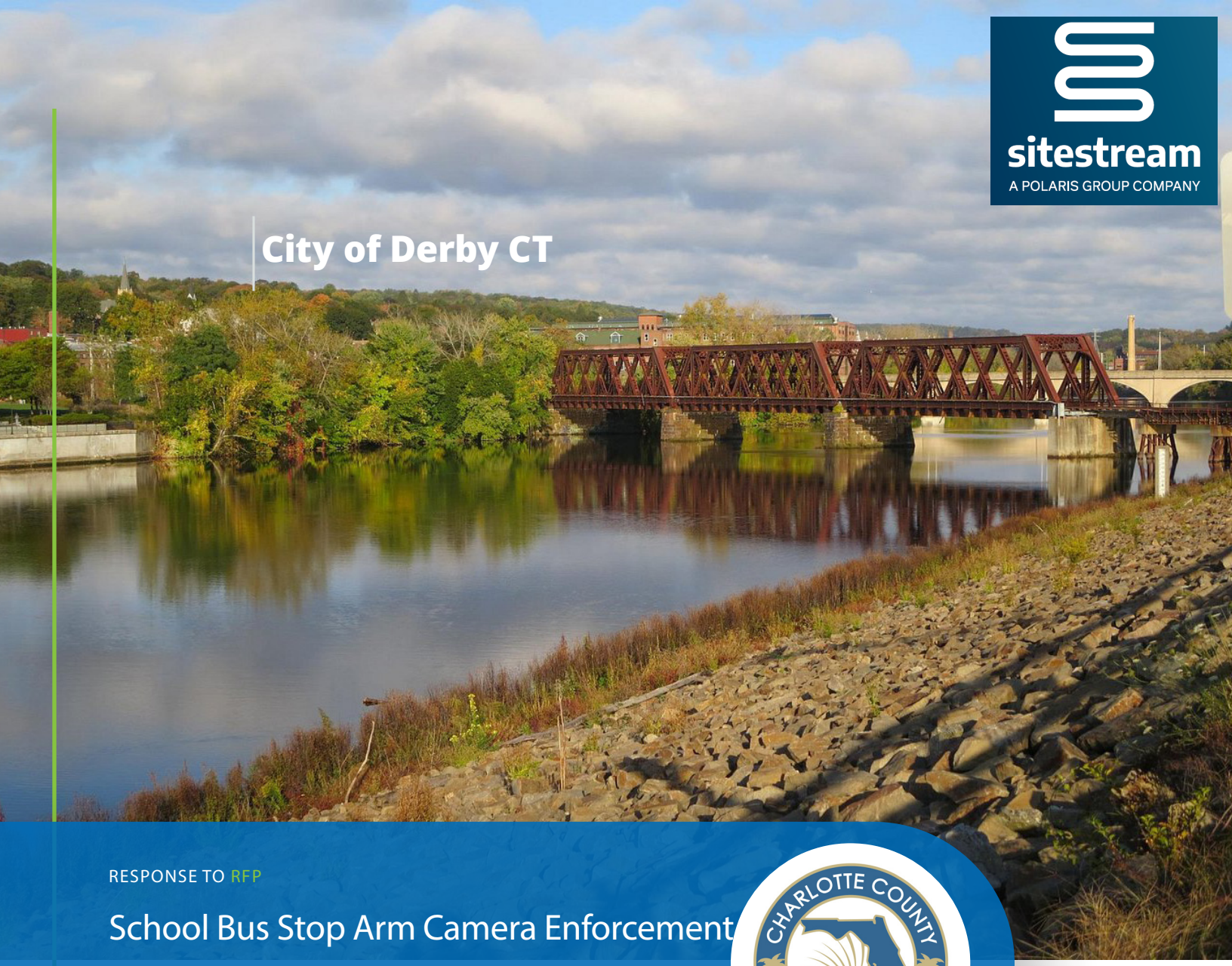
Bid Title	School Bus Stop Arm Camera Enforcement Equipment and Ticketing Service
Bid ID	1158
Submitter Name	<John McDonald> j.mcdonald@sitestream.ai (https://prod1.evo.cloud/derbyct/dashboard/?url=/derbyct/dashboard/administrator/staff/user/detail/174128/)
Submitter Email Address	j.mcdonald@sitestream.ai (mailto:j.mcdonald@sitestream.ai)
Company Name	Sitestream LLC
Company Street Address	900 Cummings Center
Company City	Beverly
Company State	MA
Company ZIP Code	01915
Company Phone Number	6179577457
Company Fax Number	
Comments	Our Submission. Thank You.
Date Submitted	May 29, 2026 at 12:38:59 PM
Submission Documents	Derby CT RFP Response 5-29-26.pdf (https://prod1.evo.cloud/derbyct/dashboard/bid/bid_submission/bid_submission_upload/download/3050/)

sitestream
A POLARIS GROUP COMPANY



City of Derby CT

RESPONSE TO RFP

School Bus Stop Arm Camera Enforcement Equipment & Ticketing Service

MAY 29, 2026

900 Cummings Center, Suite 324-S
Beverly, MA 01915

safer@sitestream.ai phone (978) 394-0652 link sitestream.ai

City of Derby
1 Elizabeth Street
Derby, CT 06418
ATTN: Brian Hall, Finance Director

May 29, 2026

Re: School Bus Stop Arm Camera Enforcement Equipment & Ticketing Service

Dear Selection Committee,

We are so pleased to provide your committee with this proposal detailing a full, turn-key school bus stop-arm camera program for the City of Derby (the City) and Derby Public Schools. As you read through our submittal, you will find a cohesive plan to help keep your students safe while traveling on and around your fleet of school buses.

This solution pairs our automated traffic enforcement company, Sitestream, with industry-leading school bus surveillance vendor, Safety Vision. This dream team, having collaborated for several years – **and having just won two stop-arm enforcement programs in Stonington and Hamden CT** - will deliver a reliable and robust program to Derby Public Schools that everyone can feel good about. Importantly, Sitestream is also in various buildout stages with Hamden, Wethersfield, Stamford and Winchester Connecticut for automated schoolzone speed; pedestrian zone speed; and intersection red-light enforcement programs. We utilize the same program management software backoffice and operational philosophy. Should the need arise, we are ready and able to deliver these complementary safety programs to the City of Derby.

Safety is our number one goal, and your stakeholders can take comfort in knowing that the team commissioned to implement your new program is comprised of the best in the industry. Safety Vision has installed over one million safety and surveillance systems around the world and the expert team in place at Sitestream has issued literally millions of citations over the decades. So, whether you've got 12 buses or 200 buses we've got you covered. Your new bus program will utilize the most current camera technology available, combined with our sophisticated, time-tested enforcement software to deliver an unparalleled program to your City.

We strongly urge the City to consider the element of privacy as it relates to camera and program data. Unlike many automated photo enforcement vendors, we do not partner with ALPR aggregators, nor do we EVER collect or use license plate data for ANY purpose other than to identify the registration address, as an element of your evidence package, of stop-arm violators. We are fully committed to the protection of both PII data and all other data produced by the safety program.

As you delve into our proposal, you will learn about our **Safeteen** Initiative. This innovative program is born entirely from Sitestream revenue and specifically aids teenage drivers and their pursuit of professional driver education. Simply put, Sitestream gives 1% of its program revenue back to Derby for teen driver education.

Thank you for your consideration and please let us know if you have any questions.

Sincerely,

Andrew Noble
Founder & President, Sitestream LLC
a.noble@sitestream.ai
978-394-0652



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Technical & System Capabilities

Deliverables Overview

Safety Vision & Sitestream take a great deal of pride in our products, services, solutions and strategic partnerships. Through these channels, we uniquely identify how our partners operate and how our solutions and services can be integrated, connected, and utilized for furthering awareness, community safety, responsiveness and operational efficiency.

The purpose of this document is to explain our School Bus Stop-Arm Enforcement Solution, using mobile video recording and metadata solutions that accommodate a varying array and quantity of cameras, storage and retention, IP communication capabilities and data retrieval processes. While our solutions can be customized to fit any unique demand(s), our systems are scalable for multi-user operations, furthering safety, utilizing live streaming video, instant access to data residing on the DVRs local storage device, and access to video previously uploaded to the cloud where data is stored and hosted from multiple cameras for review with GPS data and metadata. Further, all systems are built to meet and exceed STD-MIL-810F environmental specifications to operate, record, with local data storage in varying temperatures, humidity and pressure conditions in mobile vehicle applications.

The proposed Safety Vision Observer 4112 HVR is currently deployed in over 20,000 yellow school buses throughout the United States including both Alaska and Hawaii. The DVR is the essential component to our turn-key solution for our best-in-class approach to further student safety on school buses and optional ticket issuance services on motorists that overtake a stopped school bus.

Implementation of this system is performed to collect the necessary prima facie evidence for enforcing law and imposing penalties under laws from any state. The data collected by the DVR, and used for motorist enforcement, will follow all necessary rules of evidence and chain of custody requirements.

The external cameras along with the DVR will capture video evidence that the motor vehicle described in the summons was operated in violation of applicable Florida law. The Video, watermarked with date, time, location and meta-data will further prove that a motorist overtook a school bus, going in either the same or opposite direction, and that the school bus was completely stopped, with stop arm activated, prior to this action taking place. The video will also demonstrate that the school bus in question, came to the stop location with warning lights on before making the stop where a violation was detected.

The external cameras will be installed, sighted, and configured to be able to record clear images and video on vehicles passings, from either direction, on various highways, streets and road settings where multiple lanes of traffic are present. The cameras will provide the necessary information such as vehicle description, color and legible license plate during times when light is and is not present. The cameras are installed on either side of the bus and internally on the bus recording the roadway in front of the bus, driver, entranceway, and complement the existing student seating area cameras throughout the bus.





Automated Detection



The EXT-AHD camera is enclosed in a durable metal housing, built to survive rough exterior environments. The EXT-AHD offers installation versatility with mounting available for left and right exterior side views, as well as rear-view camera placements. With HD picture quality at 1080p resolution and a 88° FOV, the EXT-AHD camera is an excellent choice for providing outstanding images in any mobile environment.

SV-EXTx-1080x External Camera

- **Image Sensor** 1/2.8" Sony 2.13M pixels CMOS
- **Resolution** 1920 × 1080
- **Sync System** Inter-sync
- **Scanning System** Progressive scanning
- **Focal Length** 4mm (8, 12, 16mm optional)
- **Field of View** H: 88° V: 49° (4mm)
  H: 42° V: 24° (8mm)
  H: 29° V: 16° (12mm)
  H: 22° V: 13° (16mm)
- **IP68 Robustness**





The Observer 4112 HVR is Safety Vision's HD recorder best known for its reliable performance that fleet operators can depend on. Recommended for solutions up to 12 cameras, the Observer 4112 HVR combines 8 HD channels and 4 IP channels, with up to 1080p resolution for each.

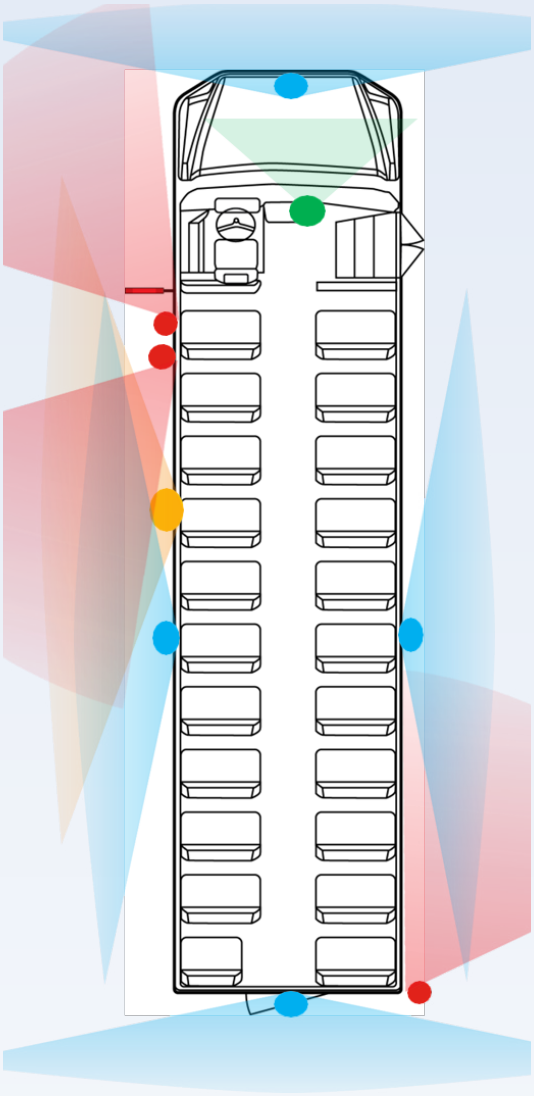
Now equipped with H.265 video compression for smaller file sizes, the Observer 4112 HVR can store even more HD video on the removable hard drive and significantly lower bandwidth costs when wirelessly offloading recorded footage. The Observer 4112 HVR comes fully loaded with built-in wireless and cellular networking capabilities, integrated GPS, a built-in G-force sensor, and an SD card slot for optional mirror recording.

