STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS

ADDENDUM NO. 1

TO

REQUEST FOR PROPOSALS

FOR

AIRPORTS INTERACTIVE TERMINAL MAPS
SYSTEM
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS
PROJECT NO. ES2016-26

May 1, 2026

The following is provided for information.

A. RESPONSE TO REQUEST FOR INFORMATION (RFI/QUESTIONS)

The attached **RESPONSE TO REQUEST FOR INFORMATION (RFI/QUESTIONS)** is provided for information.

Please acknowledge receipt of this Addendum No. 1 by clearly noting the date of its receipt in the Proposal's Transmittal Letter.

CURT T. OTAGURO
Deputy Director of Transportation for Airports

RESPONSE TO REQUEST FOR INFORMATION (RFI/QUESTIONS)
REQUEST FOR PROPOSALS
FOR
AIRPORTS INTERACTIVE TERMINAL MAPS SYSTEM
STATE OF HAWAII
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Question 1: As the current vendor has only been in place for approx. three years, what is triggering the desire to migrate away from them?

Response: Since implementation of our terminal maps, there was a map ownership change and the current map application functionality has not met our functional expectations.

Question 2: Does the HDOT have a long-term interest in using the SYSTEM for holistic facility management, such as space planning, asset tracking, or maintenance management, in addition to the public-facing wayfinding requirements?

Response: No.

Question 3: Is the HDOT open to a SYSTEM architecture that utilizes GIS-standard spatial data (e.g., GeoJSON, Shapefiles, or Esri File Geodatabases) as the primary data source to drive the interactive maps, provided all final static deliverables can still be exported to the required Adobe Illustrator format?

Response: Yes.

Question 4: ArcGIS Indoors Compatibility: If an offeror proposes a SYSTEM based on an industry-standard indoor GIS platform (like ArcGIS Indoors), would the HDOT consider this an "added value" under Evaluation Criterion 2 for its potential to integrate with other airport operational systems?

Response: No.

Question 5: Graphics Personnel Equivalency: For the requirement of five years of experience with Adobe Illustrator, will the HDOT consider equivalent professional experience using advanced GIS cartographic design tools (e.g., ArcGIS Pro with Adobe Creative Cloud integration) that produce the same high-quality vector outputs?

Response: No.

Question 6: SITUM Integration: Can the HDOT provide technical documentation or API specifications for the existing SITUM Technologies beacon hardware to ensure proposed mobile applications can achieve the required "blue dot" indoor positioning?

Response: The beacons installed are Moko L01A and Kontakt Anchor Beacon 2, depending on the airport. For API specifications and other technical details, please contact Situm.

Question 7: Source Code Ownership vs. COTS: The RFP states HDOT shall own all custom programming source codes. How does this requirement apply if the SYSTEM is built upon a Commercial Off-the-Shelf (COTS) platform (such as Esri) where the core source code is proprietary, but the configuration and custom widgets are delivered to the State?

Response: The requirement will not apply for a COTS solution.

Question 8: Web Development vs. Configuration: Evaluation Criterion 2 assesses the ability to "successfully develop and implement the SYSTEM". Does the HDOT have a preference for custom-coded HTML5 solutions over configured COTS enterprise GIS web applications that meet all functional requirements?

Response: No preference.

Question 9: COTS / configurable platform acceptability: The RFP defines COTS but also refers throughout the Scope of Work to “developing,” “delivering,” and “maintaining” the SYSTEM. Please confirm whether the State will accept a solution based on a configurable commercial off-the-shelf indoor mapping / wayfinding platform, supplemented by configuration, data conversion, implementation services, and limited custom extensions where necessary, provided the proposed SYSTEM satisfies the RFP requirements.

Response: The Offeror may propose either solution.

Question 10: Custom development versus configuration: Please clarify whether “development” of the SYSTEM may include configuration of a commercial off-the-shelf platform, data modeling, map production, routing configuration, mobile/kiosk configuration, and integration work, or whether the State expects a primarily custom-developed application and source code base.

Response: The Offeror may propose either deliverable method.

Question 11: Mobile application delivery model: The RFP requires mobile applications supported by Apple iOS, Android, and iPadOS operating systems. Please clarify whether the State requires newly developed custom native mobile apps submitted to the Apple App Store and Google Play under State-controlled accounts, or whether a branded/configured commercial mobile application or SDK-based mobile application may satisfy the requirement if it meets the required functionality.

