

ADDENDUM 1 – INQUIRIES & RESPONSES

Request for Information (RFI)

Louisiana Department of Transportation and Development (DOTD)

FLEET MANAGEMENT SOFTWARE

Deadline for RFI Response: March 23, 2026

1. *“Does the department currently have a contract that provides Fleet Management Software, or is this a new initiative?”*

The Department currently utilizes SAP Plant Maintenance for its Fleet Management, which is one module of the state’s Enterprise Resource Program.

2. *“If there is a current contract in place, can you provide the contract #, value, and expiration?”*

As SAP Plant Maintenance is one module of the state’s Enterprise Resource Program, a line item cost is not available.

3. *“Would you be able to give more details as to what information needs to be sent to either of these software platforms or what information needs to be extracted and utilized within the fleet management software?”*

DOTD is not setting specific requirements at the RFI stage but is exploring capabilities of vendor software systems. However, the state currently utilizes SAP Plant Maintenance for its Fleet Management, and there may be a requirement to maintain this system as the system of record, which would involve interface of work order level and utilization data.

4. *“Example, for GIS systems, what data needs to be transferred between the 2 systems?”*

DOTD is not setting specific requirements at the RFI stage but is exploring capabilities of vendor software systems. DOTD utilizes Esri-based GIS technologies as the foundation of its enterprise geospatial environment. Core systems include:

- Esri ArcGIS Enterprise (Portal, ArcGIS Server, Web GIS services)
- ArcGIS Pro for desktop analytics and geoprocessing
- ArcGIS Online (supplemental to ArcGIS Enterprise) for hosted content, dashboards, and field applications
- Web-based GIS applications supporting roadway inventory, asset management, permitting, operations, and many others

- Mobile GIS tools, including ArcGIS Field Maps and Survey123, for district- and field-level data collection

DOTD maintains a large catalog of authoritative GIS layers, including roadway centerlines and linear referencing system, roadway characteristics, district boundaries, Louisiana jurisdictional boundaries, US Census data, USGS Topographic Mapping layers, structures, traffic assets, and maintenance features (signs, guardrails, sound walls, MSE Walls, etc.). These datasets and others are actively used in operations, asset management, and reporting workflows.

Any solution should support consuming and interacting with Esri-compliant web services, feature layers, and geodatabases.

a. *“Is it location co-ordinates?”*

See previous response above.

b. *“For EAM system, are you looking to transfer when an item is replaced or disposed of?”*

The state’s current practice within its ERP system (SAP) is to maintain record of all assets for historical purposes; assets replaced or disposed are marked as “inactive” in the system. Recoup (AssetWorks) is the software solution currently utilized to facilitate the transfer/disposal process. It is not anticipated that this practice will be modified.

5. *“Can LA DOTD provide a list of their fleet for their vehicles, yellow iron, off road assets, and other equipment (i.e. attenuators, mowers, backpack blowers, concrete saws, generators, road signs, etc.) that they need a GPS/Telematics solution for?”*

DOTD utilizes the state’s vendor for its GPS solution. It is not the intent of this RFI to gather information in the interest of replacing that contract.

6. *“When is the projected timeline for purchase and deployment for this platform?”*

DOTD has not established a timeframe for procurement, but is exploring capabilities of vendor software systems through this RFI.

7. *“Will LA DOTD be selecting finalists from this RFI to run a trial? If so, for how long?”*

DOTD has not established a timeframe for procurement or any evaluations by trial or pilot program, but is exploring capabilities of vendor software systems through this RFI.

8. *“Is API integration with other software other than SAP needed? If so, what other software will LA DOTD need integration with?”*

DOTD is not setting specific requirements at the RFI stage but is exploring vendor software system capabilities. Although not an exhaustive list, DOTD may require integration with its GPS software provider (presently GPS Insight), SAP, its maintenance management software (AgileAssets) and its fuel card management system (Voyager).

