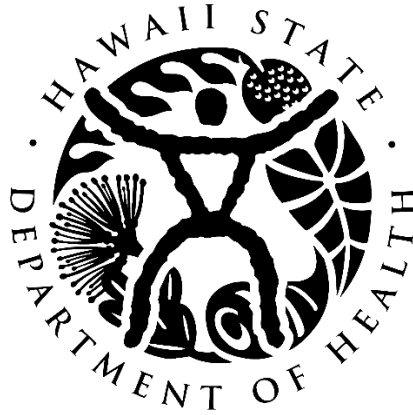




REQUEST FOR INTEREST ("RFI")

RFI No. RICA-HTH-730-BP1-RRV-SUV

Procurement of Rapid Response Vehicles

June 29, 2026

Note: *It is the Provider's responsibility to check the public procurement notice website or to contact the Request for Interest ("RFI") point-of-contact identified in the RFI for any addenda issued to this RFI. The State shall not be responsible for any addenda issued to this RFI. The State of Hawaii Department of Health shall not be responsible for any incomplete responses submitted as a result of missing addenda, attachments or other information regarding the RFI.*

HAWAII STATE DEPARTMENT OF HEALTH
EMERGENCY MEDICAL SYSTEMS & INJURY PREVENTION SYSTEMS BRANCH

June 29, 2026

REQUEST FOR INTEREST NOTICE
For
RFI No. RICA-HTH-730-BP1-RRV-SUV

Procurement of Rapid Response Vehicles

Pursuant to Chapter 103D-202, Hawaii Revised Statutes, and Chapter 3-122-16, Subchapter 4.5, Hawaii Administrative Rules (“HAR”), “Source Selection for Federal Grant,” the State of Hawaii Department of Health (“State”), through the Emergency Medical System & Injury Prevention Systems Branch (“EMSIPSB”), to request interest and comments from current and prospective providers for the procurement of Rapid Response Vehicles for the United States Department of Health and Human Services, Centers for Medicare & Medicaid Services (“CMS”) Rural Health Transformation (“RHT”) Program.

Each interested provider responding to this RFI must submit a response setting forth the provider’s qualifications and plans for meeting or exceeding performance expectations based on the evaluation criteria. Responses must be organized to address each requirement in a format that is easy to follow. Responses shall be financially advantageous to the State.

For purposes of this RFI, the terms “Applicant” and “Provider” may be used interchangeably and shall refer to the entity submitting a proposal in response to this solicitation.

From the release date of this RFI until the submission deadline, any inquiries shall be directed at the sole point-of-contact identified below.

State of Hawaii Department of Health
Emergency Medical Services & Injury Prevention Systems Branch
Leahi Hospital, Trotter Building Basement
3675 Kilauea Avenue
Honolulu, Hawaii 96816
Telephone: (808) 204-2616

Any questions prior to the deadline may be addressed via e-mail to:

EMSIPSB: doh.rica.emscares@doh.hawaii.gov.

Carbon Copy douglas.asano@doh.hawaii.gov.

I. IDENTIFICATION AND PURPOSE

The Rural Health Transformation Program is a federal initiative intended to strengthen and modernize rural health systems through sustainable, community-driven approaches that improve healthcare access, quality, and health outcomes in rural communities.

Project duration, award amounts, matching requirements, and additional funding details will be subject to CMS guidance and the final federal funding announcement.

The full details of the federal funding opportunity are posted on the CMS website at: <https://www.cms.gov/priorities/rural-health-transformation-rht-program>.

Federal Funding Disclosure: This solicitation is funded by a Rural Health Transformation Plan grant award totaling \$188,892,439.75, one hundred percent (100%) funded by the U.S. Department of Health and Human Services, Centers for Medicare and Medicaid Services, with \$0.00 (0%) financed from non-governmental sources.

II. DESCRIPTION OF THE GOOD(S) OR SERVICE(S)

SCOPE OF WORK

A. Overview

The Provider shall furnish and deliver two (2) new, current-model, commercially manufactured, tested, and certified surface Emergency Rapid Response Vehicles (RRVs). Each RRV shall consist of a Ford Police Interceptor Utility (PIU) package built on an All-Wheel Drive (AWD) Ford Explorer-type chassis and shall include all standard production equipment and advertised features, except as otherwise specified herein. The units shall be shipped to the Port of Honolulu, Hawaii.

The specifications below cover the general requirements, which include: the type of construction and test to which the RRV shall conform; and certain finishing details such as equipment and appliances. The minor details of construction and materials, which are not specified, shall be the responsibility of the Provider to design and construct all features, but subject to final approval of the Officer-in-Charge (OIC).

The manufacturer of the specified vehicle shall be in the process of becoming a current participant in Ford's Pro Upfitter Program or have an existing Ford Qualified Vehicle Modifier (QVM) on file for review by OIC upon request.

B. Time of Performance

The initial period of performance for this scope of work is anticipated to begin in July 2026 to and including October 30, 2026. Based upon performance, need, federal funding requirements, and any other requirements, the time of performance may be extended for additional periods as determined by the State.

C. Specifications

1. MINIMUM REQUIREMENT STANDARD

1.01 MATERIALS

The highest degree of quality materials and building processes are required for the RRV proposed. At a minimum, the manufacturer must meet all current safety and design guidelines set forth by the Society of Automotive Engineers (SAE). The proposal must also result in the completion of an emergency RRV that complies with all the requirements for emergency response vehicles as set for by the National Highway and Transportation Safety Administration (NHTSA) and the United State Department of Transportation (USDOT).

2. CHASSIS

2.01 OEM CHASSIS

Quantity: 2 - 2027 Ford Police Interceptor Utility (PIU), All Wheel Drive (AWD), meeting all the specifications of Section 2.

- a) Standard Police Trim Level 500A
- b) 3-year/36,000 mile "Bumper to Bumper" warranty
- c) 5-year/100,000-mile powertrain

2.01.01 SPECIFIC RATINGS

- a) Drive – All Wheel Drive (AWD)
- b) Gross Vehicle Weight Rating: 6465 lb
- c) Wheelbase – 119"
- d) Overall length – 199"
- e) 3.73 Axle Ratio

2.01.02 POWER TRAIN

- a) Engine
 - i. 3.3L V6 Direct-Injection
 - ii. 285 Horsepower at 6500 Rounds Per Minute (RPM), 260 lb.-ft. Torque at 4000 RPM
- b) Transmission
 - i. 10-Speed Automatic Police-Calibrated Transmission
- c) Exhaust System
 - i. Exhaust True Dual (down-turned)

2.01.03 STEERING

- a) HD Electric Power-Assist Steering (EPAS)
- b) Tilt/telescoping steering wheel with cruise and customizable switches

2.01.04 SHOCK ABSORBERS/STABILIZER BARS

- a) Heavy-duty independent front and rear suspension
- b) AdvanceTrac with RSC (Roll Stability Control) police tuned gyroscopic sensors work with the ABS.

2.01.05 BRAKES

Anti-Lock Brakes (ABS) with Traction Control; 4-Wheel HD Disc Brakes with HD Front and Rear Calipers; Large Mass Brake Rotors for high thermal capacity and calipers with large swept area.