Response: The State requires newly developed suctom native mobile apps submitted to the Apple App Store and Google Play under State-controlled accounts.

Question 12: Mobile app account ownership and publishing: Please identify whether the State currently maintains Apple Developer and Google Play developer accounts for the existing airport mobile applications. If so, will the selected Contractor be required to publish through State-controlled accounts, Contractor-controlled accounts, or another publishing model approved by HDOT?

Response: Yes, HDOT maintains Apple Developer and Google Play developer accounts for the existing airport mobile applications. The Contractor shall publish through the State-controlled accounts.

Question 13: Existing mobile app source code and configuration: The RFP states that the existing SYSTEM includes five mobile applications and that the replacement SYSTEM includes redeveloping and delivering the mobile apps. Please clarify whether the selected Contractor will receive existing mobile app source code, configuration files, routing data, indoor positioning configuration, beacon configuration, POI data, and related technical documentation, or whether Offerors should assume that the mobile applications will be redeveloped without reliance on existing source code or configuration.

Response: No, the Contractor will not receive existing source code.

Question 14: Existing beacon and indoor positioning environment: The RFP states that HDOT currently uses beacon technology supported by SITUM Technologies. Please clarify whether Offerors are required to reuse and support the existing SITUM-supported beacon environment, or whether Offerors may propose an alternate indoor positioning solution, including reuse, replacement, recalibration, or augmentation of existing beacon hardware, if the proposed solution satisfies the blue-dot indoor positioning requirements.

Response: The Offeror is allowed to propose a new system or re-use the Situm beacons.

Question 15: Indoor positioning data and account access: Please confirm whether HDOT owns and can provide access to the existing indoor positioning account, beacon inventory, beacon identifiers, beacon location data, calibration/survey data, positioning maps, and related configuration for HNL, LIH, OGG, KOA, and ITO. If any of this information is unavailable, please identify what information Offerors should assume will be provided.

Response: Yes, HDOT owns the Situm beacons. Offerors may contact Situm for more information.

Question 16: Beacon installation, maintenance, and battery responsibility: Please clarify whether the scope includes physical beacon installation, replacement, relocation, battery replacement, signal surveying, and ongoing beacon maintenance during the base period and optional renewal periods. If yes, please provide the approximate number of existing beacons by airport and identify whether escort support or airport badging will be provided for secured-area work**.**

Response: Should the proposed SYSTEM use a different beacon vendor, then the proposal shall include the cost for physical beacon, beacon installation, replacement, relocation, calibration, and on-going maintenance during the base period and optional renewal periods.

Question 17: Mobile app user experience requirement: The RFP states that HDOT seeks a mobile application similar to the Miami Airport mobile app, which is "not map centric," while also stating that the current mobile apps are map centric. Please clarify whether the replacement mobile apps are expected to include non-map airport app functions beyond mapping, POI search, indoor positioning, and wayfinding. If so, please identify the required non-map functions**.**

Response: The replacement mobile apps are expected to have the same look and feel among the airports and include the same information that the current apps support.

Question 18: Public access and authentication: Please confirm whether the public-facing web maps, mobile apps, and kiosks must be accessible to the traveling public without login or authentication. Please also clarify whether administrative/content management users may be authenticated through named user accounts, role-based access, or another approved identity model.

Response: Confirmed that the public-facing web maps, mobile apps, and kiosks must be accessible to the public without login or authentication. Confirmed that administrative/content manager users may be authenticated through named user accounts, role-based access, or another approved identity model. Proposals shall include whether the content management system supports restrictions to access to individual airports.

Question 19: State-furnished software and licenses: Please clarify whether the State will furnish any existing software licenses, cloud subscriptions, geospatial platform licenses, mobile app platform licenses, indoor positioning licenses, content management licenses, hosting environments, or administrative accounts for use in the SYSTEM. If not, should Offerors include all required software, hosting, licensing, and subscription costs in the price proposal?

Response: Offerors shall include all required software, hosting, licensing, and subscription costs in the price proposal.

Question 20: Hosting and security requirements: Please clarify the State's minimum hosting and security requirements for a Contractor-proposed cloud or SaaS solution, including any requirements for data residency, FedRAMP authorization, State security review, vulnerability scanning, SSL/TLS certificate management, domain management, logging, backup, disaster recovery, and administrative access by HDOT.