9. *“Is LA DOTD looking to self install or will a turn-key full service installation be needed?”*

DOTD has not established a fixed implementation method at the RFI stage. Vendors are encouraged to propose recommended implementation methods as part of their response.

10. *“Does LA DOTD need an implementation team for the software setup, on-going training, project management, and integration support? If so, is this a requirement?”*

Details regarding DOTD's implementation needs are not established, and are not available at the RFI stage. Vendors are encouraged to propose recommended implementation methods as part of their response.

11. *“Is routing execution needed? Routing: Driver & dispatch tools for route performance visibility and tracking. Includes dispatch, route performance monitoring, route forms, and route-stop configurations”*

DOTD does not have this requirement for the Fleet Management Software solution it is seeking.

12. *“Is USA-based data residency, processing and support required?”*

Where possible, this would be the state's preference. However, at this stage, DOTD is considering all available options.

13. *“To mitigate risk, is one direct-line to support from the Original Equipment Manufacturer (OEM), rather than a third-party reseller, a mandatory requirement for this initiative?”*

DOTD has not set any such specific requirements at the RFI stage, but is open to suggestions on best approaches in the RFI responses.

14. *“Would LADOTD require ongoing support from implementation, dedicated customer success team, and 24/7 technical support - all from the same vendor?”*

Although having a single point of contact for all types of support is a strong preference, DOTD is not setting specific requirements at the RFI stage but is merely exploring capabilities of vendor software systems.

15. *“Is NDAA certification required for the solution being provided?”*

Yes. This is the expectation in Louisiana law.

16. *“Is a US-based company with global headquarters in the USA required?”*

Where possible, this would be the state’s preference. However, at this stage, DOTD is considering all available options.

17. *“Does all software and hardware need to be designed and manufactured by the winning vendor – no third-party equipment?”*

DOTD utilizes the state’s vendor for its GPS solution. It is not the intent of this RFI to gather information in the interest of replacing that contract. The future Fleet Management Software must be capable of integrating or interfacing with the state’s contracted GPS provider.

DOTD has not set any specific requirements at the RFI stage, although it is anticipated that this will not be a requirement of any future procurement effort and third-party equipment may be permitted.

18. *“Is worker safety and fall detection a consideration for lone workers in this RFI?”*

This is not a consideration within the context of the RFI on Fleet Management Software.

19. *“Is it a requirement that the GPS/telematics vendor connect to primary and secondary data connectivity (i.e. dual SIM)?”*

DOTD utilizes the state’s vendor for its GPS solution. It is not the intent of this RFI to gather information in the interest of replacing that contract. DOTD is interested in learning more about features that can improve performance and/or reliability.

20. *“Is First Net connectivity mandatory?”*

DOTD is not setting specific requirements at the RFI stage but is exploring capabilities of vendor software system. DOTD is interested in learning more about features that can improve performance and/or reliability.

21. *“Is a satellite backup required when reporting locations from remote areas without cellular coverage?”*

DOTD is not setting specific requirements at the RFI stage but is exploring capabilities of vendor software system. DOTD is interested in learning more about features that can improve performance and/or reliability.

22. *“Is remote lock/unlock for Motor Pool vehicles required?”*

DOTD is not setting specific requirements at the RFI stage but is exploring capabilities of vendor software system. DOTD does not have this as a strong preference for a Fleet Management Software solution, although it is open to considering it.

23. *“Does LA DOTD require all hardware to be manufactured by the same vendor (Cameras, GPS and Asset Tracking)?”*

DOTD utilizes the state’s vendor for its GPS solution. It is not the intent of this RFI to gather information in the interest of replacing that contract. The future Fleet Management Software must be capable of integrating or interfacing with the State’s contracted GPS provider.

24. *“Is it a requirement that GPS data, asset tracking data, and camera data be natively hosted in the same dashboard?”*

DOTD utilizes the state’s vendor for its GPS solution. It is not the intent of this RFI to gather information in the interest of replacing that contract. The future Fleet

Management Software must be capable of integrating or interfacing with the State's contracted GPS provider.