2.01.06 TIRES AND WHEELS

- a) 255/60R 18 All-Season BSW Tires; HD Steel Wheels, painted black, vented with stainless steel center cap, 18in x 8.0; Tire Pressure Monitoring System (TPMS); Full-size spare tire with TPMS.
- b) Jack and tire changing tools

2.01.07 ELECTRICAL

- a) Police Engine Idle (When activated, allows the key to be removed from ignition while vehicle remains idling, which allows driver to leave the engine running and prevents vehicle from unauthorized use when driver is outside of the vehicle)
- b) Batteries – H8 AGM Battery (850CCA/92-amp)
- c) 250 amp alternator
- d) Vehicle Integration System 2.0
- e) Ford Upfit Package – Ready for the Road (67H)
 - i. 100 W siren/speaker prep kit, two-way radio pre-wiring
 - ii. Front Headlamp Lighting Solution - Red / White (66A) Blue prohibited. Replace passenger side Blue LED for Red.
 - iii. Side Marker LED lamps – Rear quarter glass - Red (63L)
 - iv. Front warning auxiliary lamps – Red (21L)
 - v. Taillamp lighting solution (66B)
 - vi. Rear Lighting Solution - Red / White (66C) Blue prohibited. Replace Blue LED for White both inside liftgate and inside liftgate lip.
 - vii. Rear auxiliary liftgate lights – Red / White (43A) Blue prohibited. Replace Blue LED for White
 - viii. Rear Console Plate – Protective plate for 2nd row occupant area. Acting as wiring conduit on top of transmission tunnel.

2.01.08 INSTRUMENT PANEL AND CONTROLS

- a) Gauges
 - i. Speedometer
 - ii. Fuel Level
 - iii. Indicator lights
 - iv. Odometer/Trip Odometer
- b) Engine Hour Meter and Engine Idle Hour Meter
- c) Tire Pressure Monitoring System
- d) Cruise control, with steering mounted controls
- e) Audio – Standard AM/FM stereo
- f) 12.3" digital instrument cluster and 8" center touchscreen with SYNC Phoenix infotainment
- g) Audible Lane Departure Alert
- h) Pre-Collision Assist with Automatic Emergency Braking
- i) Rearview Camera

2.01.09 CAB EXTERIOR

- a) Mirrors
 - i. Dual Power, Manual Fold Side Mirrors
 - ii. Power, heated glass/ heated convex spotter
 - iii. Integrated clearance lamps / turn signals
- b) Lights
 - i. Headlamps – Auto On/Off, Quad beam jewel effect, halogen
 - ii. Daytime running lamps
- c) Fuel – 21-gallon tank

2.01.10 CAB INTERIOR

- a) Seats
 - i. Front Police Grade Cloth Buckets; 6-way power adjustable drivers seat tilt with manual recline and manual lumbar; Passenger 2-way manual track, for/aft with manual recline; Built-in steel intrusion plates in front seat backs; Console mounting plate. Rear Vinyl 35/30/35 Split Bench (manual fold-flat)
- b) Flooring – Black vinyl
- c) Climate Control - Dual-Zone Electronic Automatic Temperature Control (DEATC); Particulate air filter; Rear Aux A/C System
- d) Airbags - Dual-Stage Driver and Front Passenger, Side Seat, Passenger-Side Knee, Roll Curtain Airbags and Safety Canopy
- e) Other
 - i. Dome light, with dual map lights
 - ii. Two (2) Universal Serial Bus (USB) A and C type ports; One (1) USB port
 - iii. Interior hood release
 - iv. Power door lock & windows
 - v. Cloth sun visors
 - vi. Four (4) Keys, non-chipped
 - vii. Four (4) Remote keyless entry fobs; Power Locks (rear door handles and locks are operable); Exterior Key Locks: Driver, Front Passenger and Liftgate.

2.01.11 COLORS

- a) Exterior – Oxford White (YZ)
- b) Interior – Charcoal Black

2.02 CHASSIS MODIFICATIONS

The following modifications shall be made to the chassis by vendor.

2.02.01 CHASSIS MISCELLANEOUS

White transportation plastic shall be installed on the chassis hood prior to the completed vehicle leaving manufacturer's facility.

2.02.02 ANTI-THEFT SYSTEM

RRV shall be equipped with an anti-theft system that maintains functionality of all electronic functions including environmental controls, land mobile radios, lights, computers, etc. without leaving the vehicle vulnerable to theft.

Intermotive Idle lock or equal to allow engine to idle with key removed and transmission locked in park.

3. CONVERSION SPECIFICATIONS

Electrical systems installed by upfitters conversion companies are often the most common sources of vehicle failures. To ensure reliability, the vehicle shall use a professionally designed electrical system that is durable, easy to operate, and simple to service. Components must be readily available, non-proprietary, and rated to carry at least 125% of the maximum load.

All material utilized shall be of the correct type, alloy, and thickness to withstand the intended usage and provide protection against cracking, corrosion, or metal fatigue. All materials utilized shall be of open stock origin, commonly available through local sources, for rapid and economical repair or modification. Any use of proprietary parts or materials in construction is unacceptable, due to potential delays or difficulties in future repairs or service.

NO EXCEPTIONS TO BE TAKEN IN THIS AREA.

This specification has been designed and written to fill specific needs of this agency. Where brand name, make, or model of equipment has been specified, no exceptions shall be allowed.

To meet these objectives, the electrical system shall comply with the following minimum design requirements:

3.01 ELECTRICAL SYSTEM

Electrical systems and components added by conversion companies oftentimes are the most troublesome and failure-prone aspects of the vehicle. A professionally engineered and technical electrical system must be utilized, enhancing the durability of the final product.

The system must be simple in design, enabling its use and understanding by many potential users. Troubleshooting, repairs, and replacements should be fast and straightforward. Parts must be readily available and of common varieties. Wiring

and other components must be rated to carry 125% of the potential load. To ensure the objectives outlined above are achieved, the following minimum electrical system design requirements apply to this section.

- a) Deutsch weatherproof quick disconnects shall be installed for any components installed in the OEM dash to allow the State to disconnect aftermarket and OEM wiring to work on equipment.
- b) Deutsch weatherproof quick disconnects shall be used for ease of servicing.
- c) **Photos shall be provided to the State of the locations of Deutsch connectors behind the dash.**

3.02 CENTRAL ELECTRICAL DISTRIBUTION CENTER

The electrical system added by the conversion Provider shall feature one centralized electrical distribution center, from which all typical loads are switched. The actual distribution of power will occur on a printed circuit board(s), which will be standard and interchangeable with other like conversions from the manufacturer. Distribution panels that are not standard in design and that are not readily interchangeable will not be considered.

3.03 SOLID-STATE CONTROL

The problematic nature of mechanical and moving part devices such as relays, breakers and high-amperage switches controls of any converter added load on the vehicle must be controlled via solid-state Metal–Oxide–Semiconductor Field-Effect Transistor (MOSFET) technology.

This solid-state control shall be in the form of low resistance Field-Effect Transistor (FET) which shall all be controlled by one central processor. Functions such as on/off states, flashing, load management, etc shall be controlled through a programmable processor and switched at the load level using solid-state devices.

3.04 MULTIPLEXED CONTROLS

All vehicles on which conversions are built utilize a form of multiplex communications and control. Namely controller area network bus (or CANBUS). Either Society of Automotive Engineers (SAE) standard Article J1939 or similar CAN-BUS protocol is utilized by all major vehicle manufacturers. The State requires the same technology for the Provider added electrical system.