Response: Offerors shall propose how the SYSTEM will be secured. Security requirements shall include, but is not limited to weekly external vulnerability scanning, patching, SSL/TLS issued by trusted certificate authorities, domain management, daily encrypted back-up and quarterly restore tests, etc.

Question 21: Performance measurement conditions: The RFP includes multiple three-second performance requirements. Please clarify how the three-second threshold will be measured for web maps, mobile apps, and kiosks, including whether the measurement applies to first load or cached load, what network conditions and devices will be used for testing, whether third-party network latency is excluded, and whether large airport maps with multiple floors will be tested separately.

Response: The three-second load will be measured during testing the first time loaded on each platform, i.e., web, mobile app, and kiosk.

Question 22: Kiosk hardware, operating environment, and deployment model: Please provide the make/model, screen size, resolution, browser/runtime environment, operating system version, network configuration, remote management approach, and current physical locations for the ten HNL touchscreen kiosks. Please also clarify whether kiosk maps are expected to run as a hosted web application, locally installed application, browser kiosk mode, or another deployment model.

Response: There are ten 48" LG with IR Elo Touch Overlay kiosk locations throughout HNL. Three kiosks are located in Terminal 1 and seven kiosks in Terminal 2. The kiosks are managed by a State contractor and each kiosk communicates to the internet through a cellular provider. The State kiosk contractor manages any remote access to the kiosks. Each individual kiosk application link is provided to the State kiosk contractor for setup.

The kiosk operating system is currently Microsoft Windows 10, therefore, the application shall be supported to run in Windows 10 operating system until the kiosk operating system is upgraded. The kiosk maps are expected to run in browser kiosk mode, currently using a Microsoft Edge browser. The kiosk map should automatically refresh when content changes are made. The current display resolution is 1080x1920 portrait.

Question 23: Kiosk orientation and "You Are Here" configuration: Please confirm whether each kiosk may use a kiosk-specific map configuration, start location,

orientation, and “You Are Here” marker to satisfy the requirement that the map display be oriented based on the kiosk’s absolute location and cardinal direction.

Response: Yes, confirmed.

Question 24: Future static digital map displays: The RFP references the ability to display future static digital maps in airport display monitors. Please clarify whether the base contract requires delivery and configuration of static digital map displays during the initial implementation, or whether the requirement is limited to providing a SYSTEM capability that can support future display monitor deployments.

Response: The requirement is the ability of the SYSTEM to support future display monitor static maps.

Question 25: Airport map source data: Please identify the source data that will be provided by HDOT for map production, including CAD files, BIM files, GIS data, existing Illustrator files, floor plans, POI tables, route networks, sterile/non-sterile boundaries, parking/roadway data, concession data, and existing static map files. Please also identify expected coordinate systems, data formats, and whether the source data has been field-verified.

Response: Airport property Computer Aided Design (CAD) map layer will be provided in .dwg format. The coordinate system supported by Airports CAD is NAD_1983_StatePlane_Hawaii Zones 1 thru 4 and WGS_1984_Web_Mercator_Auxiliary_Sphere.

Question 26: Map inventory and geographic boundaries: Please confirm the required map inventory and geographic boundaries for each airport, including whether external areas such as parking structures, rental car facilities, lei stands, public transportation areas, terminal roadways, sidewalks, and inter-terminal connectors must be included in the initial deliverables for all applicable airports.

Response: Yes.

Question 27: Sterile/non-sterile routing and warnings: Please clarify the expected behavior for routing across sterile and non-sterile areas. Should the SYSTEM only warn users when a route exits or enters a sterile area, or should the SYSTEM restrict certain routes, offer alternate routes, or distinguish pre-security and post-security travel modes? Please also confirm whether HDOT will provide authoritative sterile/non-sterile boundary data.

Response: HDOT will provide the boundary lines between sterile and non-sterile. The expected behavior when a route is displayed is to display a route from origination to destination within the sterile area or non-sterile areas depending on where the route originates from. For example: If a person is in the sterile area and

the POI destination is in the sterile area, the preferred routing is a route within the sterile area. Same situation is when a person is in the non-sterile area and the POI is in the non-sterile area, the preferred route is within the non-sterile area. Should a route exit or enter the sterile to non-sterile or visa versa, the route should utilize the nearest exit or TSA checkpoint.