25. *"Is it a requirement that the platform natively tracks inventory/parts, warranties, and registrations within the same fleet management interface?"*

DOTD does have a strong preference for this capability, but is not setting specific requirements at the RFI stage and is only exploring capabilities of vendor software systems.

26. *"Is digitization of forms besides pre/post trip vehicle inspection reports needed (i.e. JSA's, job completion check lists, off-road equipment safety checklist, etc.)?"*

DOTD is not setting specific requirements at the RFI stage but is exploring capabilities of vendor software systems. However, DOTD is very interested to learn more about capabilities such as digitization of forms and automation of workflows that can improve efficiency and compliance.

27. *"How are fleet assets currently being managed by DOTD (application)?"*

The Department currently utilizes SAP Plant Maintenance for its Fleet Management, which is one module of the state's Enterprise Resource Program, which DOTD is required to use as a state agency.

28. *"Which product is currently being used by DOTD for GPS tracking?"*

DOTD utilizes the state's vendor for its GPS solution, which is presently GPS Insight. It is not the intent of this RFI to gather information in the interest of replacing that contract.

29. *"Does DOTD envision using GPS tracking on vehicles over 2 tons?"*

DOTD is interested in GPS tracking for vehicles over 2 tons, but does so only on a limited basis at this time. It is possible this could be expanded in the future.

30. *"What is DOTD's existing platform for enterprise asset management?"*

DOTD does not currently have an across-the-board enterprise asset management solution. The Department presently uses the following:

- AgileAssets for its Maintenance Management Software for roads and bridges; also serves as repository of some asset inventories and the Control Section Manual
- SAP Plant Maintenance for its Maintenance Management Software for fleet and facilities
- Deighton dTIMS for its Pavement Management Software

- AASHTOWare BrM for its Bridge Management Software
- Esri ArcGIS platform as its enterprise GIS standard

31. *“What GIS-based applications are currently in use at DOTD?”*

DOTD utilizes Esri-based GIS technologies as the foundation of its enterprise geospatial environment. Core systems include:

- Esri ArcGIS Enterprise (Portal, ArcGIS Server, Web GIS services)
- ArcGIS Pro for desktop analytics and geoprocessing
- ArcGIS Online (supplemental to ArcGIS Enterprise) for hosted content, dashboards, and field applications
- Web-based GIS applications supporting roadway inventory, asset management, permitting, operations, and many others
- Mobile GIS tools, including ArcGIS Field Maps and Survey123, for district- and field-level data collection

DOTD maintains a large catalog of authoritative GIS layers, including roadway centerlines and linear referencing system, roadway characteristics, district boundaries, Louisiana jurisdictional boundaries, US Census data, USGS Topographic Mapping layers, structures, traffic assets, and maintenance features (signs, guardrails, sound walls, MSE Walls, etc.). These datasets and others are actively used in operations, asset management, and reporting workflows.

Any solution should support consuming and interacting with Esri-compliant web services, feature layers, and geodatabases.

32. *“Is telematics currently in use on vehicles and if so, which platform(s)?”*

DOTD utilizes the state’s vendor for its GPS solution on vehicles under 2 tons. The current contract is with GPS Insight. This solution is primarily used for geolocation and speed, with limited functionality and usage related vehicle health and preventive maintenance.

It is not the intent of this RFI to gather information in the interest of replacing that contract.

DOTD also leverages telematics capabilities of certain OEM’s on equipment acquired from those companies. Examples include John Deere, Caterpillar, International Truck, and Freightliner.

33. *“Is preventive maintenance and repair functionality intended to be part of the fleet solution?”*

Yes, one of the core functions DOTD desires in a new Fleet Management Software is a work order component including preventive maintenance functionality.

34. *“Has DOTD defined what data they would like exchanged with SAP?”*

DOTD is not setting specific requirements at the RFI stage but is exploring capabilities of vendor software systems, so specific data integration requirements are not yet established. However, as the state currently utilizes SAP Plant Maintenance for its Fleet Management, there may be a requirement to maintain SAP as the system of record.