A standardized electrical control and wiring system is required that shall be used in all Provider modified vehicles. All components in the added electrical system must be standard and common to all vehicles modified by Provider. These parts must be readily available and interchangeable between all similar models offered.

All added loads shall be wired (in a similar manner to all vehicles modified by Provider) to a central distribution module in the vehicle. This module must have

the ability to control a minimum of twenty-eight (28) high amperage, 6A loads and four (4) low amperage or logic, 2A loads.

This system shall be capable of controlling up to 40A of total power. All functionality such as flashing, turn-on/turn-off, timer circuits and load management shall be controlled from the actual output module and not additional flashers or control boxes. The system shall further have sixteen (16) discrete logic inputs for interface to vehicle. Such signals as park, reverse, low-beam, high-beam, brake, etc. shall tie into the system via these inputs. All modules shall communicate with each other on a common network drop via 2-wire CAN-BUS harness and shall connect to the main CPU and control panel via a locking Deutsch style connector. All communication with displays, switch panels, additional input/output modules shall be achieved via this multiplex.

In addition, this system shall have a minimum of six (6) outputs capable of pulse width modulation (PWM) of its respective output down to a minimum of 1% of its full output. This shall allow for dimming or reduction of power to that output for such things as soft start, light dimming and motor controls. This feature shall be software controlled.

Under no circumstances may the operation of the central processing unit for the input or output controls be based upon the use of mechanical relays. Relay-based systems require higher amperage to operate and rely on mechanical contacts which arc and degrade during designed use. Relay-based systems, due to limited short life cycles shall not be considered.

3.05 INTEGRATED FUNCTIONALITY

State requires all flashing, load management and control matrix decisions be controlled by one processor controlled module. The system must be able to control all functions such as flashing, load management, load cancel options, master circuit enable functions, etc.

3.06 OUTPUT CIRCUIT PROTECTION

The electrical system shall incorporate advanced over-current management on all high-side outputs, including controlled inrush-current filtering. When an output is energized, inrush current shall not exceed 2.5 times the rated maximum current for the first 500 milliseconds, 2.125 times between 500–750 milliseconds, and 1.75 times between 750–1000 milliseconds. After 1000 milliseconds of activation, current draw shall stabilize at no more than 1.25 times the maximum rated value.

Any condition exceeding these thresholds shall be interpreted as an over-current event.

In the event of a short circuit where inrush current immediately exceeds 2.5 times the maximum rated value, the smart output device shall disable the circuit instantaneously without engaging the staged over-current detection process.

Upon detecting an over-current condition, the system shall automatically shut down the affected output to protect the electrical components and wiring. The system shall then perform periodic restart attempts. The retry interval shall begin at 5 seconds and increase in 0.5-second increments each time the output remains in an over-current condition, up to a maximum retry interval of 30 seconds. The system shall attempt reactivation once every 30 seconds until current returns to acceptable limits, enabling the output to resume normal operation once the fault or short circuit is cleared.

3.07 AUTOMATIC LOAD MANAGEMENT

The Provider shall include a built-in programmable load management system into the main CPU. The addition of aftermarket, non-integrated load managers which are not laptop programmable shall be considered non-responsive and be rejected. Vehicle electrical system shall contain the ability to automatically manage all loads controlled by the system and switch panels. The system must continually monitor the vehicle's charging state while sitting (in park) "on the scene". The system shall have the ability to automatically shut-down any of the outputs controlled by the system. The priority of these loads as to which order or whether they shed shall be programmable and easily changed without any mechanical interface with electrical components via a software interface and any standard laptop computer.

If a voltage deficit condition continues for more than 90 seconds while the vehicle is parked the system shall begin to shed loads one-by-one (one load every 90-seconds) until the system voltage stabilizes at an acceptable (programmable) voltage level. During this deficit and while the load management is active, the system shall notify the user that this condition is present by displaying "LOAD SHED ACTIVE" on the front message display unit.

Load management systems must be programmed through a microprocessor based logic and memory system rather than a series of mechanical relays. Systems that require manual activation of load management will not be acceptable. Once the deficit condition ceases to exist, the system must be capable of restarting any disabled circuit without any action required by vehicle operator. All loads must return to normal operation when vehicle is taken out of park, regardless of voltage or load shed condition.

In addition to controlling all emergency warning devices, the main system CPU shall always stay active and draw not more than 120mA of current while continuously monitoring all added equipment. This shall include all items wired to battery hot such as flashlight chargers, portable radio chargers and the like. The main system shall also control any ignition switch items such as the siren amplifier, two-way radios, etc. such that functional programming control can be achieved.

The Provider is required to furnish a system that permits the State OIC the ability to determine prior to vehicle delivery the order and priority of each load to shed.

The system must be designed such that future changes to load shed states or priority orders be changed easily and without rewiring of the vehicle.

3.08 BATTERY DRAIN PROTECTION

The main electrical system shall continuously monitor all Provider added electrical devices, even when vehicle ignition is off. This unit can be set in a low consumption mode (sleep mode). In this mode, the module shall draw only 14 mA at 13.5V and can remain powered at all times. In sleep mode, this system shall continuously monitor the main and secondary CAN-BUS networks as well as several key inputs (ignition, shoreline, door open) to ensure the vehicle remains “ready for service.” If at any time the system detects changes on these key inputs, the system shall “wake-up” and resume normal operations.

Battery drain protection shall serve to ensure all Provider added equipment (flashlights, laptops, portable radios, etc.) remains ready for service while maintaining the ability for the vehicle to start and respond.

Due to the nature of this emergency vehicle, the use and need for conventional batteries switches that cuts all power to the converter added equipment shall be deemed unacceptable. All added equipment shall be maintained in a ready and charged state. A whole conversion battery switch is not desired by the State and shall be rejected.

3.09 PRIMARY CONTROL PANEL

A unitized, modular touchscreen control panel will control the electrical distribution center. This control panel is to be of a type common to all vehicles built by the Provider, such that it could be interchanged with a panel from a similar vehicle. The control panel shall interface with main I/O control module via a 2-wire CAN-BUS network cable using locking Deutsch style connector. At a size of 4.3” this bright Thin-Film Transistor (TFT) Liquid Crystal Display (LCD) screen featured with a resistive touchscreen shall be of the embedded, open architecture platform designed for in-vehicle use. The entire unit is shall be IP67 rated allowing for external vehicle conditions including dirt, dust, moisture, and allows for outdoor use.

For maximum flexibility, each control panel shall have programmable “soft switches” that shall be non-latching. All latching of load “on” shall be achieved through the system processor, allowing a single load to be switched from any control panel in the vehicle. If so desired, the system may be programmed such that any load may be controlled by multiple locations and have the ability to turn on or off from any switch panel in the vehicle. All associated virtual switches shall indicate the status of the activated load at each control panel (regardless of which switch was pressed). The use of mechanical, current carrying non-unitized switch panels, particularly those that would require tools or diagrams to replace/repair is considered unacceptable.

3.10 SYSTEM STATUS MESSAGE DISPLAY CENTER

In addition to providing primary switch control, the front main control panel shall display vital statistics about vehicle health and indicate status of several key areas of the vehicle.

A minimum of the following information shall be displayed on this front control/display panel:

- a) Voltage status of the vehicle charging system
- b) Status of the shoreline
- c) Status of any emergency warning lights (either through an icon or alert)
- d) Status of any door or compartment door open on the vehicle
- e) Overall status of the system (display prominently any faults)

Display unit shall include an elapsed timer function to allow selected countdown functions to be used. (Section 3.11 related). This display shall be easily read during both daylight hours and in the dark.