Observer 4112 Hybrid Video Recorder (HVR)

- HD Video Recording
- 8 HD Channels + 4 IP Channels
- H.265 Video Compression
- Storage (max): 2 TB HDD or 8 TB SSD
- Mirror Recording: Up to 512 GB SD Card
- 8 Customizable Sensor Inputs
- Integrated GPS
- Built-in G-force Sensor
- Wi-Fi and Cell Networking

Optional External Perimeter Coverage

- High-Definition AI ADAS Windshield Camera
- High-Definition (AHD) Exterior IP69 StopWatch Camera(s)
- High-Definition (AI) Total View Cameras w/B-Spot / Pedestrian & Stop View
- SV AI Stop Arm Violation Detection Camera



Cameras:

#1. SV-AI-ADAS Windshield (720p/1080p - 10fps)

#2. SV Exterior Stop Watch AI Camera (1080p – 15/20fps)

#3. SV Exterior Stop Watch AI Camera (1080p – 15/20fps)

#4. SV Exterior Stop Watch AI Camera (1080p – 15/20fps

#5. Total View Cameras w/LCD Display in Student Mirror

#6. SV Stop Arm Motorist Detection Camera

Accessories:

- GPS Receiver
- Sensor Harness
- Event Marker Button - (3Min Pre & Post Recording)
- Rear Cover
- Student Mirror with Display. Observe Stops, Turns, Reverse and AI Alerts

Comments:

- Sensor Attachments:
- Left Turn (LT)
- Right Turn (RT)
- Brakes (BR)
- Amber Lights (AM)
- Stop Arm (ST)

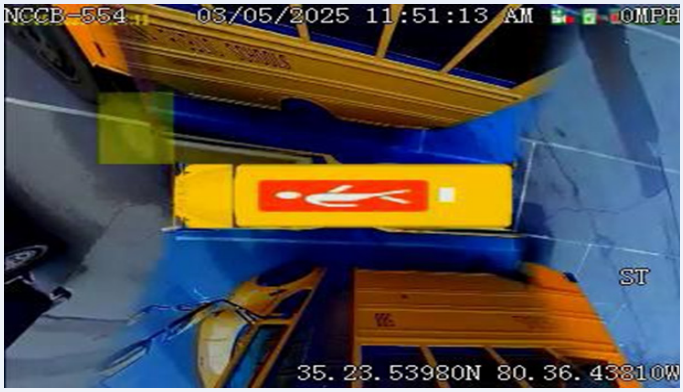





506-0133
2023-10-05 03:59:20 PM
0MPH
AM BR ST


SCFM-D87
2022-12-19 14:19:50
0MPH
R47
LT AM BR ST
35.2.69240N 80.54.84810W




NCCB-554
03/05/2025 11:51:13 AM
0MPH
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35.23.53980N 80.36.43810W


STOP


NCCB-534
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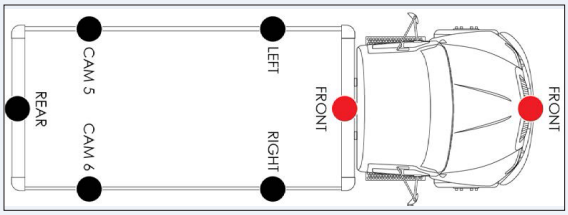
Optional 360° View

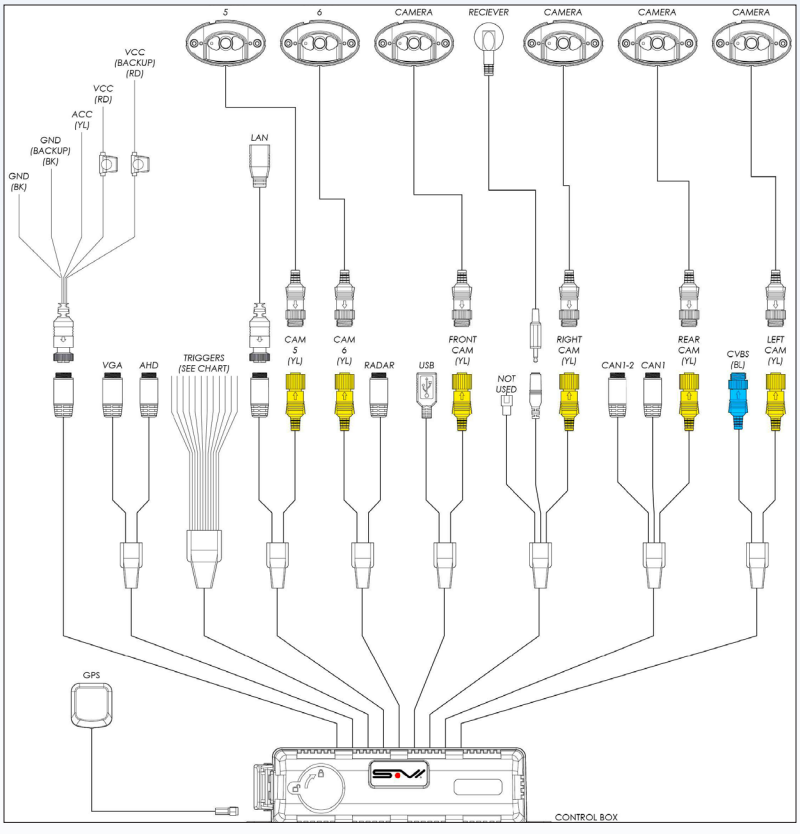
The TotalView HD 360 AI system enhances driver awareness with a 360° bird's-eye view and now includes integrated AI-powered features such as Forward Collision Warning (FCW), Blind Spot Detection (BSD), and Lane Departure Warning (LDW). Using four or six 180° wide-angle cameras— mounted on the front, rear, and sides of the vehicle—the system stitches together a seamless overhead view. Each camera captures high-definition 1080p video and is IP69K rated for durability in harsh environments. The system is compatible with Safety Vision's HD touchscreen monitors and supports split-screen displays combining the bird's-eye view with live feeds from any individual camera.

FEATURES

- AI-powered FCW, BSD, and LDW alerts
- 360° bird's-eye view of surroundings
- Supports 4- or 6-camera configurations
- 1080p cameras with IP69K rating
- Compatible with Safety Vision HD touchscreen monitors







Data Management Platform

The innovative Observer Series DVRs with Foresight Pro Software + Cloud Video Management

- Date & Time stamped recordings
- Watermarking of Vehicle ID, GPS Coordinates, Date, Time and vehicle meta-data as it is in use during the recording.
- Storage and retention of data is cataloged and filed using date and time for overwriting oldest files.
- Simultaneously synchronized video review from all attached cameras
- Digital location, displayed in a Map Window, with vehicle route, speed and alarm.
- Secured storage with video encryption requiring SV Foresight Pro Software
- 12 Volt Inputs and Outputs for recording sensors, triggers and sending alerts with adjacent technology.
- Communication over IP Protocol to higher and adjacent systems using local 802.11 networks or cellular broadband carrier services.
- Smart Phone Application for Live View and Alarm Notifications
- Visual display of system performance on Event Marker for vehicle operator.
- Easy to use Foresight PRO Video Viewing Software for local or wireless retrieval, including cloud hosting via AWS.
- Marking of events (Panic Button, Excessive Speed, Inertia & Stop Arm passing) to expedite notification, retrieval and viewing of incidents that are automatically uploaded to the cloud via cellular broadband connection.
- Panic Button to push real-time alert for emergency situations.
- Live System Health Status and Reporting

Compliance

Our solution shall be in compliance with FL Title XXIII 316.173 - School bus infraction detection systems in regard to administrative, operational and privacy requirements.



Deliverables Documentation

All equipment used in our School Bus Photo Enforcement is current with the latest available model. Every system will be onboarded and configured identically, with cameras consistently installed in locations agreed upon by our client and School Operations. During the installations a spread-sheet will be maintained, that is pictured below, for the purpose of logging the vehicle ID, with DVR Serial number, IMEI number of the communication device along with the SIM Card number for identifying all devices communicating to the cloud. This spreadsheet is also important for cellular billing and identifying buses that consume more band-width on the broadband network.

	GA County Schools						Account Executive	Frank Bowden			
	Server 1	GASchoolk12.svcloud.live		Pilot	User ID					Sim Card	Order Number
	Server 2			SV Server	Password						
NVR	Vehicle	Serial No.	OMS ID	Local IP	Cameras	Firmware	Radio IP	Serial No.	IMEI	ICCID	Date
4112-HVR		AI1392212XXXX	00BB00XXXX		6			192F-0A13-XXXX	35628011XXXXXX	89148000005350 8XXXXX	
		AI1392212XXXX	00BB00XXXX		6			192F-0A12-XXXX	35628011XXXXXX	89148000005350 8XXXXX	

Software Implementation

The Safety Vision Foresight Pro software acts as a local video review software even when the video content is on the cloud. This software provides users access to simultaneous channels of video that is synchronized with vehicle speed, location on a digital map, with meta-data for a review full feature review of events. The program is designed to provide users with an easy to operate Graphical User Interface (GUI) for viewing events based on Vehicle number and calendar. Through the Foresight Pro Software users will also have the ability to initiate a 1-time request to pull video from a specified bus with a determined date and time range. This video, like a video initiated by the driver hitting the event marker, will be offloaded then stored and cataloged in the cloud awaiting review. Users can also remotely view data, residing on a vehicle, while the vehicle is on and reporting to the cloud. Lastly, users still have the capability to remove the residing drive in the DVR to perform local review of stored video on the drive. Below is a sketch diagram for the DVR data collection and wireless/local retrieval options.







When users access video, the video will have watermarks on every camera to verify the bus number, date, time, vehicle speed, location and meta-data. This is to make sure any video or image is marked accordingly supporting the original time and location of recording. To follow are large images of a passing and smaller images of internal cameras that a School System would expect from our proposed offering.



Exterior Stop Arm Camera View 1

Exterior Stop Arm Camera View 2





Exterior Stop Arm Camera View 2



Exterior Stop Arm Camera View 3

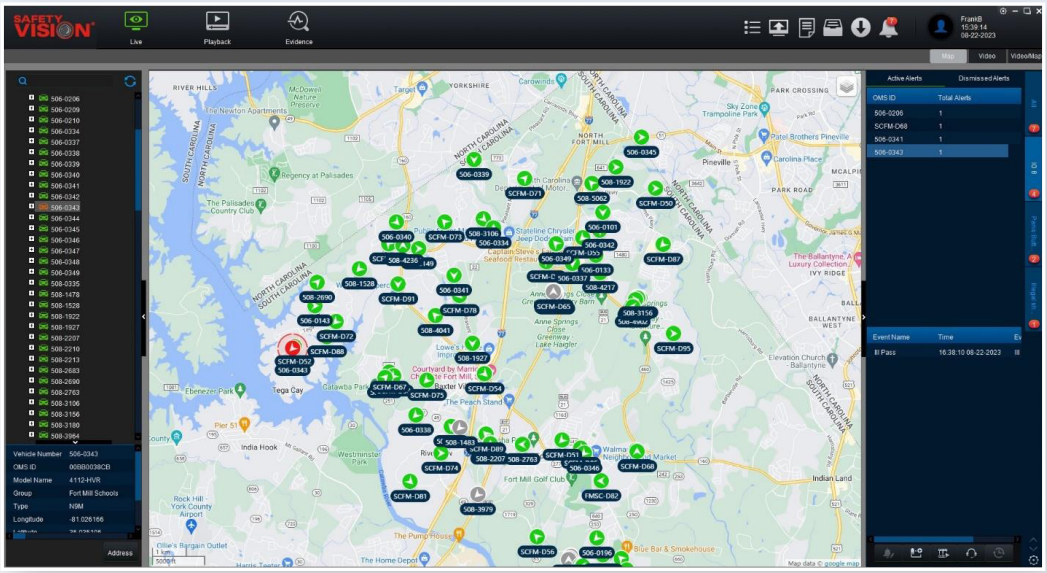


Exterior Camera View - Curbside

Cloud Services & Live Video Management

As technology advances so do our expectations. It was not long ago when common technology consisted of fax machines, beepers and pay phones. Today that is replaced with Facebook, Twitter and mobile phone applications to order food, request a ride and transfer currency to vendors, friends and family. We have an expectation that current technology will provide us with immediate information, awareness and access to any service or demand instantaneously.

With enhancements in communications, our systems can be implemented to provide instant awareness of passenger incidents, driver and vehicle operations, and motorists not obeying a stopped School Bus, all in real-time as events take place. The "Live Dashboard" will show multiple vehicles on a map and the color of the icon will notify users if the vehicle is in use (green), or offline (grey), or in operation with a detected alarm (red). Below is a screen shot of the live dashboard showing a fleet of buses in the live tab with an active alarm. The vehicle in the list is red, along with the bus map icon in red, and listed again on the right showing it has an active alert and how many. Below the active alert, the dashboard will provide and event name with the data and time stamp. Below shows that an illegal motorist passing was detected on bus 506-0343 on August 22nd, 2023 at 16:38:10 (4:38pm).

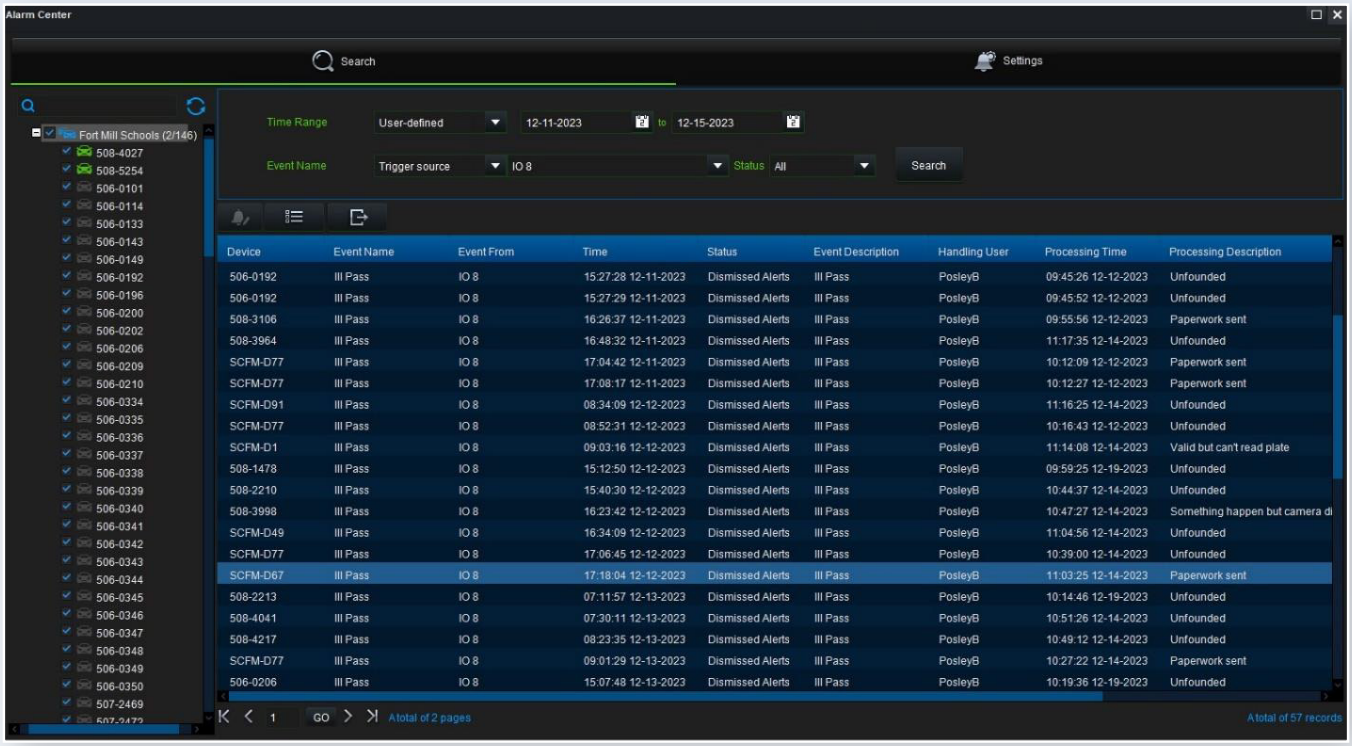


When a motorist does pass a school bus, a real time alarm can be witnessed with an alarm entry, giving operations awareness that a pass took place with date, time and vehicle number. Every entry will be uploaded to the cloud to allow playback without waiting for a bus to return to a WiFi hotspot or requiring a staff member to physically go to the bus and remove the storage device. These files will move over the cellular network to the cloud so the video reviewing can happen shortly after the incident is recorded Users will have access to search alarms by date, date range, or alarm type to understand activity being reported to the cloud and alarm files requiring review. Alarms are logged as entry and saved so user can explore trends, activity and track results. To locate these alarms the user will need to select the "Alarm Query" icon in the top right of the work-screen.