Question 28: Wiki Wiki bus routing: The RFP requires a search wayfinding option for walking or catching the Airports Wiki Wiki bus. Please clarify whether Wiki Wiki bus support requires static route display, route-aware wayfinding instructions, estimated time/distance comparison, stop-to-stop routing, schedule/headway information, or real-time shuttle information. Please also confirm what Wiki Wiki bus route data will be provided by HDOT.

Response: The Wiki Wiki bus support requires all features listed except for schedule/headway information and real-time shuttle information. HDOT will provide the route data.

Question 29: Similar experience and past performance: Please confirm whether large-scale indoor mapping and wayfinding deployments for complex multi-building facilities, such as universities, hospitals, convention centers, or corporate campuses will be considered similar in complexity to this SYSTEM project for purposes of firm experience, personnel qualifications, and past performance, even if the project was not performed for an airport.

Response: Yes.

Question 30: Subcontractor qualifications and specialized platform personnel: Please clarify whether specialized personnel supplied by an approved subcontractor, including personnel specializing in indoor mapping platforms, indoor positioning, mobile app configuration, kiosk configuration, and route network development, may be used to satisfy the combined Contractor support personnel qualifications. Please also clarify whether the statement that "the majority of the support personnel are employed by the Contractor and not by the sub-Contractor" is a mandatory minimum requirement or a preference.

Response: The Contractor shall assign 50% and more of their company employed resources.

Question 31: Training scope and number of trainees: Please confirm the expected number of HDOT staff to be trained for technical administration and end-user/content management functions. Please also clarify whether training may be delivered through a combination of instructor-led sessions, recorded sessions, written guides, and hands-on exercises.

Response: The expected number of HDOT staff to be trained for technical

administration and content management is at least 2, up to 4. Training may be delivered through a combination of instructor-led sessions, recorded sessions, written guides, and hand-on exercise.

Question 32: Documentation and source code ownership for COTS solutions: Please confirm that, for a commercial off-the-shelf or SaaS-based solution, HDOT ownership applies to HDOT data, map data, POI data, route network data, configuration documentation, custom scripts, and custom code developed specifically for HDOT, but does not require transfer of ownership of the underlying commercial software platform, proprietary source code, standard product code, or third-party licensed technology.

Response: Confirmed.

Question 33: Go-live phasing and license start dates: Please clarify whether the SYSTEM may go live in phases by airport and/or by platform, for example web maps first, followed by mobile apps and kiosks, and whether the annual license renewal date and post-implementation support period will begin separately for each respective go-live date or only after final acceptance of the full SYSTEM.

Response: Offerors shall propose how the annual license renewal dates and post implementation support will be managed.

Question 34: Please clarify whether HDOT has established an available budget, estimated contract value, or not-to-exceed amount for this project, including implementation and recurring support/maintenance costs. If yes, please provide the applicable budget or range and specify whether it applies to the base year only or the full potential three-year contract term. If no budget will be disclosed, please confirm that Offerors should price the full proposed solution based on the Scope of Work and Attachment B.

Response: Yes, Offerors proposed price shall include all services as identified in the Scope of Work and the SYSTEM deliverables.

Question 35: Please clarify HDOT's deployment preference for the production SYSTEM. Specifically, does HDOT require, prefer, or equally accept the following deployment models, provided the proposed solution satisfies the RFP's functional, security, performance, support, and maintenance requirements: 1. COTS Software-provider-hosted SaaS or cloud solution; 2. Contractor-hosted SaaS or cloud solution; 3. State-hosted cloud solution; 4. State-hosted on-premises or State-managed server environment; 5. Hybrid model using State-held software licenses with Contractor-managed configuration, implementation, hosting, or support. Please also clarify whether any deployment model will receive more favorable evaluation consideration, or whether deployment model will be evaluated solely based on the Offeror's ability to meet the RFP requirements, total price, support model, performance, and risk. .

Response: HDOT shall evaluate all SYSTEM proposals in compliance with Section 5, Evaluation Criteria.