3.11 ELAPSED EVENT TIMER

On the main control display touchscreen, there shall exist an elapsed timer or ground operations timer feature for timer reminder functions during for typical EMS operations. This timer shall provide for user selectable count down functions from 1 minute to 90 minutes. At the end of the user selected timeframe, the display shall visually and audibly alert the user that the time has elapsed, at which time another timer round can be set.

Due to space limitations and functionality, State is requiring the timer function be built-in to the existing message displays. The addition of external clocks or timing devices should be deemed unacceptable.

3.12 HOUR SERVICE METER

The primary message display center shall include a cumulative hour meter function built-in. During standard power-up (ignition voltage sensed) the main display in the vehicle shall display the total elapsed service hours of the vehicle since delivery from the Provider. This meter shall be integrated in the primary display of the vehicle and shall have the ability to be calibrated, reset or adjusted through the back or circuit card portion of the device.

Due to space limitations and functionality, the State is requiring the hour meter be built-in to the existing message displays. The addition of an external or separate hour meter device shall be deemed unacceptable.

3.13 LOW AMPERAGE SWITCHING

All switches and touchscreens used on the primary switch panels shall be of a low amperage design. These switches send only an “on” or “off” signal to the electrical distribution center, minimizing the electrical burden placed upon the vehicle as well as improve efficiency by minimizing voltage drop. These switches shall draw no more than 10 mA each and shall be moisture proof, rated for not less than 5 million operations from the manufacturer. Furthermore, all switches shall be permanently soldered to a PC-board, eliminating the possibility of loose switch connections. Under no circumstance is the use of circuit breaker switches or high amp switching considered acceptable, due to their bulk and inefficiency.

3.14 USER-CHANGEABLE LEGENDS

Each display shall include programmable, custom virtual switch legends that can be configured via a simple XML file and uploaded to the system touchscreen display. Engraved or vehicle specific legends are not acceptable, as they are not easily changed should the State switching needs change. Instead, the legends will be separately and individually changeable, and the vehicle will be supplied to the State with an assortment of spare legends for possible reconfiguration.

3.15 120V SHORELINE INDICATION

Due to the emergency response and readiness nature of this vehicle, each message display located at the switch control panels shall display the status of the 120V AC shoreline when engaged. This message shall display “SHORELINE ENGAGED” as well as display the battery voltage level of the entire system.

3.16 ORIGINAL EQUIPMENT MANUFACTURE (OEM) INTERFACE

The electrical system shall interface with the vehicle via logic input taps or CAN-BUS message integration only. These taps shall draw NO current and only sense (maximum of 5mA) the signal state of the line. Any tap which interfaces with the vehicle’s OEM wires shall be achieved using solder and heat shrink in accordance with Ford Pro Upfitter modifier standards. Each OEM wire shall be soldered to Providers tap using electrical no-flux solder and covered by adhesive lined heat shrink tubing. Provider shall not use Scotchlok or t-tap style connections nor tap senses that utilize relays coils or current drawing devices.

To allow the maximum configuration and future feature expansion, the minimum vehicle signals to be tapped and wired to the main system board are:

- a) Ignition
- b) Start
- c) Brake
- d) Park
- e) Reverse
- f) Horn

- g) High-beam
- h) Low-beam
- i) Rear Door Open

3.17 ELECTRICAL SUPPORT & DOCUMENTATION

The System's functionality shall be programmable via a standard laptop computer using a USB connection. All features such as load shed priority, flash patterns, override keys, cancel keys, matrix switching must be programmable and easily changed without any wiring or connection changes.

The Provider must also provide a full vehicle manual, bound in a 3-ring binder or similar device to include the following:

- a) Full Warranty Information
- b) Special Care Instructions
- c) Burn-In Report (charging system performance results)
- d) All Added Equipment Manuals and Warranty Cards
- e) Electrical System Operating Instruction Manual
- f) Full set of wiring diagrams/schematics of all converters added electrical devices.
- g) Any Contracted supplied radio communications operating system instructions, etc.

3.18 WIRING STANDARDS

Wiring to be automotive type meeting or exceeding SAE J1128-GXL rated for minimum of +125 degrees centigrade. All wiring to be stamped with permanent, indelible marking describing "plain word" function not less than 6 inches apart for the entire length of the wire. Each run to be rated for 125% the specified ampacity of the connected load. All wires to be run in split corrugated, nylon loom with minimum temperature rating of +115 degrees Centigrade. Loomed harnesses to be wire tied to frame and chassis not greater than 16" apart. Any high voltage lines such as strobe cables and harnesses to be shielded and within independent harness from all other wires. All pass-through holes cut in body of vehicle where wire harnesses travel to have standard Heyco style bushings to protect from chaffing. All holes that pass to exterior of body to have approved sealing compound to seal wires from weather.

3.19 CONNECTIONS AND TERMINATIONS

All connections made within the body, away from possible weather to be standard crimp style terminals with nylon insulation. Terminals must be crimped with approved tool specific to connector being used. All exterior connections (made on outside of vehicle body) to be Delphi Weather Pack, sealed connector or equivalent and must protect against moisture, dirt and dust, minimum rating of -40 to 250 degrees Fahrenheit. All ground connections made on chassis frame or body on

remote appliances to utilize star (toothed) ring terminal and be coated from weather and corrosion with silicon or approved sealing compound. All connections made inside the engine compartment are to utilize crimp style terminals with adhesive heat shrink over all connections.

3.20 WHOLE VEHICLE CIRCUIT PROTECTION

All electrical loads and appliances added by the conversion company shall be run through one master circuit breaker. This circuit breaker will be rated to handle all possible loads added to the vehicle, and will be located as close as practicable to the vehicle battery(s). The purpose of this device is not only to protect the vehicle in the case of catastrophic failure or collision, but also to enable all non-OEM accessories to be removed from power for service or maintenance. The circuit breaker will feature a manual power-disconnect "trip" button, as well as positive indication of its "tripped" status.

3.21 CENTRAL FUSE LOCATION

All loads not directly switched by the Provider added electrical system shall be circuit protected via one (1) central fuse block. This fuse block shall be located externally to any console or cabinet and shall require no disassembly or tools to access. Further, each load connected shall include a circuit number and be associated with dissimilar loads for ease of trouble shooting. All wiring information shall be in a bidder supplied documentation as to circuit number, wire marking and location. The use of hidden, buried or non-central fuse panels shall be deemed unacceptable. Further, there shall be no use of inline fusible links or additional fuses not centrally located at this one panel.

3.22 STROBE AND COMMUNICATIONS HARNESES

In the manufacture of custom wire harnesses, under no circumstance shall strobe cables be incorporated into harnesses containing other types of wires, thus minimizing the potential for annoying or harmful interference or Radio Frequency Interference (RFI). Additionally, communications cables/antenna will not be run in harnesses that could engender similar problems.

4. BUILD STANDARDS

4.01 INSTALLATION OF ALL BODY LIGHTING & APPLIANCES

All body lighting shall be cut into the vehicle's body such that no possibility of corrosion or finish damage is likely in later years of ownership. All holes cut into the body of the vehicle for mounting of any lighting or added appliance by Provider will be done using the following standards.