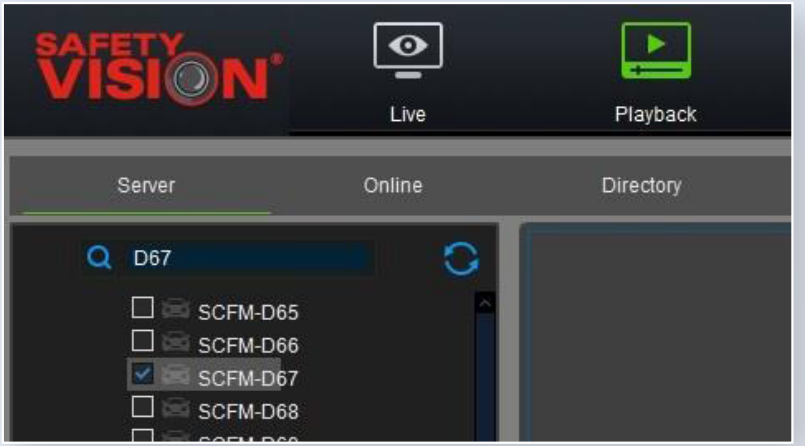
Once the Alarm Query option is executed, a pop-up window will open as shown below. In this Alarm Query field users can look at all alarms from today or alter the Time Range and look for specific alarms to track events such as School Bus Passings. Below, the user selected a time range, circled in green, from December 11th, 2023 thru December 15th, 2023 looking for illegal passing activities. A list of alarms is compiled by the software showing the device ID (Bus Number), Event, and Time when these illegal passings took place. At the bottom, circled in red, the software will provide an alarm record count. So users can quickly learned that during the week of December 11th, 57 School Bus Passing alarms were activated over this fleet of School Buses. Also provided in the software is the ability for the user to process the event and make notes for sharing with advanced and adjacent users..

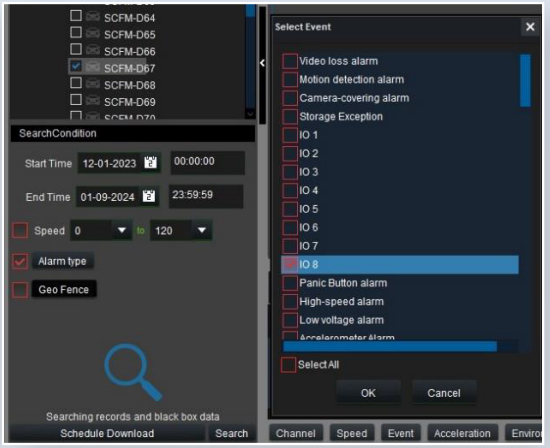
Initial Stop-Arm Violation Capture

Safety Vision installs School Bus Video Recording solutions with a Main Event marker is for Student Safety and marking events. Motorists passing a stopped School Bus takes place in moments and does not require a long duration of time and this will keep the data packet to a minimum. Considering the external cameras need to capture details of the vehicle, license plate and the overtaking of the school bus, these cameras are recording at both higher frame rate and resolutions. The second event marker is a passive/automatic system of event capture, that is, the driver will not be required to assume the responsibility of marking the system for a possible external infraction event. This AI marker is configured for 10 seconds before the marker is pressed and 20 seconds afterwards, thus creating a 30 second video clip.



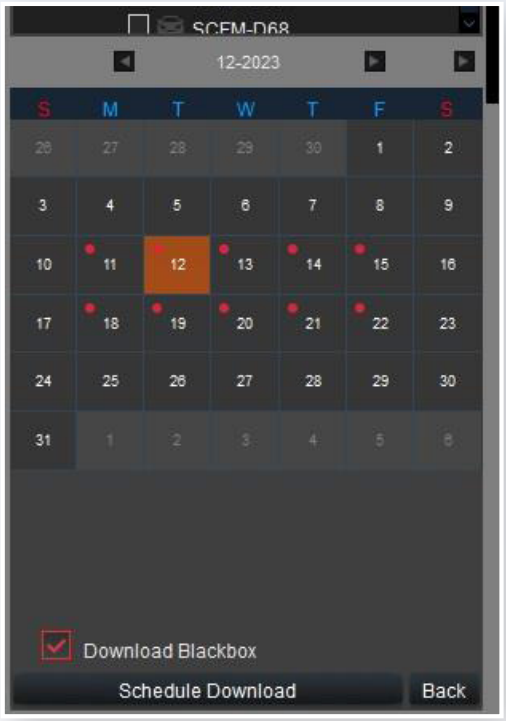
Referring to the Alarm Center the user can look at video that is residing on the cloud for any alarm record that is listed above. Highlighted is Blue is an illegal pass that was registered on Bus # SCFM-D67 on December 12th, 2023. Users can go to the Playback option in the software and populate this video in their player for a full feature playback on this tagged alarm residing on the cloud. In the Playback Tab, users will select the Server in the sub menu. In the right-hand column, a list of vehicles will be displayed. If the bus is green it is currently active on the network and if it is grey it is offline. The user may manually type the bus number in the search field on top of the bus list to identify a specific bus. Here the user entered D67 to locate that bus and below the bus list is a "search condition" window. Users can alter the start date and end date based on what was identified in the Alarm Center.

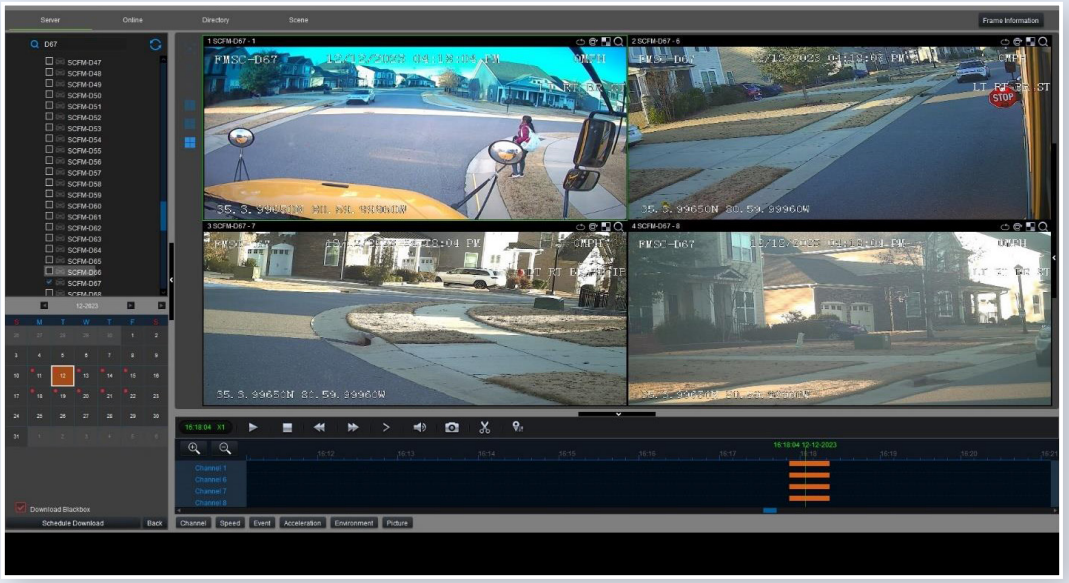




When selecting a start date the time will always default to 0:00 hours (Mid Night) with the end date at 23:59:59 (11:59pm) at the 59second, thus making both the start and end date a complete day. In the Search Condition the user selected bus SCFM-D67, with a start date of December 1st, 2023 with and end date of January 9th, 2024. Below the time field the users checked the Alarm Type box prompting the software to open the "Select Event" field. The Illegal Passing alarm is configured under IO8 and the user selects this alarm in event field and hit "OK" to activate this selection. After activating this alarm in the Select Event field the user can simply hit search at the bottom of the Search Condition window to retrieve video for this bus, in the selected time range for that precise alarm. Once this is executed a calendar will appear where the search condition field resided. This will show dates that had video uploaded to the cloud with that calendar date bolded in bright orange. Any date with a red dot in the top left-hand corner of the calendar will relay to the user that the bus was in operation that day but there were no alarms to report. The below image is the calendar results for bus D67.

In the month of December there is only one date with an alarm and verification that the bus was running in December with dots on each calendar date. The user will simply double-click the date on the calendar to populate the video in to the player. Below the calendar is a Download Blackbox command. Checking this command will tell the video player to index the GPS data and Meta Data in the video review. Once the user double clicks this date they can hit play to review the video.





The Foresight Pro Video Player will launch video from each camera channel that is needed for enforcement of School Bus motorist passings. Along with cameras capturing the motorist overtaking the school bus, we tag the windshield camera as well to make sure students are recorded if they cross the street when risk is detected. In the Top Left we have video recorded by the windshield camera. At the top right the camera is located at the back of the bus looking forward capturing the deployment of the stop arm and the motorist passing. If the pass is coming from the opposite direction this camera will record the motorist both approaching and passing the school bus. The camera in the bottom left is located under the stop arm looking back to capture the vehicle tag on the rear of the bumper. Lastly, the camera in the bottom right is located under the stop arm looking forward capturing the tag on motorist passing going the same direction. Using the video from the above illegal pass alarm, a series of images and screen shots are provided for illustrating the necessary data that is collected by the installed Safety Vision cameras for creating an evidence packet for prosecuting motorist that unlawfully pass a stopped school bus. The first photo is from the windshield camera recording events in front of the bus. From the below photo we can see that the bus is at a complete stop, with the stop arm with the pedestrian arm fully deployed. The watermarks on the video have the bus number, with date, time and the vehicle speed. Below the speed is the metadata. Here we show that the vehicle had AM (Amber warning lights), BR (Brakes) and ST (Stop Arm) deployed.



From this photo we can see the bus is completely stopped at 4:17pm 57seconds without a motorist nearby, if the motorist was coming from the opposite direction.



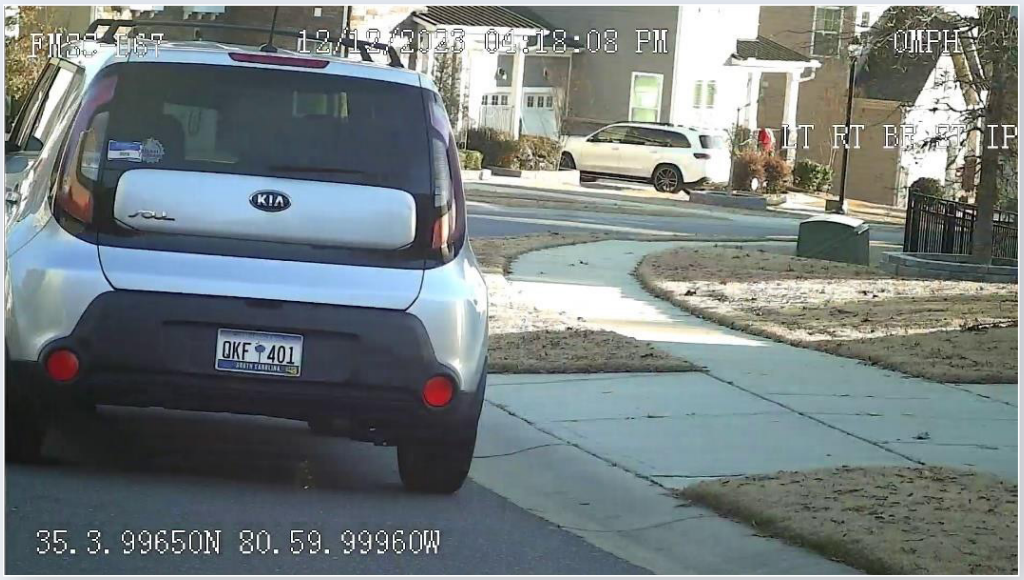
In a matter of 5 seconds at 4:18:02pm a student has de-boarded the school bus and a motorist, heading the opposite direction, has come into the cameras field of view.



Moving to the Safety Vision School Bus enforcement cameras we can see the motorist is about to overtake the stopped school bus, with Stop Arm deployed, at 4:18:05pm. A new watermark of IP is now on the video tagging this event as an illegal pass. All exterior view cameras are flagged with this alarm.



To the left is a photo from the forward-facing camera under the stop arm.



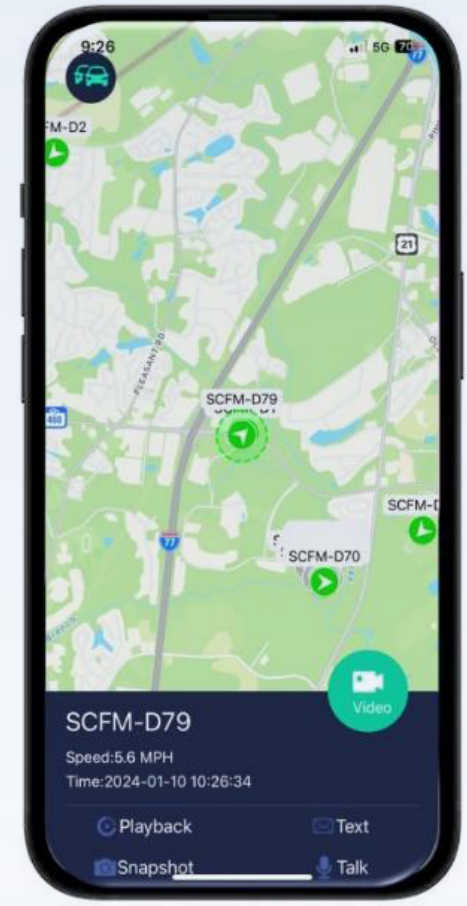
The final image on the left is from the camera under the stop arm facing back.

The Camera Software is full featured video management software that allows users to take both still images and make short copies of video clips of these incidents. Users can create video clips keeping the native file format, requiring the Foresight Pro software for further review or can export it to other media types. The software is also equipped with digital zoom, for magnifying areas of video needing closer inspection, and facial masking for concealing a passenger's identity.

