



QUESTIONS AND ANSWERS # 1
RFP # 9157 FOR FLEET MANAGEMENT INFORMATION SYSTEM

RFP ISSUED ON SEPTEMBER 10, 2025

No.	Questions	Answers
1.	The scope says to “assist with configuring integration endpoints” for future integration. Are the technical specs or APIs of these future systems (Fuel, GPS, Telematics) available now?	SacSewer currently utilizes FuelMaster for fuel management and both Samsara and Verizon Connect for GPS/telematics services. API specifications are not being provided with this RFP. The selected vendor will be responsible for developing and implementing all necessary integrations to ensure seamless data exchange with these systems. This includes working directly with FuelMaster, Samsara, and Verizon Connect to obtain and utilize available documentation, APIs, or other technical resources. SacSewer will facilitate introductions and access as needed, but it is the vendor’s responsibility to deliver fully functional integrations as part of system implementation.
2.	AI is mentioned under desirable features, including performance optimization and data analysis . What specific AI use cases are prioritized? Predictive maintenance? Anomaly detection?	SacSewer prioritizes AI-enabled functionality that can scan vendor work orders, extract key data fields, and automatically upload the information into the FMIS. We also desire a system that supports predictive maintenance, anomaly detection, and fuel/idle optimization. Vendors are encouraged to propose additional AI use cases that deliver measurable operational value.
3.	KPI examples are listed (e.g., uptime, fuel efficiency). Will SacSewer provide a definitive list of required KPIs, or is it up to the vendor to recommend?	SacSewer has identified the following KPIs as required: <ul style="list-style-type: none"> • Vehicle In-Service Time: Tracks average number of days from vehicle receipt to release to service.

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		<ul style="list-style-type: none"> • Fleet Utilization / Right-Sizing: Identifies underutilized assets to optimize fleet size. • Preventive Maintenance Compliance: Measures adherence to PM schedules. • Compliance Rate for Regulatory Programs: Ensures alignment with BIT, SMOG, Clean Truck Check, ACF, DOORS, and crane certification. • Accidents per Mile: Monitors safety and risk trends. • Idle Time Reduction: Tracks reductions in unnecessary idling for cost and sustainability. <p>Vendors should ensure these KPIs can be supported and may also recommend additional KPIs aligned with industry best practices.</p>
4.	<p>The system must be installed in Demo, Development, Test, and Production.</p> <p>Are these environments already provisioned by SacSewer or should the vendor supply infrastructure?</p>	<p>This will depend on the solution being proposed.</p> <p>If this is an on-prem solution, then SacSewer will provide servers.</p> <p>If this is a cloud solution, then the vendor will provide environment resources to make the solution work.</p>
5.	<p>A 30-day warranty is required post-go-live.</p> <p>What defines a warranty issue vs. a post-implementation support issue?</p>	<p>Warranty issue is defined as any defect, error, or failure that prevents the system from functioning in accordance with the specifications, requirements, and performance standards outlined in the RFP. Warranty coverage applies for the full warranty period defined in the agreement following go-live.</p> <p>Post-implementation support encompasses ongoing assistance once the system is accepted and operational, including user training, troubleshooting, minor configuration adjustments, and support for enhancements or changes that fall outside the warranty scope.</p>
6.	<p>Proposal is limited to 30 pages, excluding certain items.</p> <p>Does this page limit apply to cost tables and implementation schedules, or are they exempt?</p>	<p>Per Section 9 of the RFP the 30-page limit applies to all RFP documentation which includes the entire proposal submission, including narrative content, cost tables, and implementation schedules.</p>

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		SacSewer encourages vendors to present concise, well-organized proposals within this limit.
7.	Criteria such as “Meets Business Requirements” account for 25 points. Will SacSewer provide a requirements matrix or checklist to confirm compliance?	SacSewer’s Capabilities document which lists specific business requirements was provided to vendors on 10/8. Vendors should clearly map their solution capabilities to the requirements outlined in the Capabilities document.
8.	Vendors must provide security logs compatible with SacSewer’s tools. Will SacSewer provide specifications or sample log formats for compliance?	We do not have a standard per-se on log data format. Logs should be easily readable on user actions or system actions and include logging date, time, actions or transaction, users connected IP, users connected machine name, user domain, user logged in name, what changed to and from values, Error login failed attempts. Sample log formats include: <ul style="list-style-type: none"> • IIS logs • Windows System Event logs • Your own logs, that we can utilize SSRS to read and report from data tables and views in the database server
9.	User Count and Licensing: For licensing and cost estimation purposes, how many users will require access to the FMIS system, and can SacSewer provide a breakdown by user role?	SacSewer anticipates approximately 10–15 core users with full or partial system access, and an additional 50–60 users with varying levels of access. Expected roles include: <ul style="list-style-type: none"> • Administrator: Full access. • Fleet Admin: Majority access, limited configuration rights, ability to close work orders. • Fleet Clerk: Modify vehicles, create/complete work orders, charge parts, add notes, labor, and job codes. • Mechanics: Complete work orders, log time, charge parts, add notes, add job codes. • Managers/Supervisors (non-fleet): View access and ability to create work orders. Licensing should assume named users rather than concurrent users.
10.	Budget Guidance: While no budget is published, can SacSewer share an expected cost range or cap to help vendors tailor the scope and licensing appropriately?	SacSewer has not published a specific budget or cost cap for this project. Vendors are encouraged to propose pricing structures that reflect the full scope of their proposed solution and associated services. While SacSewer does not