Question 36: Please clarify whether HDOT will accept a proposed SYSTEM implemented using the Esri ArcGIS platform, including, as applicable, ArcGIS Enterprise, ArcGIS Online, ArcGIS Indoors, ArcGIS IPS, ArcGIS Indoors Mobile, ArcGIS Maps SDKs, and related ArcGIS components, provided the proposed solution satisfies the RFP's functional, security, performance, accessibility, ownership, support, maintenance, and pricing requirements.

Response: HDOT will evaluate all proposals.

Question 37: Please clarify whether HDOT Airports or the State has existing Esri licensing, enterprise license agreement coverage, ArcGIS Indoors licensing, ArcGIS IPS licensing, ArcGIS Online licensing, ArcGIS Enterprise licensing, mobile application licensing, or related ArcGIS entitlements that may be used for this project. If such licensing is available, please identify which components may be used for production public-facing web maps, mobile applications, indoor positioning, kiosk applications, administrative users, and content management workflows. If such licensing is not available, please confirm that Offerors should include all required ArcGIS software, subscription, hosting, mobile, indoor positioning, and support licensing costs in the price proposal.

Response: HDOT has an existing ESRI licensing, however, licensing is limited and not specific for this project. Offeror shall propose all hardware, software, hosting, development services to support this project.

Question 38: Does the Hawaii Software Development Business preference, as defined in Section 103D-1006, HRS, apply to this procurement?

Response: No.

Question 39: It takes more than three (3) seconds to load the default view of the respective airport terminal map and return all query results when using the SYSTEM on all platforms, i.e., Android, iOS, windows kiosk, and browsers. The Contractor shall resolve any performance issues before SYSTEM acceptance. – Are we excluding user device and networking delays in this measurement?

Response: No.

Question 40: The search wayfinding search features shall provide an option for the person to walk or catch the Airports Wiki Wiki bus – does this require integration of Wiki Wiki bus in the routing time calculation? For example, google map, travel by public

transportation, would factor in the bus time in the directions. Or we just provide a time schedule and user take the info as is?

Response: The Wiki Wiki bus does not have a set schedule so the application must factor in an average time to provide the time calculation estimate.

Question 41: What's the beacon density by SITUM today and positioning accuracy? Are all 5 airports equipped with beacons?

Response: Situm recommends a beacon density of approximately 1 beacon per 30 meters in a zigzag pattern which provides a 1-5 meter accuracy. All airports are equipped with beacons.

Question 42: Is there a timeline for the project – like one app first and the rest?

Response: Proposals will be evaluated on proposed project plan/timeline.

Question 43: Are we doing similar interface/design or each app/web/kiosk shall be totally different styles?

Response: Similar for consistent look and feel for end-user experience. Also, similar for all airports.

Question 44: Is multilingual support needed?

Response: Not required, however if proposed, this feature will be considered during the evaluation.

Question 45: It seems a vendor hosted server preferred – as a SSL cert to be provided. Please confirm.

Response: Yes, reference 3.2.13.3.q.

Question 46: Deployment schedule – BLE positioning may require onsite calibration. Is vendor expected to make the travel for each site separately or open to plans to save cost – like hardware vendor may have level 1 support to this?

Response: The vendor is not expected to make the travel for each site separately. The STATE is open to alternative plans to save cost.

Question 47: Is there any emergency system required to integrate with? For example, during a hazard events, all screens and mobile apps showing warning and instructions.

Response: No.

Question 48: FIDS. Is integration with flight information required?

Response: No.

Question 49: Scanner integration/camera ticket scanning on mobile: is this required?

Response: No.

Question 50: Is kiosk hardware already in place?

Response: Yes.

Question 51: If kiosk is already in place, does it include a mouse/num pad for visually impaired?

Response: No, kiosk display should provide user on-screen keyboard and ability to change font size.

Question 52: If kiosk is already in place, Is mic/earphone required too?

Response: No.

Question 53: If kiosk is already in place, is the hardware IR or Pcap screen?

Response: Kiosk displays are 48" LGs with IR Elo Touch Overlay.

Question 54: If kiosk is already in place, What's hardware spec of the windows PC?

Response: The PCs are Intel NUC 8V5PNB with an i5 CPU and 8GB ram.

Question 55: If kiosk is already in place, How many kiosks/touchscreens are we looking at each location?

Response: Reference page 8, 1.2.1 Background explains there are ten kiosks at HNL airport. The other airports do not have any kiosks.

Question 56: Are the terms and conditions in the attachment are open to discussion or negotiation?