Real-Time Awareness

Real-time awareness of events and immediate access to this data is key to saving time and resources. This reach to any bus, equipped with a broadband cellular communication device, can help establish a best practice for responding to School Bus incidents both internally and externally. Also reported, but not shown in the screen shot, are events such as video loss alarm with channel, Panic Button events, and speeding. If the DVR is equipped with AI features this will show when a driver is fatigued, making a phone call, driving distracted or smoking.

Other AI capabilities include lane departure warning, forward collision warning, headway closing distance warning and pedestrian warning. For some of these features to be activated additional technologies will be needed to further the implementation of the total solution. The Smart Phone mobile application has been made available, allowing events to not go unnoticed when you are not at your desk or in front of your computer. Below are screenshots of the phone application allowing users to locate buses in real-time, on a digital map, and perform a live look-in from the phone application.

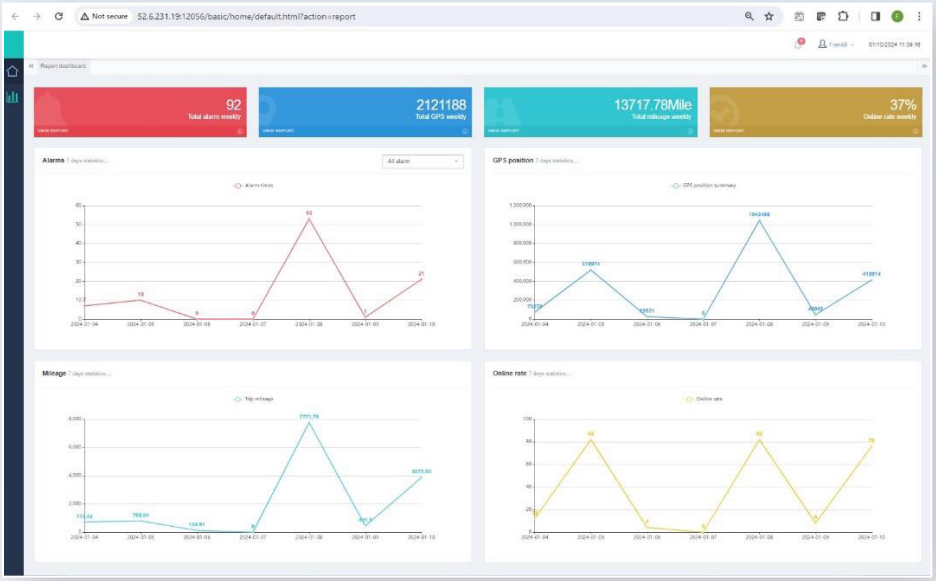


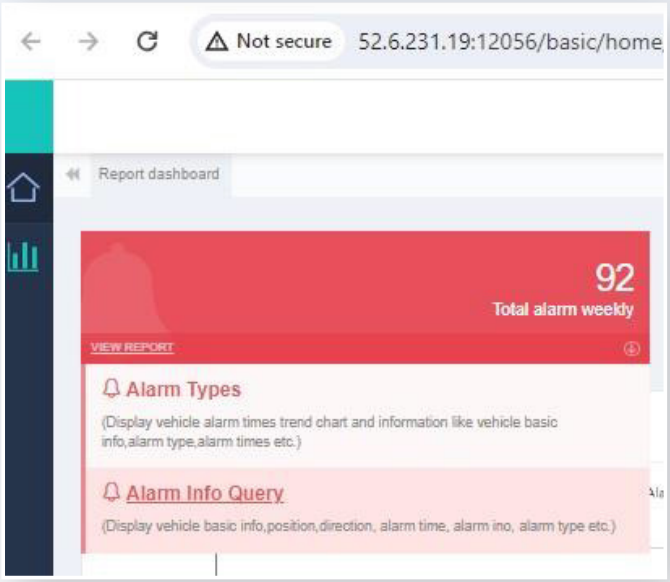


The above images illustrate the smart phone user interface. From the map, or vehicle list, users can simply select a vehicle in the live monitoring application and pull a live video feed from one or multiple cameras on that vehicle. Audio is also streamed, and the user can take snapshots from their phone and even perform a push to talk if a speaker is attached to the DVR. Like the PC application if a vehicle is red in color, it is currently in the alarm mode. In addition to having live location, and live look-in to any vehicle, users have access to query alarms being registered by the fleet, track vehicle mileage, view video uploaded to the cloud and perform other vehicle reports in the data center. This application has proven to be very powerful to our clients as gaining information about real-time events allows operations to make better informed decisions.

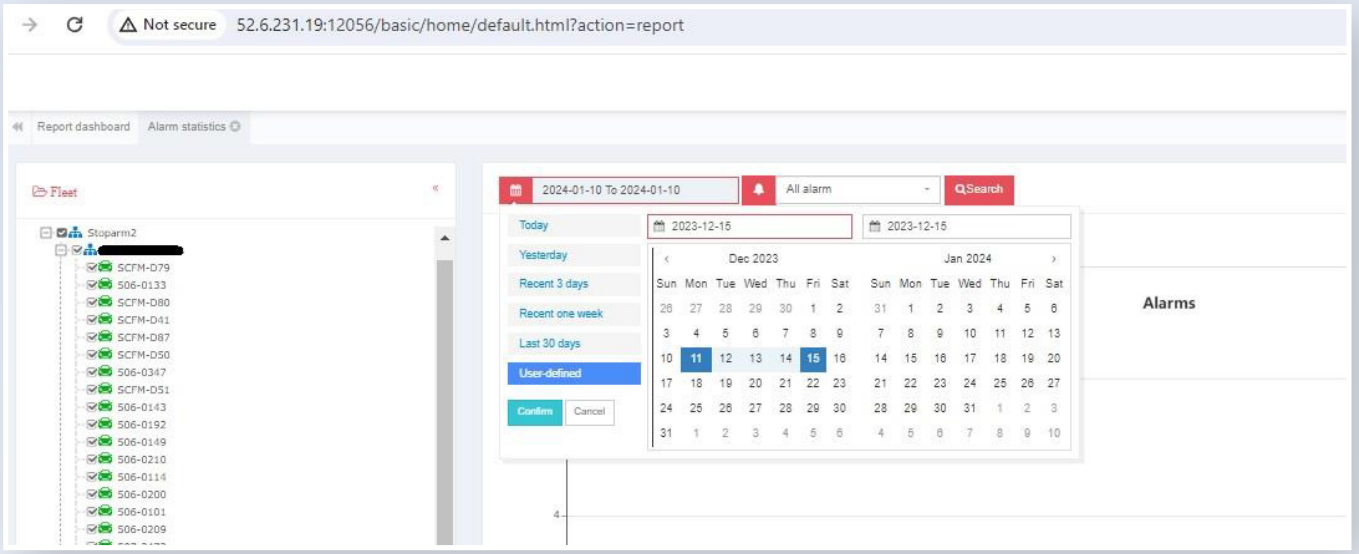
Incident Tracking and Reporting

While users can get awareness of alarms as they take place for live awareness and response, the VMS Cloud Server also keeps records of these events so reports can be extracted to track trends and the frequency of certain events. Once the user selects and opens the Report Form icon and web-based Report Dashboard will appear. This dashboard will provide a quick fleet detail in providing the number of weekly alarms, GPS details, Total Mileage and the fleet vehicle online percentage. By selecting one of the dashboard categories, users can gain more details on these reports. Selecting the weekly alarms user can purge data for a specific date, range of time or a sub fleet of vehicles. Here the user is selecting the Total Alarm Weekly tab, then selecting the Alarm Info Query option.

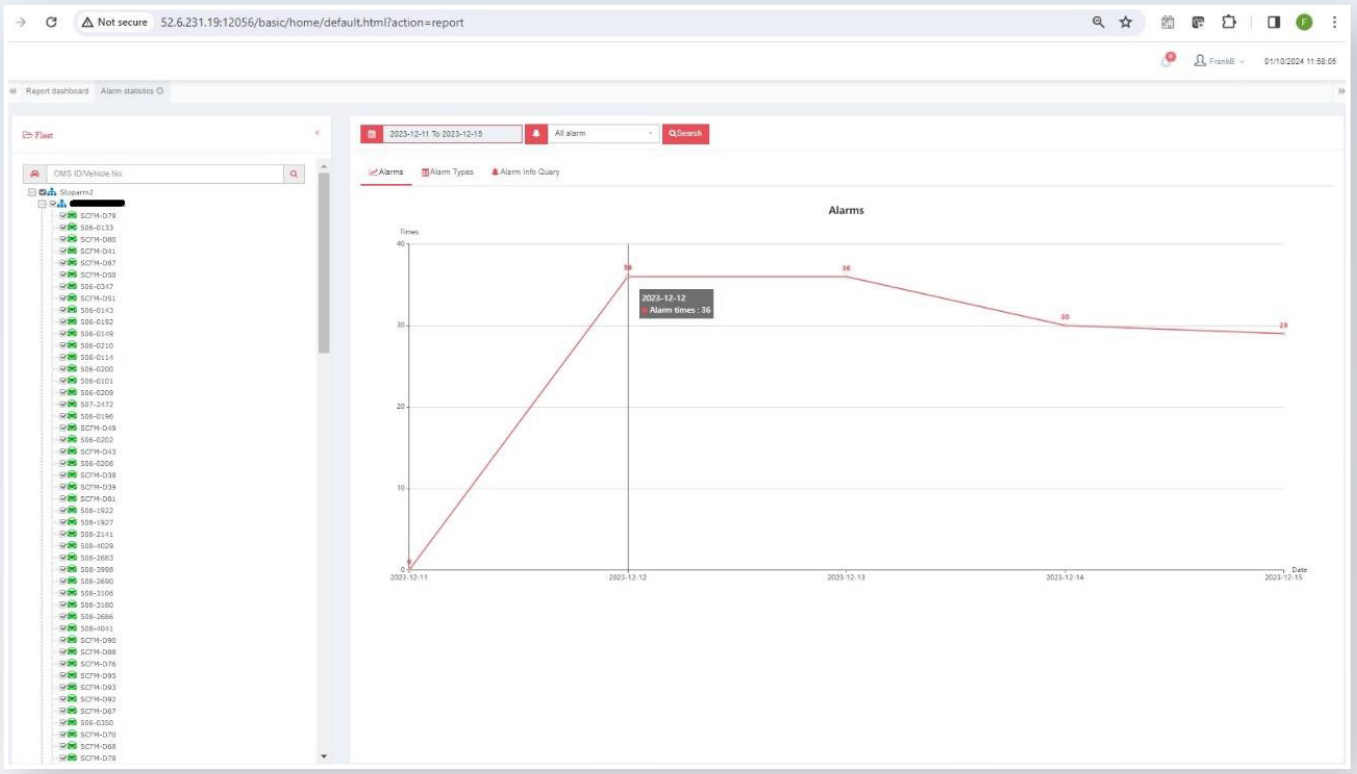




Once the Alarm Info Query is selected the website will bring a list of vehicles, allowing the user to select all vehicles, specified vehicle or a sub fleet of vehicles. Once the vehicles have been selected the user can select a date or date range to get a quick report. On the image below the user has optioned to get alarm reports for a user-defined time range starting on December 11th, and ending on December 15th.

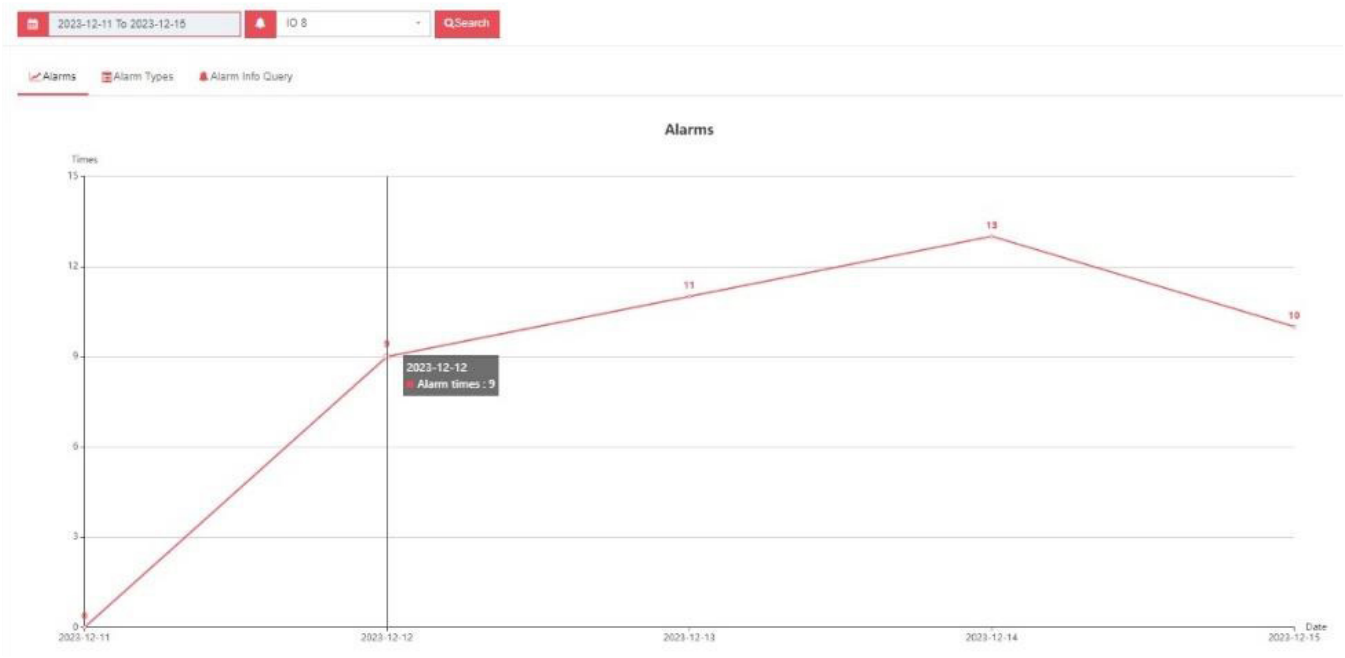


Once the user hits confirm to verify the date range then hits the search button, a graph of daily alarms will appear for that selected list of vehicles. Below is the executed list of all alarms for this fleet of 147 school buses for the specified date range.