35. *“Can you provide examples of “other assets” being managed by DOTD?”*

Some examples include ferryboats and other maritime assets such as barges and tug boats, off road bridge inspection units, mechanical roadway sweepers, trailers, etc.

36. *“Can DOTD share any existing documentation of fleet operations and data management processes?”*

Not at this stage, but DOTD may share documentation at a later stage

37. *“Is DOTD seeking to procure (1) telematics hardware/software, (2) fleet management system software, and (3) system integration services as a single award?”*

DOTD utilizes the state’s vendor for its GPS solution. It is not the intent of this RFI to gather information in the interest of replacing that contract. DOTD is specifically seeking information on fleet management system software, including ability to integrate with the current GPS solution (GPS Insight). System integration service requirements have also not yet been defined, but DOTD is interested in learning about any proposed approaches through the RFI process.

38. *“What GPS tracking solution is currently in place for vehicles under 2 tons?”*

DOTD utilizes the state’s vendor for its GPS solution on vehicles under 2 tons. The current contract is with GPS Insight.

39. *“What fleet management system software is currently in place? Does SAP serve as DOTD’s legacy fleet management system, and is DOTD considering SAP Hana to serve this function?”*

DOTD currently utilizes SAP Plant Maintenance for its Fleet Management, which is one module of the state’s Enterprise Resource Program. DOTD is not yet familiar with enhanced Fleet Management solutions, which SAP Hana may offer, but is interested in learning about any and all such options through responses to the RFI.

40. *“Are there other required integrations beyond those noted (enterprise asset management system, financial software (SAP), and GIS-based applications)? Can DOTD specify current software of these systems so respondents can speak to specific capabilities?”*

DOTD has integrations with a number of business systems with its Enterprise GIS, including Traffic Monitoring, Pavement Management, bridge inventory/inspection management, Advanced Traveler Information System, and others in development. Additional integration targets remain: asset management, financial management, other GIS-based applications, built on Esri ArcGIS Enterprise.

Recoup (AssetWorks) is a software solution currently utilized to facilitate the transfer/disposal process for the movable property management process.

Any further system integrations will be determined during scoping and discovery. Vendors are encouraged to outline their integration capabilities, including:

- Available APIs or data exchange methods
- Supported third-party systems
- Standard protocols or middleware used
- Examples of past integrations
- The flexibility of their solution to integrate with additional third-party systems as needed

41. *“Please confirm the intended functional scope of the future solution, including whether DOTD is seeking capabilities relating to asset management, tracking, telematics, workshop management, routing, and dispatch.”*

DOTD utilizes the state’s vendor for its GPS solution. It is not the intent of this RFI to gather information in the interest of replacing that contract. The future Fleet Management Software must be capable of integrating or interfacing with the state’s contracted GPS provider.

DOTD does not have a requirement for routing and dispatch for the Fleet Management Software solution it is seeking but is interested in workshop management. One of the core functions DOTD desires in a new Fleet Management Software is a work order component including preventive maintenance functionality.

Regarding asset management, DOTD is also seeking a capability to effectively manage its fleet utilization through enhanced reporting and visualization of data.

42. *“Please confirm the approximate number of assets expected to be in scope, broken down where possible by major asset category such as light vehicles, heavy vehicles, and equipment.”*

Class	Count
AIRPLANE	1
DUMP TRK	498
MARINE	138
OFF-ROAD	3711
PASS CAR	108
PASS TRK	1312
PASS VAN	56
SIGN TRK	39
UTILITY	29
WORK TRK	469

43. *“Please clarify whether non-vehicle assets and specialist equipment are expected to be included within scope from the outset.”*

DOTD prefers that all assets will be included and covered from day 1 of implementation, though final implementation phasing has not been determined. Some examples include ferry boats and other maritime assets such as barges and tug boats, off road bridge inspection units, mechanical roadway sweepers, trailers, etc...

