated and unstable legacy systems will provide the following benefits to the Business' listed below.

	▯ Reduce the number of manual operations ▯ Provide a stable integrated solution ▯ Provide enhanced visibility and transparency ▯ Reduce duplication of effort and rework ▯ Improve process efficiency and address workflow issues ▯ Integrate reporting functions ▯ Eliminate security gaps The project will solicitate for both a SaaS or custom built system No SOW has been created as an SOW will follow upon the RFP approval and vendor selection process. An RFI was performed in 2022 to give the agency a better idea of potential vendor solutions A cost benefit analysis was completed as part of the BRD approval process. Estimated cost was a ROM-level estimate that took into account the various components and functional areas that would need to be addressed in an RFP below. Vendor research was created and identified 4 vendors based on the functional capabilities identified by business. The market is saturated with systems stating the capabilities of a Capital Program Management System. More than one program will likely need to be procured to satisfy VDOT's requirements. Two of the sample vendors, ECOInteractive and PMG Software are specific STIP reporting tools and lack most other functionality. Massachusetts and Nevada DOT's use a combination of products to satisfy their Project and STIP reporting requirements. The estimate was created based on the comprehensive functionality and complexity of the functional areas. This estimate captures all the 4 program areas and functional requirements: ▯ STIP External Collaboration Application ▯ STIP Report Management ▯ Federal Strategy ▯ Capital Planning and Program Management
Procurement Name:	Fuel Hardware and Software Replacement PROC
Procurement Date	12/16/2027
Procurement Description:	VDOT's Fuel Control Terminals support a fleet of 6,000 VDOT vehicles and other state agency vehicles such as the Virginia State Police. There are 250 EJ Ward Fuel Control Terminals (FCT) statewide. The existing E.J. Ward Fuel System is obsolete and nearing the end of the contracted support period. As a result of poor performance by the current fuel provider (EJ Ward), VDOT needs to replace all its fuel terminals and the software supporting fuel management. Extensive research, along with a Proof of Concept (POC) has determined that completely replacing the EJ Ward System with AssetWorks Fuel Focus RFC2500 is the best path forward for the Agency. VDOT needs to replace all 250 EJ Ward FCTs. The IBC for this PGR was previously approved.

Procurement Name:	Highway Maintenance Management Support PROC
Procurement Date	7/31/2028
Procurement Description:	VDOT seeks to renew the Operations and Maintenance Support of the Highway Maintenance Management System (HMMS) solution. VDOT requires a commercial-grade, web-based, transportation-centric HMMS solution. This system enables VDOT to better manage and control the costs of its operations and provide timely information and reporting on the 57,867 miles of roads that VDOT maintains in the Commonwealth. This solution is currently hosted at QTS.
Procurement Name:	Human Capital Management Cloud Implementation PROC
Procurement Date	12/31/2029
Procurement Description:	VDOT evaluated Gartner's recommended leading HCM applications as well as the two current VDOT products (Cornerstone OnDemand and PeopleFluent) that are in use. Vendors were evaluated on their ability to provide functionality needed by the business to include, Talent Acquisition and Onboarding, Benfits & Compensation, Performance Management, Offboarding, Personnel Files, Core HR and Administrative and Learning. Only two vendors (Oracle HCM and Workday) met the needs fully. Oracle HCM was identified as the best financial value with a 5-year ROI versus 10+-year ROI for Workday. Additionally, only Oracle HCM is available on an existing VITA state contract.
Procurement Name:	I-66 Vehicle Occupancy Detection System PROC
Procurement Date	7/31/2030
Procurement Description:	On the I-66 corridor VDOT utilizes a vehicle occupation detection system. This service provides an automated means to detect traffic intensity in real-time, and provide inputs like traffic volume and density, vehicle type, vehicle’s occupants and other variables that support the calculation of congestion-based dynamic toll fare. VDOT provides EZPass flex transponders to incentivize carpooling in High Occupancy Vehicle (HOV) lanes throughout Virginia. A discount is provided for utilization of those toll roads if the required number of individuals are in the vehicle. The system allows for the identifcation and correct trips where-in a traveler has incorrectly set the transponder to HOV mode. The system identifies the correct number of occupants, and follows VDOT business rules to provide a warning letter or rerate as appropriate. VDOT wishes to explore options for replacing or repurchasing the system.
Procurement Name:	IdeaScale ideaDRIVER PROC
Procurement Date	6/30/2028
Procurement Description:	ideaDRIVER Innovation Collaboration platform contract renewal for VDOT employees to support DRIVERS program
Procurement	Inrix Data MOU FY23-27 PROC