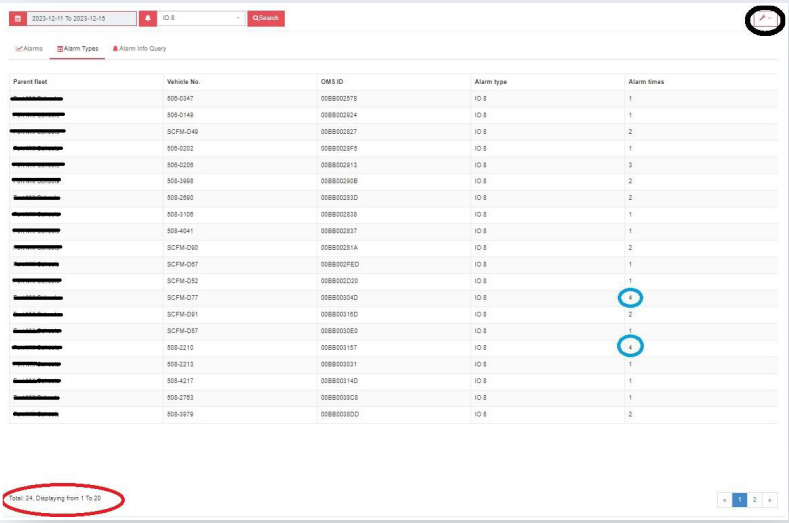


The above chart is for all alarms. If the users want to specify a specific alarm such as a motorist Illegal Passing alarm, school bus violation notification, the user can change the alarm to match those criteria. The above graph is not specific to any one alarm, so this graph is consisting of Panic Button events, video loss alarms, illegal passing events, accelerometer events and hard drive alarms.

By selecting IO8 which is used for tagging motorist passing events the user can get a graph for the week of December 11th to show the frequency of passings by the days in that week. This user change is pictured below.



By changing the alarms to IO8, the identifier for the illegal passing of stopped school buses, we can see that the number of total alarms changed. The number of illegal passing events for December 12th was 9, however a total of 36 alarms were reported to the server that day. Moving on to Alarm Types we can track alarms associated to specific buses. For this example, we are continuing to specify alarm IO8, as we only want to see buses reporting motorist passings, and keep the time range consistent with dates from December 11th thru 15th. After the user hit search a new report will pull be executed as shown below.



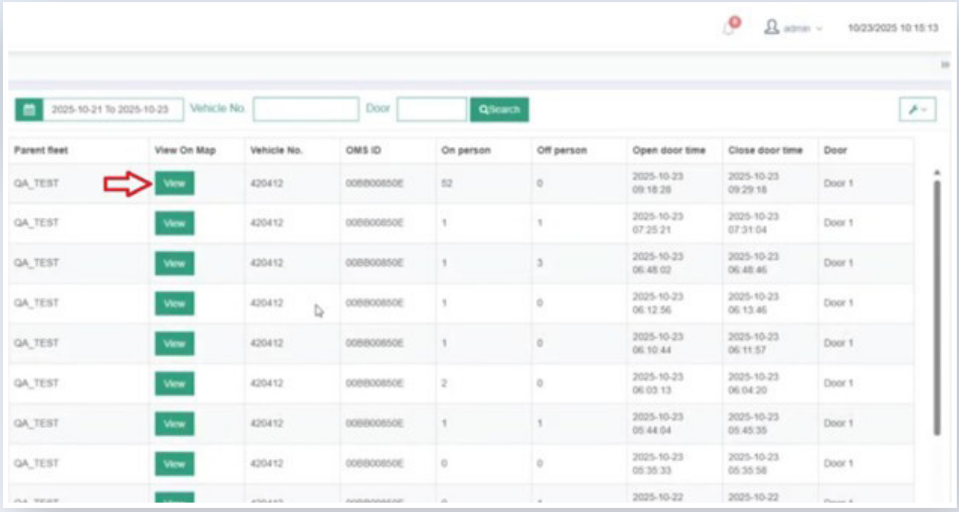
As we can see in this report 24 buses have reported an illegal passing alarm for this week with the 20 buses shown on the first page. Buses numbers SCFM-D77 and 508-2210 have each reported in with the most activity with 4 alarms each. In the top right corner, there is a tool icon that allows users to export this report or print this report. Selecting export will allow the user to save this information to a Microsoft Excel Spreadsheet.

Optional Passenger Counter

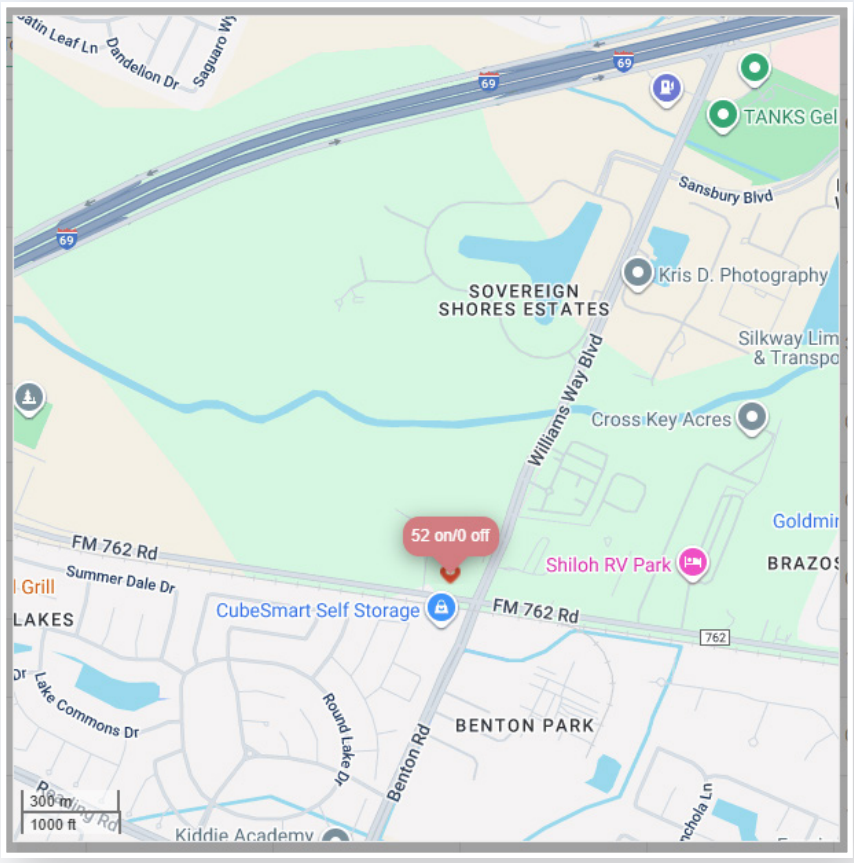
Safety Vision provides a camera that detects passengers entering or exiting the vehicle, to show ridership and density at both pick-up and drop-off locations. This camera is installed above the interior entranceway and will detect and distinguish a passenger entering, or exiting, the vehicle when a stop is taking place.

This device will be triggered when a door is opened and shutdown shortly after the door is closed. It will distinguish passengers entering, or exiting, based on movement. It will provide passenger counts and associate that count to the date, time and location of the door activity.





In the Passenger Count Inquiry, the 1st activity shows that the Open Door Time was on October 23rd, 2025 at 9:18:28am and the close time was 9:29:18am. At this time 52 passengers were detected entering the bus. The Red arrow points to the View on Map feature to show the location on a digital map.
That is illustrated below.



Stop-Arm Violation Evidence Processing

The system is structured to "push" stop-arm violation "Events" to a Sitestream cloud server to be processed through our VESPA backoffice software. This creates redundancy in the system. At this point these data sets have become potential evidence of infraction according to the State and County codes. During the violation processing lifecycle the VESPA application securely stores this data, as enriched with private vehicle owner information, at our secure storage environment in Nlets. Pre-processed events are sent to City personnel for final review and Approval / Rejection. Violation status updates will be communicated back to our backoffice for fulfillment and lifecycle management.

Overview

The camera systems work efficiently to maximize the uptime for all active units and scales easily to meet any evolving technical requirements. The backoffice system receives, compiles, and delivers data from these flexible input configurations to VESPA, our comprehensive workflow management software and user interface. VESPA automatically handles violations, compiles out notices of violations, and can drive the violation fine collection process. VESPA is a user-friendly interface that serves as a workspace palette for all City users that have investment in the violation processing and adjudication elements of the program.

Receive Data

As the system captures images, video and travel data - our system is interfaced to receive the external violation evidence to quality a stop-arm event. For stop-arm events that meet threshold logic for infractions, the system will upload and collate these particular data sets and an offense "Event" package is created.

Data Analysis

Event packages that are transmitted to the VESPA system are assessed by the system logic. Data is further assessed for the basic elements of a violation as defined by the City and statute. A check is run to see if the captured plate has been previously cited, and if so a tiered system of fine amounts based on recapture can applied.

Data Qualification

Qualified "Events" are saved to storage for processing and redundant reference. Within the VESPA backoffice system, quality control technicians assess events for visual quality and business logic. These qualified events are cycled to the City's processing system for formal review.

Notice Creation

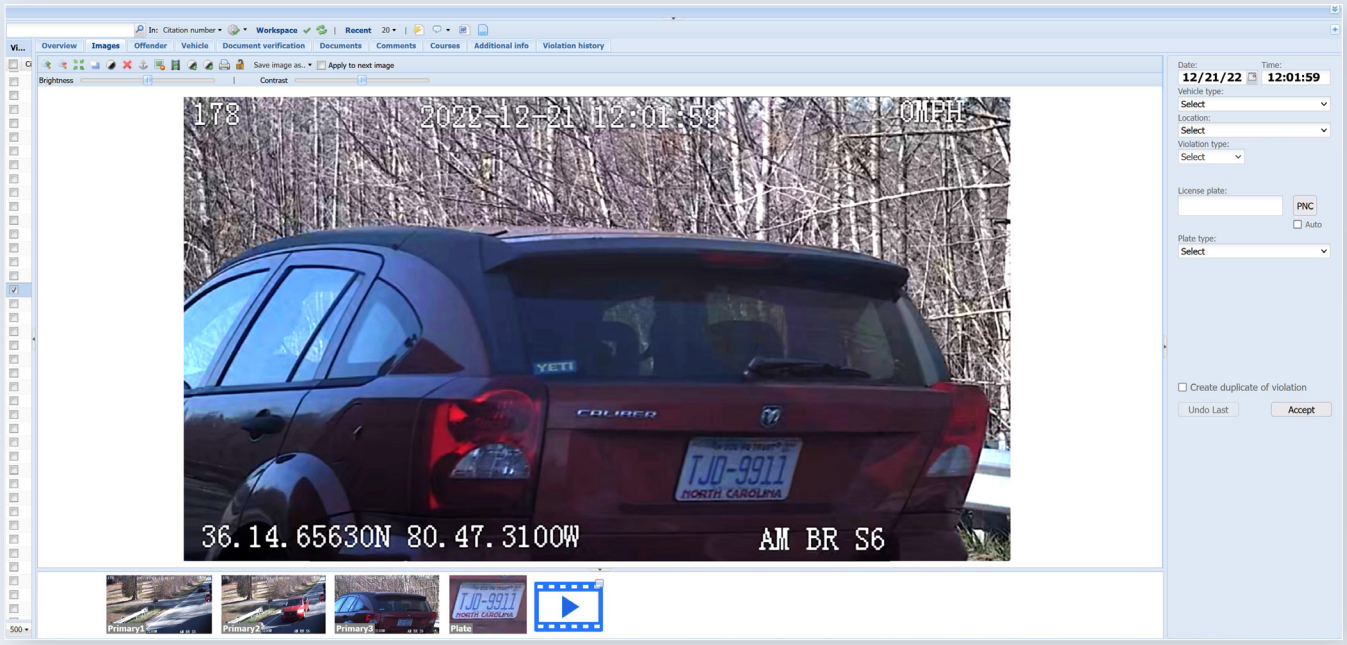
An approved violation notice is physically created by the system and applied to the violator record. The generated notices, in PDF form, are routed to a fulfillment queue for mailing after a quality review. The notice is also "attached" to the violator attachments tree for internal viewing, becoming part of the evidence package.

Notice Management

The system will log every activity associated with the violation within the VESPA record. System timer logic, based on business rules, will determine the requirement for a second notice, and ultimately forwarding to a collections disposition queue based on the business rules of the program. These systems can be linked to your courts or locally-based payment system at any stage of the active citation process for coordinated management of payments.

Notice Disposition

All violation notices will cycle to a program disposition. Per business rules, dismissed/ non-issued events and citations are purged at this point. Processed notice records will be available for long-term storage, data reporting and extraction, and cycling to invested agencies for further consideration, including DMV restrictions. Each invested agency will employ an interface developed and deployed by Sitestream based on the requirements of the program. These interfaces will allow for annual program performance reporting on the local level as well as the statutory level.

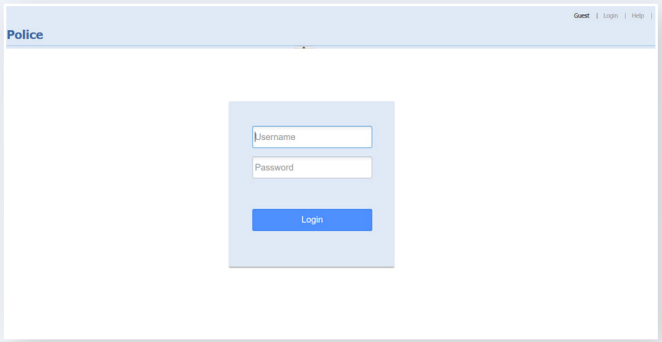


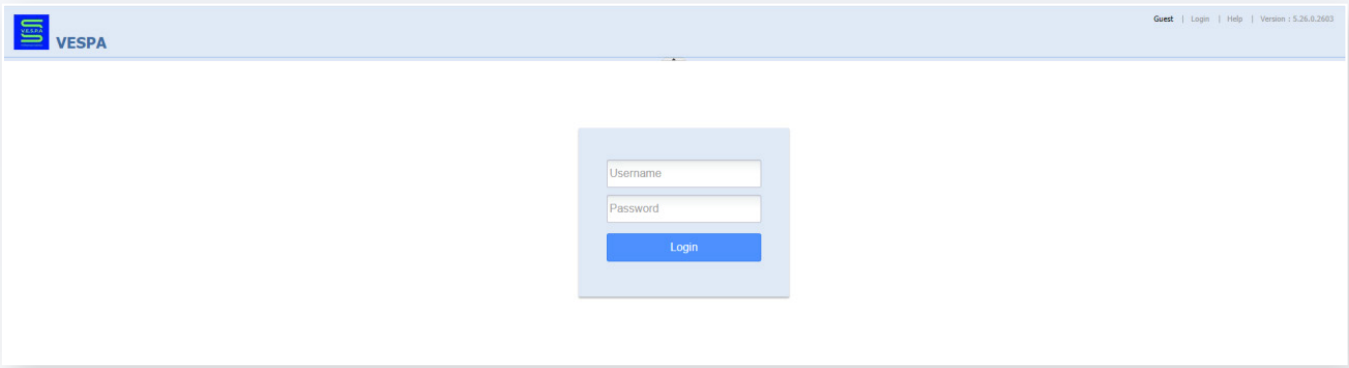
The VESPA platform receives violation evidence video, images and metadata securely sent from each bus-based Observer 4112 Hybrid Video Recorder. This evidence data is packaged into an Event, as seen in our primary processing screen environment above, to provide our initial processing teams and law enforcement personnel with an intuitive workspace from which to apply the enforcement business rules of the program.