44. *“Please provide further detail regarding the anticipated integration with SAP HANA Cloud, including the principal business processes, functional areas, or data domains expected to interface with the future solution.”*

Regarding the anticipated integration with SAP HANA Cloud, LaGov is currently evaluating its long-term ERP roadmap. While a definitive migration path is still under review, OTS’ integration requirements are defined by the existing fleet management workflows. Current fleet operations center on the creation of standing work orders for each vehicle, which are integrated with GPS and fuel card data to track and consolidate total costs for the state’s fleet.

45. *“Please specify which GIS-based platforms, systems, or mapping environments the future solution would be expected to support.”*

DOTD utilizes Esri-based GIS technologies as the foundation of its enterprise geospatial environment. Core systems include:

- Esri ArcGIS Enterprise (Portal, ArcGIS Server, Web GIS services)
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Any solution should support consumption and interaction with Esri-compliant web services, feature layers, and geodatabases.

46. *“Please clarify whether DOTD expects mobile access for field-based personnel.”*

DOTD is interested in Fleet Management Software with capabilities to support mobile access, but there is no requirement at the RFI stage.

47. *“Please confirm whether telematics hardware and associated device deployment are expected to form part of the future requirement, or whether the current focus is limited to software and integration capabilities.”*

DOTD utilizes the state’s vendor for its GPS solution. It is not the intent of this RFI to gather information in the interest of replacing that contract.

DOTD also leverages telematics capabilities of certain OEM’s on equipment acquired from those companies. Examples include John Deere, Caterpillar, International Truck, and Freightliner.

DOTD is specifically seeking information on fleet management system software, including ability to integrate with the current GPS solution (GPS Insight).

48. *“Please indicate whether DOTD is currently considering a phased implementation approach or a statewide deployment model.”*

DOTD is not setting specific requirements at the RFI stage but is exploring capabilities of vendor software systems. A specific procurement timeline or implementation plan has not been developed but DOTD is open to considering both approaches.

49. *“Please confirm whether the Department currently anticipates structuring any future procurement as a single contract, or whether separate workstreams may be considered.”*

DOTD has not set specific requirements at the RFI stage but is exploring capabilities of vendor software system. A single contract is anticipated. However, DOTD is open to considering other options.

50. *“What fleet management system(s) does DOTD currently use, and what key challenges or limitations are driving the need for a new solution?”*

The Department currently utilizes SAP Plant Maintenance for its Fleet Management, which is one module of the state’s Enterprise Resource Program. DOTD is seeking enhanced capabilities in the following areas in general:

- An intuitive, easy to navigate user interface experience.
- Capability to effectively manage fleet utilization through enhanced reporting and visualization of data including enhanced integrations with other existing systems and access to simple to use tools such as dashboards.
- Adopting advanced technologies such as real-time tracking, predictive maintenance, telematics, and data analytics within a statewide transportation context
- Facilitating efficient deployment and long-term sustainability of the system through vendor supported implementation, user training, and ongoing technical assistance

51. *“How many fleet maintenance facilities does DOTD currently operate, and are all maintenance activities centralized within these locations or distributed across multiple departments or regions?”*

DOTD currently operates a fleet maintenance facility in each of its nine districts, with five districts also having a smaller regional facility in addition. Fleet maintenance and repair activities are largely managed at the district level, although support from HQ is provided for guidance and support as well as technical and warranty support from a central equipment office as needed.

52. *“Approximately what percentage of fleet maintenance is performed in-house versus outsourced to external vendors, and does DOTD anticipate this ratio changing in the future?”*

DOTD estimates that in any given district, between 20 – 40% of fleet maintenance and repair is outsourced. As it becomes increasingly difficult to hire and retain mechanics, DOTD does anticipate increasingly leaning towards external vendors. However, retention of some layer of mechanic support internally is vital for emergency functions, quick turnaround on simple tasks, and initial troubleshooting and triaging prior to sending to external vendors.