All cuts must be sealed and primed with a self-etching type of primer. All screws used to mount any appliance cut into the body of the vehicle must be machine thread and be a minimum of 18-8 stainless steel in material. All screw holes must contain

an approved Rivnut or Nutsert style device such that a machine screw can be used to mount appliance without the risk of strip out during maintenance or corrosion from removal. In no way shall sheet metal screws or any other self-tapping or self-threading screws be used to mount any lighting or other body cut appliance to the vehicle. The use of sheet metal screws or similar fasteners shall be deemed unacceptable.

4.02 MOUNTING OF ROOF ITEMS

All roof mounted items shall be mounted such that not to cause damage to roof structure or weaken the roof in any way. Structure support shall be added, where needed for heavy items. All interior headliners and trims shall be removed in order to run cables and mounting fasteners properly. Rooftop items shall be bolted through the roof using 18-8 stainless steel machine bolts and lock nuts. The use of self-drilling or sheet metal type fasteners shall be unacceptable. Any penetration through roof skin shall be back sealed (from inside vehicle) using approved silicone adhesive sealant. All cables shall be run tight to roof skin and secured to roof and side structure posts so as not to vibrate behind trim or headliner. All trim and headliners shall be replaced to OEM standards so that no evidence of equipment or wires have been added.

4.03 ROUTING HARNESS AND WIRES

All converted added wiring harnesses and cables shall be run (when inside vehicle) behind structural supports and cross members. Cable runs from engine to console, console to rear electrical compartment and rear electrical to vehicle body shall be achieved by running protected, loomed harnesses down frame rails, outside vehicle body. All harnesses shall be run alongside OEM harnesses and fastened a minimum of every 16" using appropriately rated cable ties. Under no circumstances shall any cables be run under carpet, upholstery or step trim due to likelihood of future damage. No cable or harness shall be run through the vehicle's firewall.

5. EMERGENCY LIGHTING AND SIGNAL

5.01 BODY LIGHTING

The Provider shall furnish and install all supplemental emergency lighting not included in the original manufacturer's build. (Section: 2.01.07) Any OEM Ford emergency lighting configuration featuring blue light emissions shall be replaced with Red or White equivalent super LEDs. The retention of any blue lighting components on the completed vehicles is strictly prohibited. Lighting locations as listed below.

Item	Mounting Location	Quantity	Instructions
TMS0D: Mini-T Series Surface Mount DUO - Red/White	Grill - Built-In	2	

TSS0D: T-Series Surface Mount, DUO, Linear Super-LED Lighthouse, Clear Lens - RED/WHT	Bumper (Both) - Front 45 degree coverage	2	45 degree coverage intersection coverage
FST - DUO: Inner Edge FST DUO, RED/WHT	Interior *SEE NOTES THIS ITEM	1	Red/white, front windshield glass.
I2L: Ion Super LED DUO Series, Red/WHT	Interior - C Pillar (Both) Surface	2	Side marker - Rear Quarter glass.
TSS0D: T-Series Surface Mount, DUO, Linear Super-LED Lighthouse, Clear Lens - RED/WHT	Liftgate, Rear - Exterior	2	Vertical, adjacent to license plate.
TSS0D: T-Series Surface Mount, DUO, Linear Super-LED Lighthouse, Clear Lens - RED/WHT	Bumper - rear	2	Horizontal, under bumper reflective markers
RST - DUO: Inner Edge 10 lamp Red/Wht	*SEE NOTES THIS ITEM	1	Red/white, rear inner glass.
I2L: Ion Super LED DUO Series, Red/WHT	Interior * SEE NOTES THIS ITEM Liftgate, Rear Surface	2	Super-LED ION modules are installed on the underside of the liftgate. Lights activate only when liftgate is open.
PROG - NOTE: Programming Note		1	Standard CORE programming functionality. Red warning, introduce flashing white. Solid white scene override

5.02

SIREN AND AUDIBLE DEVICES

The Provider shall provide and install the following siren and audible devices:

Whelen Siren Model: C399, CenCom Core Amplifier Control Module, Flashing Outputs, Includes 3 CAN ports.

Speakers (Qty: 1) SA315P, Compact 100W Poly Siren Speaker.
Speakers (Qty: 1) Howler Low Frequency Tone Siren.

Additional items for this section.

Item	Quantity
SAK1: Universal Bracket for SA315P Speaker	1
C399SP: SCANport KIT FOR C399	1
HOWLER Low Frequency Amplifier with one speaker, and mounting bracket.	1

5.03 WORK LIGHTING

- a) Provider shall provide rear hatch liftgate work lighting.
- b) LED Dome light 6" Round with /Red LED night light, 10-30v White LED mounted on the headliner between drivers and passengers seats.

6. CONSOLE

6.01 GENERAL CONSOLE CONSTRUCTION METHODS

The Provider will provide and install a front console to house all necessary switching, signaling and communications controls, as well as any added cup holders, map books and 12-volt power-points, as desired. The primary console construction (sides, front, and rear) shall be of black textured power formed aluminum material. Whenever functions of the OEM are interrupted by the console (rear radio or HVAC controls, ducting, etc) these features shall be reintegrated into the new console. Materials that chip (such as Formica) or stain (such as unprotected carpeting) will be considered unacceptable.

6.02 SCULPTED CONSOLES

The provided console shall be custom-scribed to fit flush against the OEM vehicle body and dashboard, ensuring optimal use of all available space. Because this installation may require removal of certain OEM components (such as power points or cup holders), these functions shall be fully reinstated within the new console design. The console shall not obstruct critical OEM features, including front HVAC controls or the audio system. Any interference with OEM airbags or supplemental safety systems shall be considered unacceptable.

6.03 FRONT CONSOLE

The Provider shall submit preliminary CAD (Computer-Aided Drafting) drawings with their proposal. These drawings shall illustrate the overall design, dimensions, and proposed materials/finishes for the completed product. All drawings shall be to scale and shall represent the exact design intended for preliminary review, State approval, and final fabrication. Consistency between the submitted drawings and the final manufactured product is required. Proposals submitted without the required CAD drawings shall be considered non-responsive and will not be evaluated.

6.04 ALUMINUM CONSOLE FEATURES

The top surface of all front console assemblies shall be constructed from 0.090-inch aluminum sheet and be coated with a protective black textured powder coating. Faceplates shall be precision-cut to size using CNC cutting or shearing equipment; all other cutting methods are prohibited due to the risk of sharp edges and material distortion. Manual cutting of any kind is not permitted. The Provider shall have the capability to duplicate all faceplate components without requiring the original unit to be present. All openings in the faceplate (including radio, switch, and equipment cutouts) shall be die-cut with a maximum allowable tolerance of ± 0.003 inch. Gaps around installed equipment are unacceptable and will not be approved. Finished components shall include rounded edges and corners to prevent injury or equipment damage. Aluminum shall be used to ensure durability and provide a common grounding surface for all installed electronics. The use of wood or wood-laminate materials for faceplates is strictly prohibited.

6.05 FACEPLATE COATING

Fabricated .090 aluminum faceplates will receive a protective black textured powder coating. This material shall have a textured finish, minimizing potential glare while providing easy maintenance and cleaning. This coating will be highly resistant to scratching, scuffing, chipping or staining, and will be able to stand-up to most typical chemical exposures. The use of laminate such as Formica or PVC coating shall be deemed unacceptable.