Acceptable events are initially confirmed, and vehicle registration ownership information as provide by Nlets, as well as vehicle make, model and color identification is added to the record. “Pre-Approved” events are forwarded to the City’s processing system, and upon approval the VESPA platform creates a Violation Record that works its way through the balance of the processing lifecycle.

VESPA backoffice functionality

The VESPA Backoffice Platform is purpose-built for automated photo enforcement program management. Its primary purpose is to provide a secure, intuitive and robust data management system for users to process field-based enforcement data throughout the citation lifecycle. Access to the web-based system is tightly controlled by program managers. Roles are defined and permissions are assigned. Each activity within a particular record is logged to an audit trail - viewable by program officials.



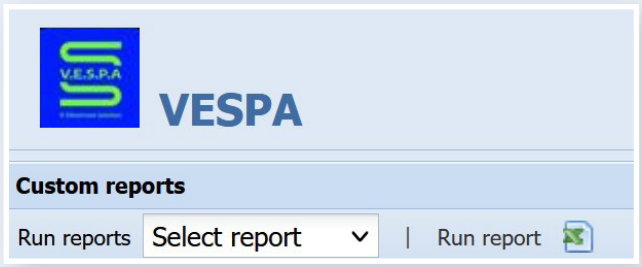


Program Reporting

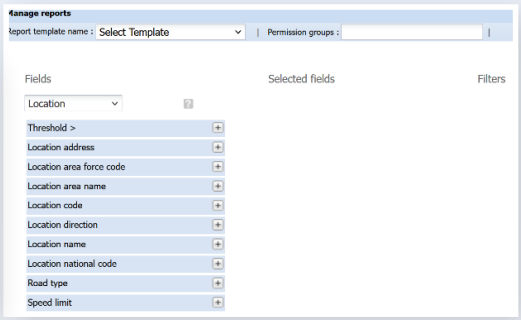
Internal and external stakeholders can be assigned authorizations to access the entire reports section, or to generate specific reports only from pre-determined templates. For more advanced ad-hoc statistics, Sitestream has configured easily understandable views to extract and compare any data held within the underlying SQL tables underpinning the VESPA data tables. This data can be easily accessed and transferred to view as .csv or spreadsheets and spreadsheet templates with pre-constructed report outputs.

The out-of-the-box reporting features of the VESPA back-office are user-friendly and powerful. The reports below display deployed location characteristics and cited vehicles sorted by Zip Code. Fields are simply dragged and dropped into a Selection area and filters are applied to generate the desired output.

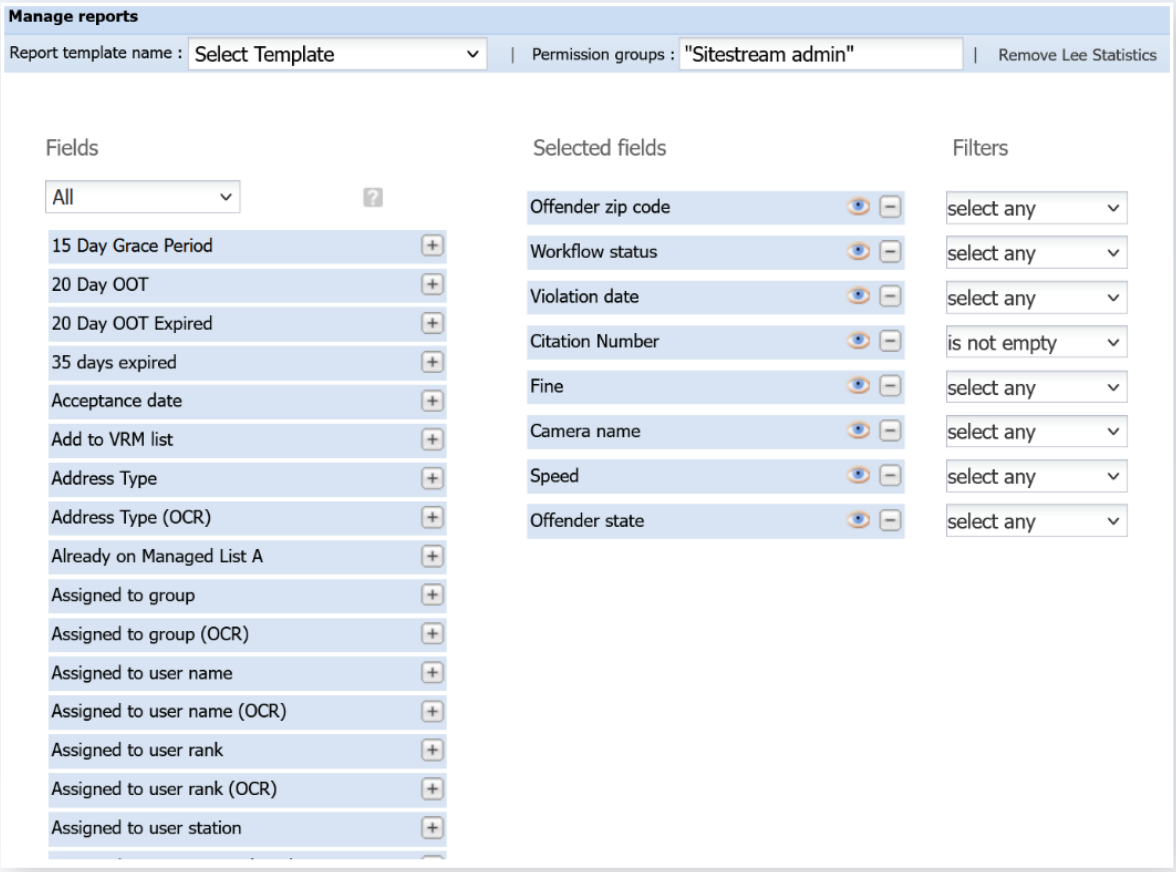
1 Choose the saved report template

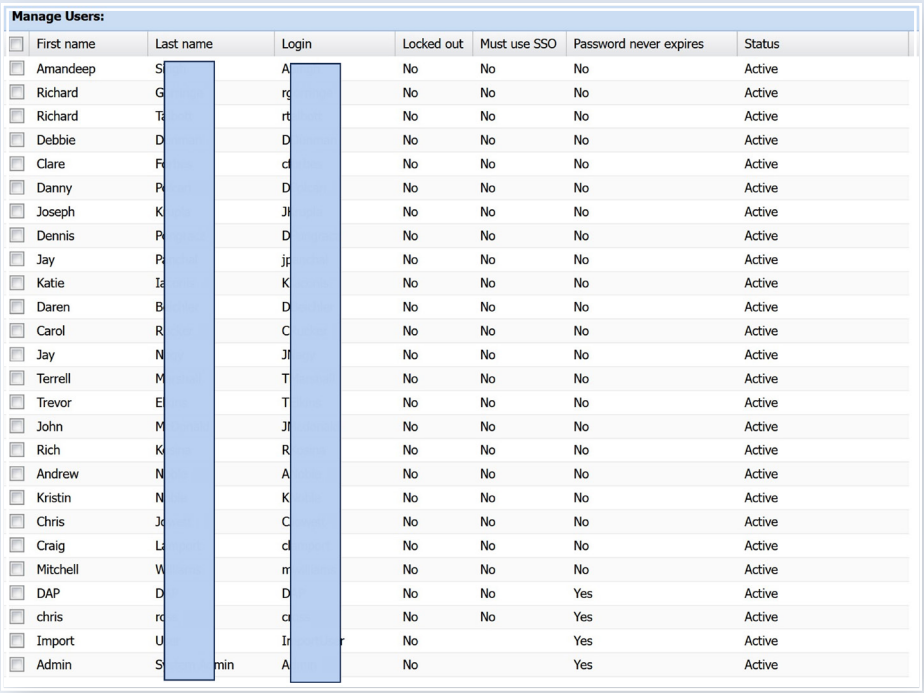


2 Choose from dozens of available datapoints



3 Modify your field selections

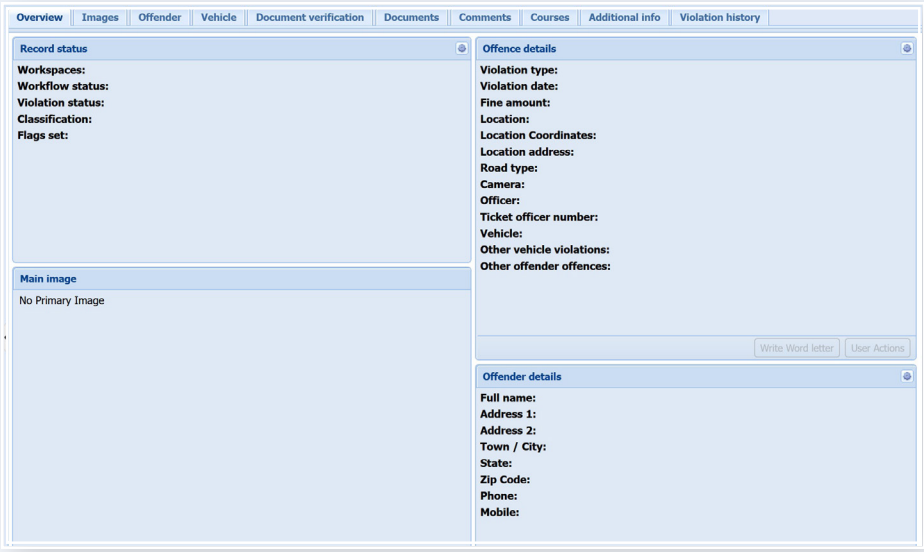




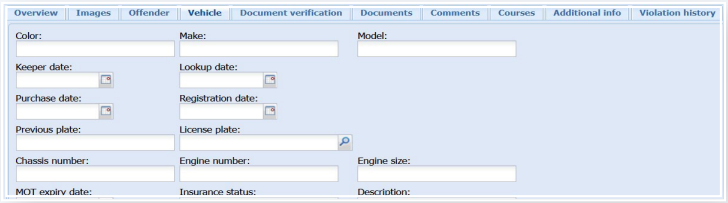
Manage Users:

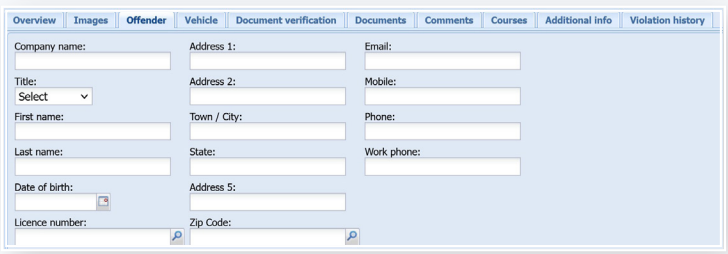
First name	Last name	Login	Locked out	Must use SSO	Password never expires	Status
Amandeep	S	A	No	No	No	Active
Richard	G	rg	No	No	No	Active
Richard	T	rt	No	No	No	Active
Debbie	D	D	No	No	No	Active
Clare	F	cl	No	No	No	Active
Danny	P	D	No	No	No	Active
Joseph	K	Jl	No	No	No	Active
Dennis	P	D	No	No	No	Active
Jay	P	jp	No	No	No	Active
Katie	Ia	K	No	No	No	Active
Daren	B	D	No	No	No	Active
Carol	R	C	No	No	No	Active
Jay	N	Jl	No	No	No	Active
Terrell	M	T	No	No	No	Active
Trevor	E	T	No	No	No	Active
John	M	Jl	No	No	No	Active
Rich	K	R	No	No	No	Active
Andrew	N	A	No	No	No	Active
Kristin	N	K	No	No	No	Active
Chris	Jo	C	No	No	No	Active
Craig	La	cl	No	No	No	Active
Mitchell	W	m	No	No	No	Active
DAP	D	D	No	No	Yes	Active
chris	ro	ca	No	No	Yes	Active
Import	U	In r	No		Yes	Active
Admin	S min	A	No		Yes	Active

The Manage Users feature allows for a quick overview of each user's current login status.

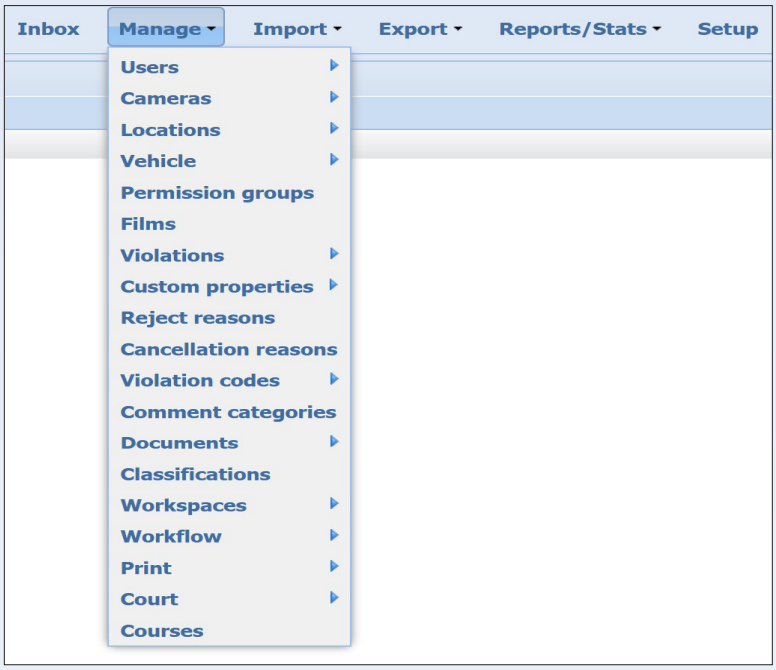


The Event Overview screen displays the associated details that constitute a citation including workflow status, citation specifics, cited owner details and primary image.