Response: No.

Question 57: Indoor Positioning / Existing Infrastructure Reference: Section 1.2.1, page 8, "mobile applications… feature indoor positioning (blue dot) technology using beacons" Question: Can the State confirm whether the selected Contractor is required to maintain compatibility with the existing indoor positioning system and associated hardware/software, or if Offerors may propose alternative solutions provided the required indoor positioning functionality is maintained?

Response: The Contractor shall propose how they will meet the requirement to support the mobile application features. The Contractor should propose whether they will support the existing indoor positioning system or propose another solution to meet the functionality requirements.

Question 58: Hosting Model / Cloud Flexibility Reference: Section 3.2.13.3.q, page 26, "hosted and protected in a secured (SSL) webserver" Question: Can the State confirm whether a cloud-hosted solution is acceptable, and whether there are any specific requirements or constraints regarding hosting environments, data residency, or security standards?

Response: Yes, a cloud-hosted solution is acceptable. Proposal shall be evaluated on the level of security provided for the SYSTEM.

Question 59: Incumbent Contractor & Transition Support Reference: Section 1.2.1, page 8, "Airports currently has a contractor that supports and hosts the current SYSTEM…" Question: Can the State identify the incumbent contractor and clarify whether transition support, documentation, and data access will be provided to the selected Contractor to facilitate migration of existing maps, POIs, and routing data?

Response: No, the current Contractor shall not be identified and data access will not be provided.

Question 60: CAD / Floor Plan Availability Reference: Section 3.2.13.2.c, page 24, "validation of map layout and labeling from HDOT and CAD files…" Question: Can the State clarify the availability and completeness of CAD or BIM floor plan documentation for all ten (10) airports, and whether as-built files will be provided to the selected Contractor at project initiation?

Response: Property base file in CAD (Computer-Aided Design) .dwg file format will be provided to the selected Contractor at project initiation.

Question 61: Integration Requirements Reference: Section 3.2.13, page 23, "SYSTEM Requirements" Question: Are there existing or planned integrations with external systems (e.g., flight information displays, parking systems, tenant databases, or APIs) that the proposed SYSTEM must support?

Response: There are no planned integration with other systems at this time.

Question 62: Kiosk Operating System and Hardware Reference: Section 1.2.1, page 8, "digital wayfinding maps running on Windows 10 supported by touch screen interactive kiosks" Question: Can the State clarify whether the Contractor is expected to upgrade or replace kiosk operating systems and/or hardware, or if the solution must be compatible with the existing kiosk environment?

Response: The proposed application shall be compatible with the existing kiosk environment.

Question 63: Success Criteria & KPIs Reference: Section 7.4.1, page 46, "Offeror shall identify any KPIs…" Question: Can the State clarify the key performance indicators (KPIs) and success metrics that will be used to evaluate the effectiveness of the SYSTEM post-implementation?

Response: 7.4.1 The evaluation format is defined on Page 37.

Question 64: Customer Experience Priorities Reference: Section 1.1, page 8, "create and deliver… interactive terminal maps application" Question: Can the State describe its top customer experience priorities for the SYSTEM (e.g., ease of navigation, accessibility, multilingual support, integration with travel information)?

Response: Customer experience priorities includes and is not limited to efficiency, accuracy, interactive features, accessibility, availability, etc.

Question 65: Data & Analytics Expectations Reference: Section 7.4, page 45, "KPIs… monitor quality performance" Question: What does the State expect the SYSTEM to provide for analytics or reporting capabilities (e.g., user interactions, search behavior, wayfinding usage). How will this data be used?

Response: In reference to Section 7.4, the STATE does not expect the SYSTEM to provide the analytics or reporting capabilities. However, if these are features of the SYSTEM, the Offeror should include the features in the SYSTEM proposal.

Question 66: Tools, Methodologies, and AI Usage Guidelines Reference: Section 3.2, page 17, "Scope of Services" and Section 3.2.4, page 18, "Project Management" Question: Can the State clarify whether there are any restrictions or requirements regarding the use of specific tools, software platforms, or project management methodologies for delivery of the SYSTEM? Additionally, are there any guidelines or limitations related to the use of artificial intelligence (AI) tools or capabilities in the design, development, or ongoing operation of the SYSTEM, particularly with respect to data security, privacy, and compliance?

Response: There are no restrictions.