6.06 ATTACHMENT OF CONSOLE

The console shall be attached using structural angle brackets rated for a minimum of 100 pounds of force. A minimum of three attachment points are required and the console is to be fastened to the OEM floor using 1/4" self-tapping lag screws.

6.07 CONSOLE FEATURES

In addition to the above listed console specifications, the front full-floor console shall include the following features:

- a) 12V Power Points: Qty: 1

- b) Cup Holders: Qty: 2
- c) USB Power Points: Qty: 2
- d) Provider supplied and installed portable Land Mobile Radio L3 Harris premium vehicle charger (PN: XL-CH6H), hard-wired permanently into the aft console, to secure and charge L3 Harris XL-200P portable radios: Qty: 1
- e) Provider supplied and installed magnetic palm microphone holders for L3 Harris XL-200 microphone and Whelen public address systems microphones: Qty: 2
- f) Provider supplied and installed durable “caution” plate that is securely mounted using permanent mechanical fasteners to ensure it remains affixed under all operating conditions. The plate shall be designed to match the console and read the following.

“CAUTION: ELECTRONICS”

“Fluids only permitted in securely capped containers.”

In addition to the above-mentioned console specifications, an overhead console shall be provided and include two (n=2) overhead speakers to be connected to the State-supplied Land Mobile Radio. One speaker for future use as needed.

See 15.01 Figure #1 for design example.

7. COMMUNICATIONS

7.01 INSTALLATION STANDARDS

All communications equipment, whether the State or Provider supplied, shall be installed per all manufacturers’ recommendations. Power (12V+) supplied to this equipment shall run straight to the battery of the vehicle on a minimum of #6 gauge cable to minimize noise. All grounds shall be common and run to chassis frame using a minimum of #6-gauge cable to minimize noise. All weather-exposed connections must be coated to prevent corrosion. Any external speakers must be installed and have power and resistance ratings matching those of the speaker outputs on the equipment. Any cable runs to these speakers longer than 24” must utilize a minimum of 18 Ga., shielded, approved speaker cable. All radio equipment installed must be tested and operated within manufacturer’s specifications prior to delivery of the vehicle. The Land Mobile Radio must be noise free (less than 10dB of spurious noise per unit) and be fully functional upon delivery.

7.02 THE STATE FURNISHED DEVICES

The Provider shall install the following new factory sealed the State provided Land Mobile Radio as follows: L3 Harris XL-200M multiband radio transceiver with two remote heads, auxiliary speakers, and microphones. The LMR shall automatically power on when the vehicle starts and power off 30 minutes after the vehicle is shut down, without any driver or operator intervention.

Install the Following in Front Console		
Item	Mounting Location	Quantity
State-supplied LMR (L3 Harris XL-200) remote control head, speakers, and microphone	TBD	1
Install the Following in Rear Console		
Item	Mounting Location	Quantity
State-supplied LMR (L3 Harris XL-200) remote control head, speakers, and microphone	TBD	1

7.03

ANTENNAS

- a) Two (2) Larsen 27 MHz to 6 GHz NMO or equivalent grade universal antenna mounts with RG-58U low loss, dual shield cables with FME male connectors shall be installed on the module roof.
- b) Provider to provide and install single STI-CO Brand VHF/UFH/7-800 Mhz antenna (RFMT-NT-V/U/C) or equivalent grade for use with L3 Harris XL-200M multiband radio transceiver.
- c) Provider to provide and install a Panorama PN# LG-IN2444-W Mako 5G dome antenna to be connected to the Cradlepoint R1900.
- d) Provider to provide and install a SAB-326 | Ford Explorer Adaptor Boot For Dome Antennas.
- e) All antenna bases shall be sealed and weatherproof.
- f) Provider to provide Starlink Mini Satellite Dish with cables connecting to on board Cradlepoint router. The dish mount shall have a durable, secure enclosure at its base to protect the mount and wiring from debris. All required connections shall be completed, including antenna, cabling, power, and grounding. The State will provide a satellite internet service subscription.

8

COMPUTERS

8.01

INSTALLTION STANDARDS

All computer related devices are to be mounted in approved brackets or straps and are to be secure in mounting method. Any items mounted in the cab of the vehicle are to be mounted such that they do not interfere with the normal function of the driver or driver's airbag and SRS system. Any swing arm devices mounted in the passenger area shall be delivered in the position that will not interfere with the passenger airbag system.

8.02

DOCKING STATION

Provider shall provide and install Gamber Johnson Mobile Data Terminal docking station and pole assembly for a State-supplied-and-installed Panasonic FZ-G2 Toughbook laptop.

- a) Assembly should include a power adapter and pole mount.
- b) Mongoose 9” locking slide arm.
- c) Flat vertical surface base or matching equivalent to match console requirements.

8.03 ROUTER

Provider shall provide and install a Cradlepoint #R1900 ruggedized 5G router.

9 ELECTRICAL UPFIT

9.01 ELECTRICAL UPGRADES

The Provider shall provide an electrical analysis as part of their submission showing the following data points: vehicle alternator output rating, total predicted current draw, and total reserve capacity. The reserve capacity shall be calculated as:

$$(\text{Vehicle Alternator Output} - \text{Total Amp Draw of Proposed Equipment}) \div \text{Vehicle Alternator Output}$$

This calculation shall be expressed as a percentage. If the reserve capacity is less than 25%, the Provider must propose mitigation steps to resolve the deficit and ensure proper vehicle performance.

9.02 ELECTRICAL UPGRADE ITEMS

Shoreline PN: 091-55-15-120 Description: Super Auto Eject 15-AMP, 120V Color: White to match OEM vehicle color.

- a) Battery Charger: 45-Amp Charger, with built in charge wizard.
- b) Inverter: 1000 Watt PD1600 Series
- c) 120V GFCI 15-Amp receptacle in rear cargo area.
- d) 12V Accessory Plug adapter socket in rear cargo area.

10 CONSPICUITY MARKINGS

10.01 DOOR DECAL

Provider shall provide and apply “Great Seal of the State of Hawaii” multi-color on driver and passenger doors.

- a) 10” H
- b) Material: 3M IJ680CR with protective UV laminate for longevity.

11 VEHICLE WINDOW TINTING

Clear ceramic UV window film with Total Solar Energy Rejection of 40% or greater shall be applied to all vehicle windows.

12 FRONT AND REAR SEAT COVERS

Tiger Tough Tactical Seat Covers or equal tactical seat covers shall be provided and installed on drivers and passengers seats. Covers shall be MIL-SPEC 1000D Cordura.

13 MISCELLANEOUS EQUIPMENT

13.01 LOOSE EQUIPMENT

The following equipment shall be shipped loose with the vehicle:

- a) Touch-up OEM paint.
- b) One warning kit: Qty: 6 ultra bright LED emergency traffic puck / flasher flare in a plastic container that meets federal safety standards.
- c) Jack & tire changing tools.
- d) Two additional OEM key fobs (total of four)

13.02 REMOVEABLE FLOOR LINERS

Provide and install WeatherTech-type or equivalent removable rubber floor liners compatible with the OEM flooring. Floor liners shall be installed over the cab floor and shall provide full coverage of both the front and rear seating rows.