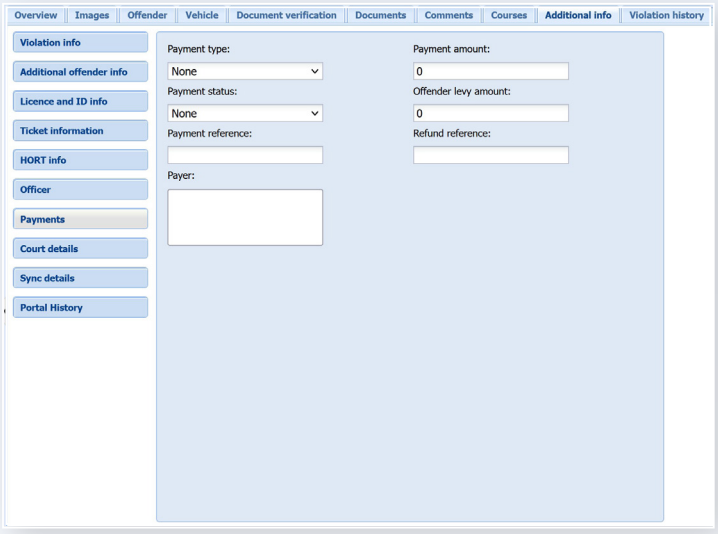




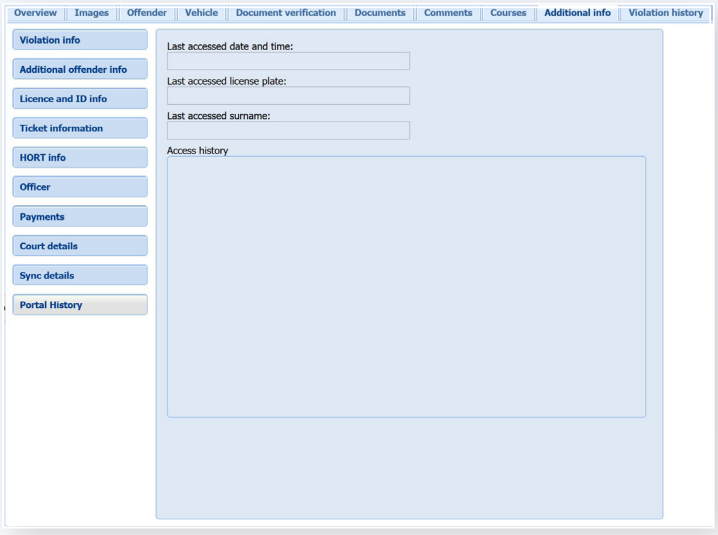
Nlets details are input directly into the event record using these input forms.



The Management menu allows an authorized user quick access to any and all program elements.



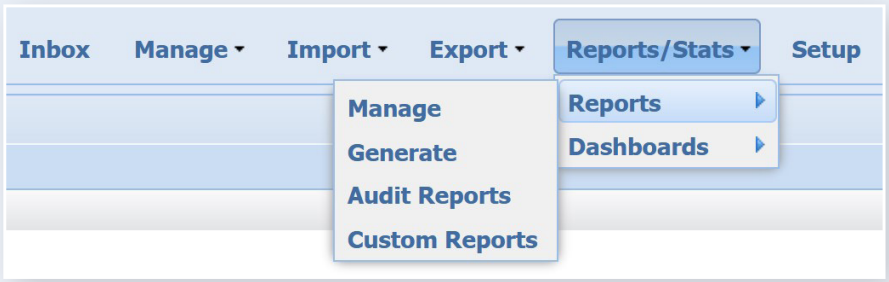
Our payments input form allows our processing staff to log check and money order payments directly to the system upon receipt.



Importantly, the VESPA system can track a cited driver's activity on our viewing and payment portal. This feature can be used to help ensure that the citizen has received their citation. Payment processing responsibility will be determined by the City.



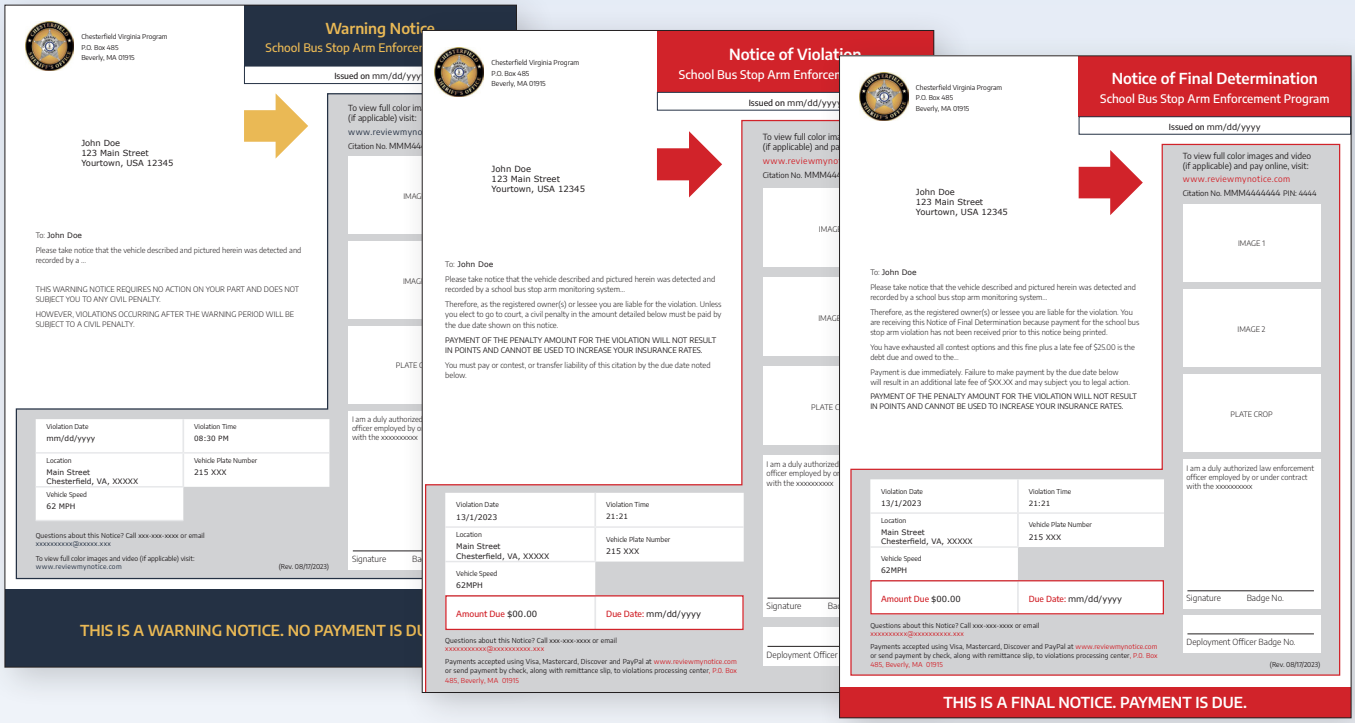
In keeping with the required rules of evidence, record activity is stored as essentially a “chain of custody”’ that logs and time-stamps each action performed to and within a record.



Access to reports within the VESPA backoffice is straightforward. As noted previously a number of standard reports are available, as well as ad-hoc and customized reporting in template form for all authorized users.

Citations & Notices

Sitestream will provide custom design of all outgoing program notices, per the direction of the City. Our design team controls all citation and notice documentation creation, so any changes to program documentation can be immediately introduced to fulfillment production upon request of the City. We also control all mailing & fulfillment with our internal printers and postage meters, providing first-class finished mail pieces to our in-building USPS.



Citation Template Overview

Our back-office programs employ the use of a fixed and variable structure into each citation template. The fixed structure of the client-specific citation awaits variable data from the violation record. Fields such as citation number, plate, name & address, fine (level 1 or level 2), violation images, date, time & location, approval officer name & signature, etc. are embedded into the appropriate template and converted to PDF form for fulfillment. This business process development work is performed by our development team in the program buildout stage of the program. The flexibility of our process allows for an expedited rollout of program-specific citation correspondence.

CommunicationID	Status	JobCreatedDateTime	SubmissionDateTime	DeliveryStatus	H_Delivery SubserviceName	H_DeliveryEventDate Time	H_DeliveryConfirmationString
4512693397	Finished	4/4/2025 9:50:00 AM	4/4/2025 9:55:26 AM	Passed to USPS	Passed to USPS		
4512693397	Finished	4/4/2025 9:50:00 AM	4/4/2025 9:55:26 AM	IMb Tracking	IMb Tracking	4/7/2025 9:57:31 AM	Number = 00270104435324525353542182318 26
4512693397	Finished	4/4/2025 9:50:00 AM	4/4/2025 9:55:26 AM	IMb Tracking	IMb Tracking	4/10/2025 4:11:15 PM	Induction Scan - 11256
4512693397	Finished	4/4/2025 9:50:00 AM	4/4/2025 9:55:26 AM	IMb Tracking	IMb Tracking	4/11/2025 7:07:07 AM	Out for Delivery - 11218

Fulfillment Status Report

Mail Tracking & Receipts

Confirmation of mailing and delivery tracking are two key elements that automated photo enforcement vendors must provide for both program officials and hearing/court personnel. Our backoffice fulfillment processes are fully audited down to the last letter, and are made available in report form.

On-line Viewing & Payments

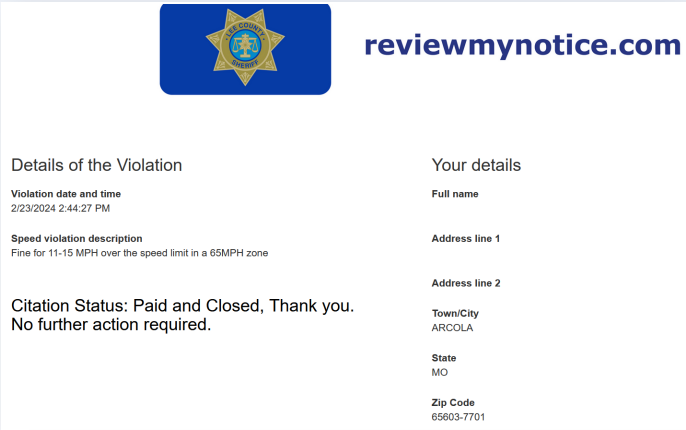
Sitestream employs a web-based citizen viewing and payment portal as a key customer service feature. The portal is simple and intuitive, accessed by each citation's unique identifier and PIN The portal will display violation images and evidence, and direct the citizen toward a disposition. Our secure gateway allows citizens to pay the citation and receive a confirmation & receipt. Payments are posted directly to the VESPA backoffice system. Our merchant partner will deposit all fine amounts received into a dedicated bank account set up for the program.

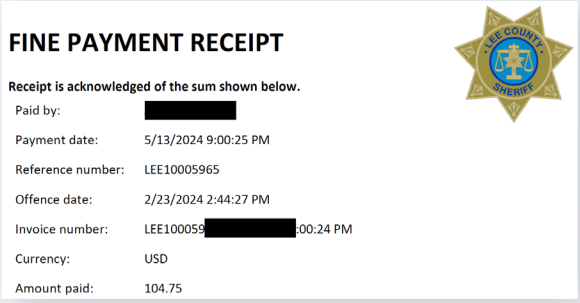
FEATURES

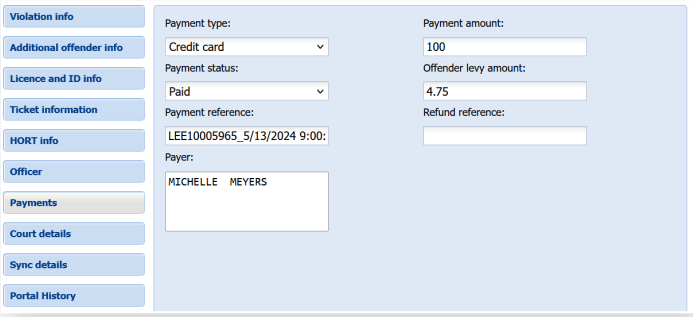
- View incident evidence (images, video and metadata)
- Pay notice via a number of payment methods
- View applicable ordinance/statute
- Download incident material
- Contact customer service
- Request transfer of liability
- Schedule a contest or hearing

Citizen Payments

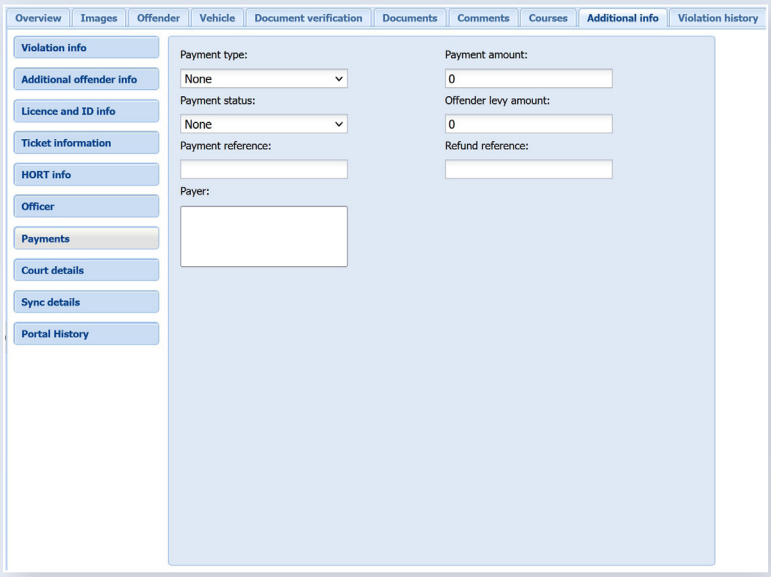
The Sitestream Citizen Payment Portal, we can efficiently accept payments for the program. The large majority of cited citizens choose to pay their citation shortly after receiving their first notice in the mail. We have observed that 75-80% of citizens make their payment through our on-line portal. The balance pay via checks or money orders, which can be managed by Sitestream internally and deposited by hand daily. Portal visitors pay their citation and receive the status message below, and are offered a physical receipt to be sent via email or SMS. Our VESPA awaits a short verification period before posting the payment into their violation record and creating a Paid and Closed disposition.