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		wish to limit innovation or functionality through a predefined cost range, SacSewer prefers proposals that clearly distinguish one-time implementation costs followed by annual recurring fees or costs for the full term of the service agreement.
11.	Licensing Type: Does SacSewer prefer asset-based, user-based, module-based, or enterprise-wide licensing? Or are all models acceptable?	SacSewer is open to considering all proposed licensing models. The District’s preference is for a transparent and scalable model that supports all required users and assets without restrictive limitations. Proposals should clearly outline the licensing structure, any thresholds that trigger cost changes, and how future growth or additional assets/users would be accommodated.
12.	GPS/Telematics Integration: What is the total count of GPS/Telematics devices installed from: a. Samsara b. Verizon Connect i. Which Verizon Connect platform (e.g. Reveal, Telogis?)	A. Samsara 107 assets. Expected to add approximately another 20. B. Verizon Connect Reveal Pro: 252.
13.	Charging Station: What is the total number of ChargePoint charging stations? How many charging ports at each station (e.g. one or two charging cables/ports)	SACY: <ul style="list-style-type: none"> • 1 Level DC Faster Charger with 2 handles. • 9 Dual handle level 2 chargers, total 18 handles NACY: <ul style="list-style-type: none"> • None EchoWater: <ul style="list-style-type: none"> • 6 dual handle level 2 chargers, total 12 handles <p><i>(All three locations are expected to add significant charging infrastructure to comply with ACF regulation)</i></p>

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14.	<p>SacSewer Fleet Management Policy: As referenced in the Compliance and Regulatory Requirements, please provide more details about the initial drafts and/or final details of this policy.</p>	<p>SacSewer is currently in the process of developing a comprehensive Fleet Management Plan that will establish standardized procedures, accountability measures, and compliance requirements for all fleet operations. This plan is being designed to align with local, state, and federal regulatory mandates, including CARB Advanced Clean Fleets (ACF), BIT inspections, Clean Truck Check, DOORS, and SMOG programs, among others.</p> <p>At this time, the policy remains in draft form and is intended to serve as the governing document for fleet oversight once finalized. While specific details are still being refined, the intent is to ensure consistent compliance tracking, lifecycle management, utilization standards, and performance reporting across the organization. The FMP is expected to be finalized in the first quarter of 2026.</p> <p>Vendors should assume that the selected FMIS will need to support these policy objectives by providing robust compliance management, data integration, and reporting capabilities.</p>
15.	<p>Fueling Transactions from Sacramento County: Does the County provide SacSewer with a daily/weekly/monthly fuel transaction report for vehicles that fuel at County fuel sites? If so, what is the file format of these transaction files?</p>	<p>SacSewer operates two District-owned fueling sites utilizing the FuelMaster system, which SacSewer owns and manages. Integration of FuelMaster data into the FMIS is a key requirement.</p> <p>For vehicles fueling at Sacramento County-owned fuel sites, the County provides Excel-based fuel transaction reports to SacSewer. These reports are generally issued in approximately 30-day periods, though the reporting cycles do</p>

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		not align with standard calendar months (for example, PP2 reporting period ran from July 23 through August 21)
16.	Product Offering Demonstrations: Please confirm whether vendors will have the option to provide these demonstrations onsite or via Teams or another virtual platform. If onsite, please confirm the meeting room location.	<p>Yes, dates have been scheduled to hold Product Demonstrations. They can be conducted either virtually or in person.</p> <ul style="list-style-type: none"> • Slot 1: 11/20 10am to 1pm • Slot 2: 11/25 9am to 12pm • Slot 3: 11/25 1pm to 4pm <p>Meetings rooms will be shared closer to the date.</p>
17.	The RFP explicitly states that Fuel, GPS, and Telematics integrations are not in scope and simply reference “compatibility”, but in the meeting these were stated as required. Please address the discrepancy.	The RFP clarifies that proposers are not to provide fuel, GPS, or telematics services as part of their proposal. However, the RFP explicitly requires that the proposed Fleet Management Information System must integrate with SacSewer’s existing fuel management, GPS, and telematics systems to consolidate data within a single solution.
18.	For Maximo integration referenced: Are you referring to the data load of the new FMS or do you require ongoing integration with Maximo?	<p>We have several integrations with different programs to Maximo. Many of them use the MIF toolset (built into Maximo) for their integration.</p> <p>Likely, there will be ongoing integration since vehicle assets are loaded into Maximo and usage is recorded in Maximo. This usage information will likely be sent to the new Fleet System.</p>
19.	We are also an ecofriendly company and wanted to ask if it would be possible to submit securely electronically as opposed to the multiple paper copies requested to be sent?	Per Section 10 of the RFP, parties interested in participating in this RFP must submit one (1) original hard copy, five (5) additional duplicate hard copies, and one (1) electronic digital media copy by the proposal submission deadline stated in Section 4 of this RFP.