14 SERVICE

14.01 WARRANTY

The Provider shall have an established facility on the island of Oahu to service and repair the furnished RRV and equipment during the vehicle warranty period. The facility must be AUTHORIZED BY THE MANUFACTURE OF THE RRV to provide warranty service and repairs. If the Provider does not have its own facility on those islands, the Provider shall designate a facility that is authorized by the RRV manufacture to do repairs during the warranty period. The State reserves the right to inspect the facility.

The Contractor shall be able to offer local support services on the islands Oahu to include, but not limited to, the following:

- a) Provide warranty services and inspection.
- b) Provide repair and mechanical services.
- c) Provide technical support, training, troubleshooting, and diagnostic testing.

The State may request a copy of the agreement between the manufacture of the RRV being offered and the service and repair facilities. In addition, if the service and repair facilities are other than the Provider's own, the State may request a copy of the agreement between the Provider and the designated facility to provide services and repair under the manufacturer's warranty.

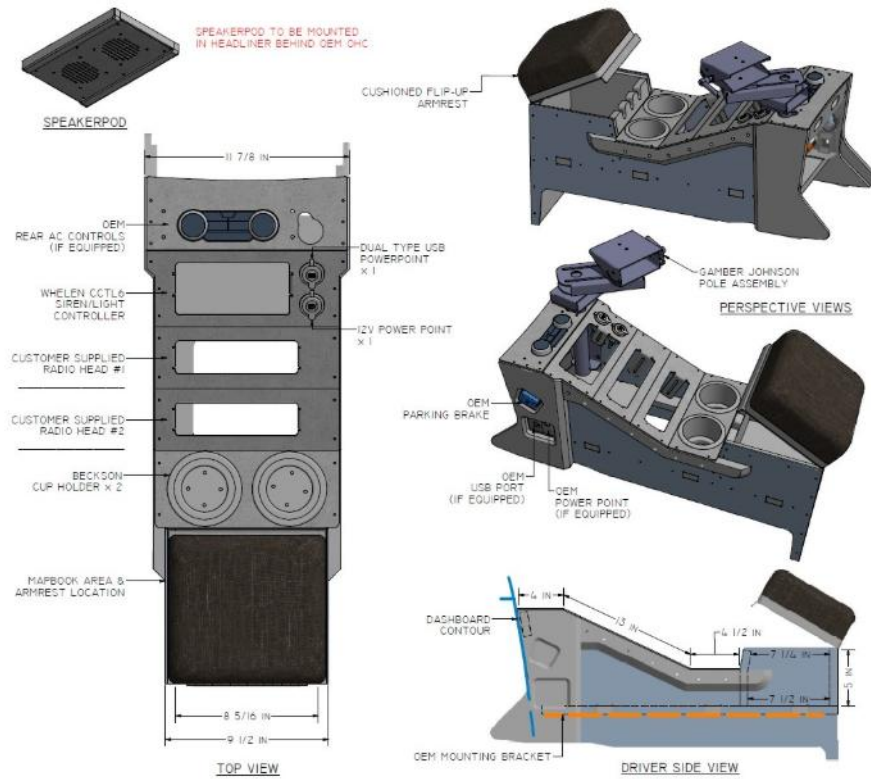
15

FIGURES

15.01

FIGURE #1

Design example



No Further Entries

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III. EVALUATION CRITERIA

The selection of the Provider (will be based on how well they meet the requirements of the strategies, organizational capacity, and demonstrated readiness.

The evaluation of responses received in response to the RFI will be conducted comprehensively, fairly, and impartially. Structural, quantitative scoring techniques and weighted totals will be utilized to maximize the objectivity of the evaluation.

When an evaluation committee is utilized, the committee will be comprised of individuals with experience in, knowledge of, and program responsibility for program service and financing.

A. General Qualifications

The Provider shall have all of the following qualifications:

1. Compliance with applicable federal, state, and industry design, construction, and performance standards for the type of vehicle and services required under this solicitation.
2. Manufacturing capacity to perform primary body construction in an established in-house manufacturing facility, including the ability to perform required warranty work.
3. A minimum of ten (10) years of experience as a final-stage rapid response vehicle manufacturer.
4. Sufficient staffing, resources, and operational capability to coordinate vehicle delivery, inspection, training, and the provision of all required support manuals and documentation.

B. Evaluation Categories and Thresholds

Evaluation Categories

Points

Administrative Requirements

NOT SCORED

General Qualifications

Pass/No Pass

Applications that do not meet General Qualifications will not be scored.

Application

Experience and Capability:

15 points

Evaluates the Provider's relevant experience, expertise, and proven ability to perform similar work successfully.

Manufacturing Qualifications:

15 points

Demonstrates the Provider's ability to manufacture or provide the required products/services in accordance with project requirements.

Technical Specifications:

30 points

Measures how well the proposed solution meets the technical requirements and standards outlined in the solicitation.

Service Delivery:

10 points

Evaluates the Provider's approach to providing services efficiently, reliably, and within required timelines.

Warranty:

10 points

Reviews the Provider's commitment to correcting defects, providing support, and ensuring quality after delivery.

Price:

20 points

Assesses the reasonableness, competitiveness, and value of the proposed cost.

TOTAL POSSIBLE

100 points

Full points will be awarded to the response that exceeds the minimum requirements listed in the RFI.

IV. PROCEDURE FOR SUBMISSION

All responses shall be submitted electronically via email. If the electronic submission exceeds applicable email size limitations, the Provider shall notify the State and submit the response through an alternative electronic or physical file transfer method approved by the State. Only typed responses to this RFI shall be accepted.

All responses must be prepared in English and include a table of contents with page numbers as well as page numbers on each page. Responses must follow all forms and formats required by this RFI, and all financial information must be provided in U.S. currency.

Multiple or alternate responses shall not be accepted unless authorized. If a Provider submits alternate responses when such responses are not authorized, but clearly identifies one response as its primary response, the State reserves the right to consider only the primary response for evaluation and award purposes.

A. Delivery Requirements

1. Electronic Submissions

Providers are responsible for ensuring that all submission materials, including attachments, are complete, legible, and successfully transmitted to the designated email address by the submission deadline. The State shall not be responsible for delayed, incomplete, corrupted, misdirected, blocked, or undelivered email transmissions, including those caused by internet service interruptions, spam filters, file size limitations, or other technical issues.

Unless otherwise specified, all documents shall be submitted in PDF format. The State reserves the right to request resubmission of any files that are corrupted, inaccessible, or otherwise unreadable; however, the State is under no obligation to permit correction of deficiencies after the submission deadline.

a) All electronic submissions shall be sent

To: doh.rica.emscares@doh.hawaii.gov
Copied (CC): douglas.asano@doh.hawaii.gov

b) The subject line of the email shall state:

"RFI No. _____ Submission – [Provider Name]"

c) The body of the email shall include, at a minimum:

- i. Primary contact person; phone number, and email
- ii. Secondary contact person, telephone number, and email address (if applicable)