53. *“Can DOTD provide a list of required or preferred third-party integrations (e.g., fuel management, telematics, financial/ERP systems), along with the intended use case or desired functionality for each?”*

DOTD is not setting specific requirements at the RFI stage but is exploring vendor software system capabilities. Although not an exhaustive list, DOTD may require integration with its GPS software provider (presently GPS Insight), state agency system of record (SAP), maintenance management software (AgileAssets) and its fuel card management system (Voyager).

54. **“GIS Integration:** *Are there specific GIS standards (e.g., Esri ArcGIS) or proprietary DOTD mapping layers that the solution must consume or update in real time?”*

Yes. The Louisiana DOTD uses Esri ArcGIS platform as its enterprise GIS standard.

GIS-related expectations include:

- Ability to consume Esri REST services (map services, feature services, geoprocessing services)
- Ability to link assets to DOTD-maintained feature layers (e.g., roadway network (LRS), districts, maintenance routes)
- Compatibility with ArcGIS Online and ArcGIS Enterprise authentication and delivery methods
- Ability to integrate with real-time feeds for visualization in ArcGIS dashboards or operations centers
- Capability to export or synchronize data such as equipment locations, maintenance activity, or usage data to DOTD GIS layers
- Use of standard Esri data formats such as feature classes, geodatabases, and web feature and map services

DOTD does maintain certain authoritative mapping layers. These layers are available in Enterprise GIS and will be provided as required.

55. **“Motor Pool Sharing:** *Regarding the requirement to visualize motor pool operations, does DOTD anticipate the need for automated key box integrations or keyless mobile entry, or is the focus primarily on digital scheduling and reservation management?”*

DOTD is primarily interested in digital scheduling and reservation management at this time.

56. **“Offline Capability:** *The RFI references mobile access in “limited-connectivity environments.” Are there specific offline workflows that should be prioritized (e.g., equipment inspections, maintenance updates, or fuel logging) with synchronization once connectivity is restored?”*

DOTD has not established specific requirements for the RFI stage, and as such has not yet defined all use cases for the desired mobile access. Some example use cases that may be envisioned include:

- Digitization of forms/checklists for vehicle compliance including automation of workflows
- Capture of utilization data through GPS devices or otherwise
- Support of repair shop workflow process
- Fuel management processes for auxiliary tanks

57. *“Is this initiative funded by Office Technology Services (OTS)? Business / Operations? Or both?”*

DOTD has not established specific requirements and procurement timelines at the RFI stage but is exploring capabilities of vendor software system including budgetary estimates. Information from the RFI will be used to inform specific funding for implementation.

58. *“Is this initiative budgeted for 2026 spend?”*

DOTD has not established specific requirements and procurement timelines at the RFI stage but is exploring capabilities of vendor software system including budgetary estimates. Information from the RFI will be used to inform specific funding for implementation.

59. *“After the RFI process is complete, will there then be an RFP as next steps?”*

DOTD has not established a timeframe for any procurement, but is exploring capabilities of vendor software systems through this RFI.

60. *“Does LA DOTD have a timeline established for RFI to Vendor selection to implementation?”*

DOTD has not established a timeframe for any procurement, but is exploring capabilities of vendor software systems through this RFI.

61. *“Does LA DOTD have a preferred partner they would use for the implementation? Would OTS provide LA-DOT resources? Or Both?”*

DOTD is not setting specific requirements at the RFI stage but is exploring capabilities of vendor software systems. A specific procurement timeline or implementation plan has not been developed but DOTD is open to considering multiple approaches.

62. *“Some of your requirements reference Telematic technology. Is LA DOTD looking to acquire a Telematic and Fleet Management solution in this RFI initiative? If so, would they be different events?”*

DOTD utilizes the state's vendor for its GPS solution. It is not the intent of this RFI to gather information in the interest of replacing that contract. The future Fleet Management Software must be capable of integrating or interfacing with the state's contracted GPS provider.