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20.	Regarding Attachment F, would you like respondents to provide a line-by-line response, or are summarized responses acceptable where appropriate?	Respondents may provide either line-by-line or summarized responses , as appropriate. The level of detail should be sufficient to clearly demonstrate how each capability in Attachment F is met.
21.	With respect to the Tyler Technologies integration, can you please confirm whether the ERP platform in use is Tyler Munis? If so, should the proposed solution include a bi-directional integration?	Yes, it is Tyler Munis. This work is TBD.
22.	For the Maximo integration, could you clarify which specific data elements you would like exchanged between systems? Additionally, will this integration be uni- or bi-directional?	<p>Data for Fleet assets are currently stored in Maximo.</p> <p>When the new fleet system comes online, it will contain the fleet assets, and the attribution currently stored in Maximo.</p> <p>After those attributes have been transferred, what would be necessary in Maximo is an Asset identifier, description, and status.</p> <p>So, after an initial setup, creation of assets could be an integration from Fleet to Maximo (The generated Maximo asset identifier may need to transfer back to Fleet for other processes that may be developed as part of this rollout.)</p>
23.	Could you share your preferred or anticipated implementation timeline, including any key milestones or desired go-live dates?	<p>Target date is July 2026.</p> <p>Vendor is to propose the solution approach, implementation timeline, and associated milestones, including preferred deployment model (cloud or on-prem). The vendor is also expected to provide Service Level Agreements (SLAs) covering</p> <ul style="list-style-type: none"> • System performance • Availability • Support response times

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		<ul style="list-style-type: none"> • Post-go-live support obligations <p>The SLAs must be submitted for review and approval prior to production deployment</p> <p>Vendors should provide their anticipated timeline and key milestones, including but not limited to:</p> <ul style="list-style-type: none"> • Solution Design & Architecture Definition • Configuration / Development • System Testing (SIT) • User Acceptance Testing (UAT) Support • Training Materials & Training of SacSewer Training team • Go-Live & Post-Go-Live Support • Project Closure • 30-Day Warranty after Go-Live <p>Vendors should include any additional vendor-specific milestones they consider necessary to deliver the solution successfully.</p>
24.	Is there a standard pricing form or template that proposers are required to complete as part of the submission?	<p>SacSewer has not provided a specific pricing form or template for this solicitation.</p> <p>Proposers are required to present pricing in a clear, organized format that identifies all one-time implementation costs separately from ongoing annual recurring fees for the full term of the agreement, this should include LOE (Level of</p>

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		<p>Effort). Pricing should include any recurring or continuous such as:</p> <ul style="list-style-type: none"> • licensing • maintenance & support • hosting <p>one-time professional services such as:</p> <ul style="list-style-type: none"> • implementation • post-go-live maintenance • support costs necessary to deliver
25.	Which system integrations are required (e.g., telematics, fuel, ERP, etc.) and specify which are mandatory versus optional?	<p>Required:</p> <ul style="list-style-type: none"> • Maximo, Tyler Munis, • FuelMaster • Samsara • Verizon Connect <p>Optional:</p> <ul style="list-style-type: none"> • Tyler
26.	For these required integration, can you clarify whether a two-way or one-way data exchange is expected.	This will depend on the processes that are setup. Ideally, we do not want duplicate data entry processes. (<i>Exception: Routine configuration</i>)
27.	Clarify the expected scope of data conversion from the existing Maximo system (e.g., assets, work orders, parts inventory, PM schedules, personnel, etc.)?	SacSewer expects the successful proposer to migrate existing fleet asset data and associated specifications from Maximo into the new Fleet Management System, or to propose an alternative method (e.g., bulk import or manual entry) if it

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29.	Should the data conversion include summarized cost history (e.g., life-to-date, year-to-date, or period totals), or does SacSewer expect full transactional-level history?	<p>We do have data analysts that study data. Tracking numbers back to the source is a common process. I think transactional-level history would be the preference.</p> <p>At a minimum, the data conversion should include work order dates, technician or service notes, and available associated cost details (e.g., parts, labor, and vendor expenses) to ensure continuity of maintenance history and cost tracking within the new system.</p>
30.	What are the expectations regarding work order data conversion—should it include only open and active work orders, or also closed/historical records?	SacSewer’s expectation for work order data conversion is to include historical and active work order data for currently active fleet units only. Historical data associated with retired or decommissioned units is out of scope.
31.	Can SacSewer provide an anticipated target Go-Live date or implementation window?	Target date is July 2026.