B. Format

Administrative Requirements	
1. Cover Letter	The cover letter shall include: - The legal name of the Provider/provider. - The name, title, email address, and telephone number of the authorized contact person for the response; and - The total funding amount requested for the proposed project.
2. Table of Contents	Table of contents shall clearly identify all required sections and attachments.
3. Form A	Response Application Identification Form, attached as Exhibit A.
4. Blank Invoice	Submit a blank sample invoice in the format anticipated to be used for billing under the resulting contract.
5. Provider Compliance (Optional at the time of submission, required if an award is granted.)	If using Hawaii Compliance Express (“HCE”): Submit a current Certificate of Vendor Compliance issued through Hawaii Compliance Express. - If the HCE certificate indicates a Hawaii Department of Commerce and Consumer Affairs (“DCCA”) exemption, also submit a Certificate of Good Standing (“COGS”) issued by DCCA. If NOT using Hawaii Compliance Express: Submit all applicable compliance documents listed below. Each certificate must be valid at the time of submission: - State of Hawaii Tax Clearance Certificate (Department of Taxation) - IRS Tax Compliance Documentation (as applicable or equivalent federal tax clearance documentation) - Department of Labor and Industrial Relations (“DLIR”) Certificate of Compliance - Certificate of Good Standing (“COGS”) issued by the DCCA Business Registration Division (not required for sole proprietorships or entities exempt from registration)
Evaluation Categories	

6. Experience and Capability	The Provider shall provide the number of years in business and the number of years providing the specific services required. This should include capability to be a final stage rapid response vehicle manufacture. The Provider shall provide references, client listings, and/or at least three examples demonstrating relevant experience and capacity to perform the proposed services. Each reference shall include the organization name, contact person, contact information, project description, contract period, and scope of services provided.
7. Manufacturing Qualifications	The Provider shall provide sample projects and/or examples of relevant deliverables provided in the past showing Providers' ability to successfully perform the required services.
8. Technical Specifications	The Provider must provide a description of the specifications they intend to provide as outlined in this RFI.
9. Service Delivery	The Provider shall provide a timeline to identify key activities and deliverables to be completed with the expected delivery date to final destination.
10. Warranty	The Provider shall submit a detailed description of the warranty coverage provided, including the coverage period, covered components, exclusions, warranty service process, and any applicable limitations.
11. Cost	The Provider shall submit a Firm-Fixed-Price for the complete manufacture of rapid response vehicles and delivery to destination.

C. Confidentiality

If a Provider believes any portion of a response contains information that should be withheld as confidential, the Provider shall request in writing nondisclosure of designated proprietary data to be confidential and provide justification to support confidentiality. Such data shall accompany the response, be clearly marked, and shall be readily separable from the response to facilitate eventual public inspection of the non-confidential sections of the response.

Note that price is not considered confidential and will not be withheld.

V. DEADLINE

Submissions for the RFI shall be received no later than:

Close Time: 4:30 PM Hawaii Standard Time ("HST")

Close Date: July 8, 2026

VI. SPECIAL PROVISIONS

A. Compliance

All Providers shall comply with all applicable federal, state, and local laws, regulations, ordinances, and requirements governing entities conducting business in the State of Hawaii.

B. Tax Clearance

Pursuant to Hawaii Revised Statutes (“HRS”) §103-53, as a prerequisite to entering into contracts of \$25,000 or more, providers are required to have a tax clearance from the Hawaii State Department of Taxation (“DOTAX”) and the Internal Revenue Service (“IRS”).

C. Labor Law Compliance

Pursuant to HRS §103-55, providers shall be in compliance with all applicable laws of the federal and state governments relating to workers' compensation, unemployment compensation, payment of wages, and safety.

Prior to contracting, owners of all forms of doing business in the state except sole proprietorships, charitable organizations, unincorporated associations and foreign insurance companies shall be registered and in good standing with the Department of Commerce and Consumer Affairs, Business Registration Division. Foreign insurance companies must register with DCCA, Insurance Division. More information is on the DCCA website.

1. Providers may register with Hawaii Compliance Express for online compliance verification from the DOTAX, IRS, DLIR, and DCCA. There is a nominal annual registration fee (currently \$12) for the service. The HCE’s online “Certificate of Vendor Compliance” provides the registered provider’s current compliance status as of the issuance date and is accepted for both contracting and final payment purposes.
2. Providers not utilizing HCE to demonstrate compliance shall provide paper certificates to the State purchasing agency. All applications for applicable clearances are the responsibility of the Providers. All certificates must be valid on the date it is received by the State purchasing agency. The tax clearance certificate shall have an original green certified copy stamp and shall be valid for six months from the most recent approval stamp date on the certificate. The DLIR certificate is valid for six months from the date of issue. The DCCA certificate of good standing is valid for six months from date of issue.

D. Wages Law Compliance

If applicable, by submitting a response, the Provider certifies that the Provider is in compliance with HRS §103-55, wages, hours, and working conditions of employees of Providers performing services.

- E. Campaign Contributions by State and County Contractors
HRS §11-355 prohibits campaign contributions from certain State or county government contractors during the term of the contract if the contractors are paid with funds appropriated by a legislative body.
- F. General and Special Conditions of Contract
The general conditions that will be imposed contractually are attached to the Solicitation/Notice. Special conditions may also be imposed contractually by the State purchasing agency, as deemed necessary.
- G. Insurance
Prior to the contract start date, the provider shall procure at its sole expense and maintain insurance coverage acceptable to the State in full force and effect throughout the term of the Contract. The provider shall provide proof of insurance for the following minimum insurance coverage(s) and limit(s) in order for the contract to be executed. The type of insurance coverage is listed as follows:
1. Commercial General Liability Insurance coverage issued by an insurance company in the amount of at least \$1,000,000 for bodily injury and property damage liability arising out of each occurrence and \$2,000,000 aggregate.
 2. Automobile Insurance issued by an insurance company in an amount of at least \$1,000,000 per occurrence.

VII. STATEMENT OF OBLIGATION

Neither the State nor any interested provider or interested party shall have any obligation under this RFI. This RFI is issued pursuant to Subchapter 4.5 of HAR Chapter 3-122.

Participation in this RFI is entirely optional. Submission of information or recommendations does not obligate any provider to participate in any future procurement process, nor does it confer any right to be included in any subsequent solicitation or award.

This RFI does not commit the State to award a contract, nor will the State defray any costs incurred in preparing responses or participating in any presentations or negotiations.

Furthermore, participation in this RFI is not required as a condition for responding to any future procurement action the State may issue.

STATE OF HAWAII
DEPARTMENT OF HEALTH
EMERGENCY MEDICAL SERVICES & INJURY PREVENTION SYSTEMS BRANCH
APPLICATION IDENTIFICATION FORM

RFI NUMBER: _____

RFI TITLE: _____

BUSINESS INFORMATION

Legal Business Name:
 Doing Business As:
 Business Telephone Number:

Business Address (Street Address) City, State, Zip Code:

Business Mailing Address
 (if different than Business Address):

Payment Mailing Address
 (if different than Business Mailing Address):

*If awarded, Form W-9 will be required for each address.

PRIMARY POINT OF CONTACT

Name:

Title:

Office Phone Number:

Mobile Phone Number (if any):

Email:

FISCAL RELATED POINT OF CONTACT

Name

Title

Office Phone Number:

Mobile Phone Number (if any):

Email:

BUSINESS ENTITYType of Business Entity (*check one*):☐ Non-Profit Corporation☐ Limited Liability Company☐ Sole Proprietorship☐ For-Profit Corporation☐ Partnership

If applicable, state of incorporation and date incorporated:

State:

Date:

FINANCIAL

Please indicate your preferred procurement method (e.g., purchase agreement, rate schedule, cost-reimbursement, budget-based, or other applicable procurement vehicle):

I certify that the information provided above is to the best of my knowledge true and correct.

*Authorized Representative Signature*_____
*Date of Signature*_____
*Authorized Representative Name*_____
Authorized Representative Title