Name:	
Procurement Date	7/31/2026
Procurement Description:	VDOT will issue a MOU to the University of Maryland (UMD) to obtain a data subscription from INRIX (a transportation data analytics company) to support performance measures, congestion management and traveler information efforts throughout the state. Specifically, as VDOT plans to disseminate travel time information statewide, this service will provide raw data and input to the travel time engine on key roadways for this program, and serve as a validation source to assess the quality of travel times obtained from VDOT sensors. This will be a five-year MOU.
Procurement Name:	Ivanti Security Suite PROC
Procurement Date	12/31/2025
Procurement Description:	Ivanti Security Controls simplifies security with unified and automated prevention, detection, and response techniques that target your biggest attack vectors. It provides the security global experts agree creates the highest barriers to modern cyber attacks, including discovery, application patch management, privilege management, and allowlisting.
Procurement Name:	Mobile Construction Field App 2026 PROC
Procurement Date	8/12/2030
Procurement Description:	Update or replace current PlanGrid functionality. This contract is for the 1st year with 4 optional renewal years.
Procurement Name:	Occupational Health Tracking System PROC
Procurement Date	6/28/2030
Procurement Description:	To improve current process of completing multiple spreadsheets in numerous related systems by creating an easy-to-use tracking system where program managers, managers and employees can be monitored and report on compliance with occupational health programs and services. See the draft RFP in the attached documentation for more specific details.
Procurement Name:	Sign Shop MRP Replacement PROC
Procurement Date	11/1/2022
Procurement Description:	The VDOT Sign Shop currently is the E2 Shoptech MRP (Materials Resource Planning) system. E2 has indicated that that are discontinuing the online order request feature (WebView) of their system. This feature is critical to the operation of the Sign Shop and the loss of this functionality requires manual processing that effectively prohibits the Sign Shop from meeting performance measures and customer expectations. With the loss of

	functionality and support there is an urgent need to replace the sign shop software. We are unsure and will pursue ECOS if needed and provide details on hosting as a vendor is selected. We intend to pursue and RFP to select a vendor.
Procurement Name:	Smart Portal 2026 PROC
Procurement Date	7/30/2027
Procurement Description:	This procurement is one of a series of bi-annual procurements made to enhance the Virginia SMART (System for the Management and Allocation of Resources for Transportation) Portal system, a legislatively mandated project prioritization system. SMART Portal first went into service in 2015. The SMART portal supports all Virginia governmental entities providing transportation services in requesting funding from sources managed by the Secretary of Transportation.
Procurement Name:	Statewide pavement data collection PROC
Procurement Date	9/4/2031
Procurement Description:	Statewide pavement data condition collection on Interstate, primary & select secondary roads. The purchase of image viewing software in included to access and analyze the data collected. This is a turnkey solution. The draft RFP has been uploaded for additional information.
Procurement Name:	Technology Infrastructure Management Services PROC
Procurement Date	6/30/2027
Procurement Description:	VDOT intends to issue a new nine year contract starting July 1, 2019 for a new transportation operation application. This application will reside at the Northern Virginia Transportation Operations Center (TOC), with a hot redundant replicated environment at its Salem TOC. Due to public safety implications, these systems must operate with no downtime, 24/7/365. TOCs are secure facilities that have available floor space, backup power capabilities and physically redundant paths to VDOT's fiber optic backbone. The VDOT objective is to reduce long-term costs by establishing a standard suite of applications and tools across all TOC locations. The contract will provide and securely manage the underlying technology environment to host a suite of existing and planned mission-critical, specialized software applications and tools that communicate with roadside assets and industrial control systems to: • Manage and control freeway (interstate) traffic for both day-to-day and emergency operations (e.g. snow removal, hurricane evacuation, etc.) through dynamic message signs, traffic cameras, weather sensors, lane controls, ramp meters, reversible roadways and other field device systems • Manage and control arterial (primary and secondary) traffic through signal system operations • Collect and disseminate real-time roadway condition information to public-safety agencies

	and the traveling public for incident and roadway management including major weather events and other emergencies • Manage tolling operations on I-66 (Inside the I-495 Beltway) and I-64 • Provide fire and life safety services at critical infrastructure transportation facilities This contract must provide highly reliable and secure Wide Area Network (WAN) services to interconnect VDOT's operational facilities not currently interconnected through VDOT's fiber backbone network. This interconnected environment will provide each facility a direct path to the primary and secondary hosted environments, with failover capability through other redundant routes. The service must be available to meet spikes in demand beyond standard operations. The technology environment will initially support the Statewide Advanced Traffic Management System (ATMS), Intelligent Transportation System (ITS) Maintenance Management System and several utilities used by the Project Management Office. The environment must be scalable to include future mission critical functions and supporting systems.
Procurement Name:	Traffic Data Monitoring System Replacement PROC
Procurement Date	6/30/2028
Procurement Description:	This request will ensure all traffic count users have reliable access to both raw and summary traffic data. 1. Update technology to ensure sustainability of system 2. Update business user interface to allow more intuitive data query 3. Update end user interface(s) to allow more user ‘self-service’ 4. Provide download site that allows more powerful query capabilities (Inside and Outside VDOT) 5. Update data input interface to reduce time managing data input while maintaining data quality 6. Ensure all reporting (inside and outside VDOT) is using SSR (master) data
Procurement Name:	VDOT AxeMonitor Annual Renewal PROC
Procurement Date	6/30/2027
Procurement Description:	AveMonitor by Deque dynamically scans and provides enterprise-level accessibility audits with advanced reporting & issues monitoring and has the most trusted accessibility engine in the industry to report on the accessibility status of VDOT’s entire site.
Procurement Name:	VDOT EBB Replacement PROC
Procurement Date	1/22/2025
Procurement Description:	The Electronic Bulletin Board (EBB) tool is a highly successful communication vehicle using touch-screen monitors/TVs and NUC for VDOT employee communication. These have been especially valuable for those employees that do not rely on computers for agency communication. VDOT currently has around 300+ monitor and NUC-paired units across the commonwealth. VDOT desires to expand this functionality to move devices to increase its

	reach to VDOT employees.
Procurement Name:	VDOT Managed Print Services Renewal FY23 PROC
Procurement Date	4/18/2028
Procurement Description:	VDOT needs to refresh the contract for current Xerox devices, through VITA contract VA-191121-XERX.They are copy devices with multi functions that support scan to mail, scan to fax and scan to folder.The Managed Print Services uses comprehensive security, analytics, digitization and cloud technologies and software to deliver a more seamless work experience across paper and digital platforms. VDOT gets workplace assessments, device management, and print management.
Procurement Name:	VDOT Wide Format Plotter Lease FY23-FY28 PROC
Procurement Date	12/31/2027
Procurement Description:	VDOT has a need to renew its lease of wide format plotters in support on-going highway maintenance and construction programs.
Procurement Name:	Veeder Root PROC
Procurement Date	6/29/2029
Procurement Description:	VDOT has a network of over 250 veeder roots (sensors that detect fuel tank leakage) that are outdated and no longer supported. These need to be replaced with a newer model. The scope of work for each fuel tank will include removing the current veeder root and replacing it with the newer model. Scope does not include changes to software used to monitor veeder roots. This Procurement will use contract numbers: 50333, 50335, 50323, 50331, 50328, 50329, 50330, 50329 and 50332
Procurement Name:	Waypath Customer Relationship Mgmt Support PROC
Procurement Date	12/31/2027
Procurement Description:	VDOT does not have internal expertise on CRM or the applications developed by Waypath. VDOT requires a vendor to keep applications on CRM operational and in good health, and be responsive to application issues as needed. Renew Operations and Maintenance Support - Maintenance Releases - 4 per year - Emergency hotfixes - Ad hoc Support Activities - First level application support provided by Authorized User - Infrastructure support provided by Authorized User

	- Advanced application software support is provided by Waypath. Issues are escalated to Supplier if they cannot be resolved by Authorized User at first level. This includes support for: - Customer Relationship Mgmt (CRM) basic functions - CRM configurations - Custom application features - Integrations