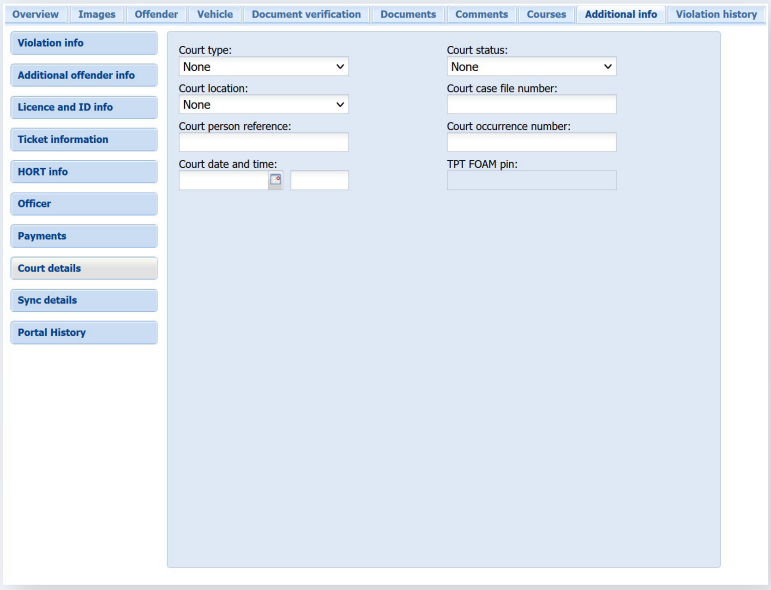


1. Citation Disposition Page - Online
2. Printable / email-able payment receipt
3. VESPA Final Disposition - Paid Window



Processing of Payments Received

As citizens pay online this transaction data will be exchanged with the Processing Application Server. The database on the payment portal will secure each individual record using cryptography that relies on the citation and PIN number, so that in case the server is compromised the data is inaccessible. Check payments can be processed locally by Sitestream in the VESPA backoffice.

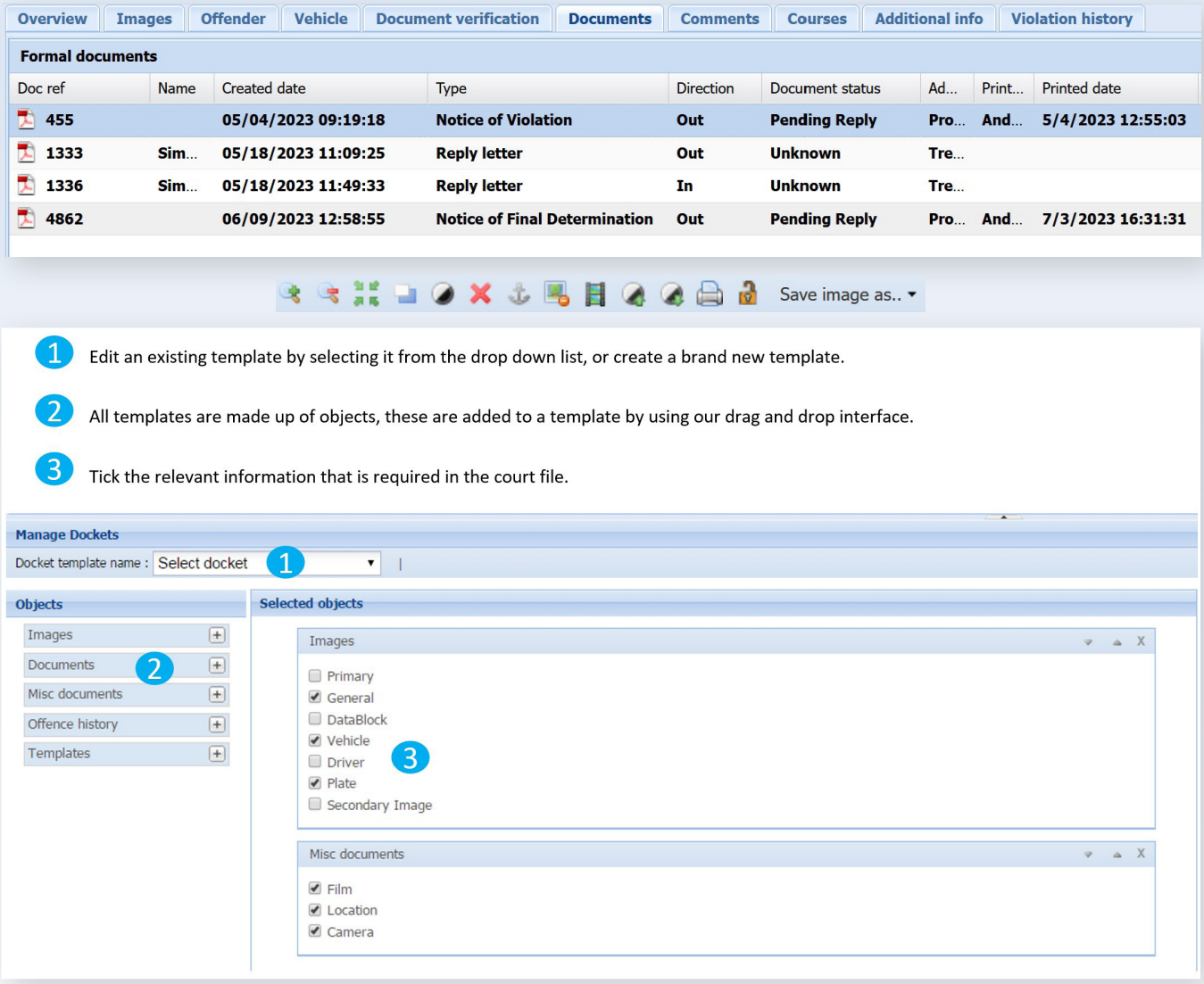


Processing of Requests for Court Hearings

To present evidence in an administrative hearing or court of law, Sitestream offers an Adjudication Manager within the VESPA backoffice. Citizens can request a hearing (per business rule) through the online portal, or through our customer service line. Available court dates can be pre-programmed into our system per the calendar of the presiding court.

Preparation of Evidence Packages

All evidence, notice details and administrative history of the incident, as well as disposition control for updating findings is available to invested court officials within the VESPA application. Should the City desire physical case folders, all information can be output in paper form. This feature provides invested parties with all evidence, notice details and administrative history of the incident. Utilizing our print-to-pdf feature all primary violation images can be output to the physical evidence package as well.



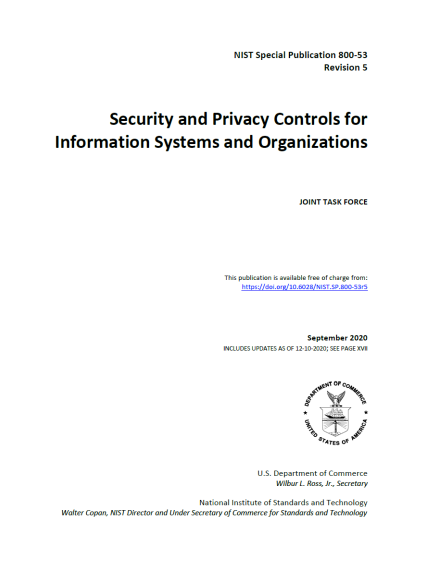
Toll-free Telephone Response

Sitestream Call Center representatives utilize the features of our citizen portal to interact with cited citizens and provide context-sensitive guidance through the payment and disposition process. Call center interaction activity is time/date stamped and included in the Comments and Violation History of the record within our VESPA backoffice. Verbal notice of recording is provided to the citizen, with .wav records available to program officials upon request.

FEATURES

- Toll-free In-house call center
- Specifically trained team members
- Multilingual operators
- Calls recorded for quality purpose

System Security Controls



NIST Special Publication 800-53
Revision 5

Security and Privacy Controls for Information Systems and Organizations

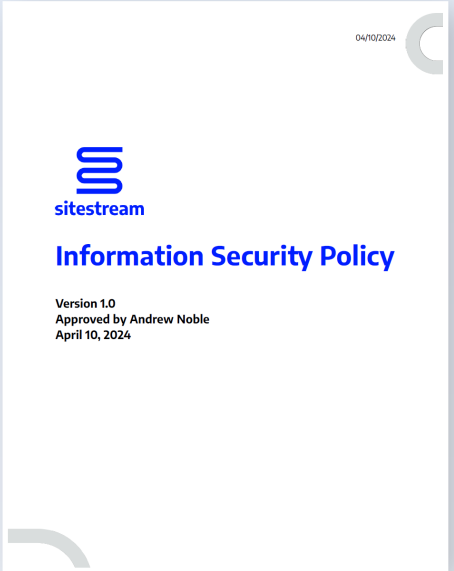
JOINT TASK FORCE

This publication is available free of charge from:
https://doi.org/10.6028/NIST.SP.800-53r5

September 2020
INCLUDES UPDATES AS OF 12-10-2020; SEE PAGE XVII

U.S. Department of Commerce
Wilbur L. Ross, Jr., Secretary

National Institute of Standards and Technology
Walter Copan, NIST Director and Under Secretary of Commerce for Standards and Technology



04/10/2024

sitestream

Information Security Policy

Version 1.0
Approved by Andrew Noble
April 10, 2024

What is Nlets Nova?

"As the International Justice & Public Safety Network, we are uniquely positioned to offer Nova, the Nlets Secure Cloud Platform, as our most modern solution for the law enforcement community. Nova is Nlets' premier cloud service for the criminal justice community. With leading technology and unparalleled customer support, Nova stands toe-to-toe with leading industry providers while catering directly to those who support officers on the street. To remain ahead of the curve with global security standards, Nlets aligned itself with the stringent FBI – CJIS policies, standards, and guidelines."

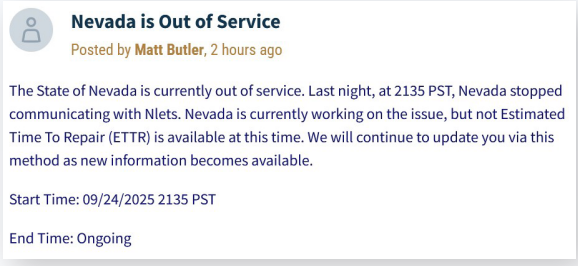
Features:

- 24x7x365 protection of our facility and data center with state-of-the-art commercial video surveillance and security.
- Two-factor authentication required for building and data center access.
- Regular security awareness training for all Nlets employees.
- An extensive pre-employment background investigation for all new employees; including a 10-print based state of residency and national criminal history record check.
- Triennial audits by the FBI CJIS Division.

Quality and Performance

- Multiple Internet Service Provider carrier networks provided into our hosting center.
- Segregation of virtualized hosting customer environments
- Connection to Nova from on premise co-located hardware.
- Configure guest level protections including firewall, intrusion detection and agentless anti-malware.

Nlets Real-Time service updates to Sitestream



Nevada is Out of Service
Posted by **Matt Butler**, 2 hours ago

The State of Nevada is currently out of service. Last night, at 2135 PST, Nevada stopped communicating with Nlets. Nevada is currently working on the issue, but not Estimated Time To Repair (ETTR) is available at this time. We will continue to update you via this method as new information becomes available.

Start Time: 09/24/2025 2135 PST

End Time: Ongoing



Nevada is Out of Service
Posted by **Matt Butler**, 3 hours ago

1057 PST

Connectivity to the State of Nevada has been restored at 1020 PST.

The State of Nevada is currently out of service. Last night, at 2135 PST, Nevada stoppe
communicating with Nlets. Nevada is currently working on the issue, but not Estimat
Time To Repair (ETTR) is available at this time. We will continue to update you via this
method as new information becomes available.

Start Time: 09/24/2025 2135 PST

End Time: 09/25/2025 1020 PST

Support Services - Hardware & Software

Sitestream's dedicated support line and email enable easy access to our internal and partner staff. Typical support call hours: 8am to 6pm local time, but additional hours are available as needed. Sitestream's support staff are all internally certified by our corporate headquarters staff based in Beverly MA.

Sitestream / Safety Vision provide complimentary:

- Zoom Training for all clients for the life of the program.
- Written training and support material for the life of the program.
- Phone, email, and web chat support for the life of the program.

If the particular support issue involves connectivity (Cellular / WiFi) then the solution may require someone from our support team to engage. If the support person is available, they will engage immediately to begin troubleshooting. If there is no support person immediately available, then a message is taken and a timely estimate is provided for a call back, typically within a few hours. If an issue cannot be resolved by the available support person, then the problem is quickly elevated to our national support leader who will work with the City to ensure we have not only a timely response, but also the required skill sets available to resolve the issue as soon as possible.

Recently Sitestream has implemented ZenDesk, which effectively centralizes all customer interactions to one intuitive platform to simplify all support requests, answered questions, and customer service interactions over the lifetime of the installation.

Fact Witness Testimony

Industry experts Frank Bowden and Andrew Noble will be made available upon request of the City and Court. It has been our experience in many automated photo enforcement programs that over time industry witness testimony becomes "Judicial Notice", declaring technical and operational testimony as factual and no longer subject to a formal presentation of evidence. In cases challenging automated enforcement programs, fact-based testimony about how the equipment and related services are actually performed will be delivered by Mr. Bowden or an equally qualified member of the Safety Vision or Sitestream team.

Relocations

Relocation of installed equipment to alternate vehicles due to vehicle ageing or immobilization will be made by the Sitestream / SV team upon request.

Experience & Qualifications



Andrew Noble

Co-founder & President

Andrew Noble, along with the leadership team at Sitestream, is responsible for the implementation of more than 70 camera enforcement programs across the country, resulting in over $500M in critical safety revenue at the local level and immeasurable safety & deterrence benefits.



Kristin Noble

Co-founder & Business Development Manager

Kristin Noble has driven business development and client relations efforts in the photo enforcement industry for nearly 20 years. Front-facing to both our municipal client leadership and citizenry, Kristin helps to drive our delivery of a highly professional and complex service to our municipal partners.

Sitestream team members have designed, built and operated over 70 full service photo enforcement projects over the last two decades. We know exactly what it takes to deliver a project and to support that project within your City. From in-person updates to high customer service standards, your vendor will be "customer-facing" every day.

Recently Sitestream has become part of the Polaris Software group of companies. Our group provides technology and software platforms intended to automate, optimize and streamline workflows for public safety clients in the US and Europe. Our organization is now 130+ professionals strong, allowing Sitestream to leverage technical and financial horsepower to further service our current and future clients in the automated enforcement space.

The City no doubt expects professionalism, efficiency and commitment to skilled collaboration from its vendor. Sitestream feels that these expectations are what excites us about the prospect of engaging with the City. A partner in the delivery of well-intentioned traffic safety program is the one and only priority.

Powered By Nlets Strategic Partner

METAS Federal Office of Metrology

IACP

LexisNexis®

Powered By Nova Nlets Secure Cloud Platform

North Carolina Sheriffs' Association Procurement Programs Stay Safe and Well Equipped 2026-2027 CONTRACT AWARDEE WWW.NCSHERIFFS.ORG

ISO ISO/IEC 27001

sitestream safeteen™

Conflict of Interest

Neither Sitestream nor Safety Vision have any personal or financial interests with the City of Derby nor Derby Public Schools that would constitute a conflict of interest.

COMPANY QUICK FACTS

35
Years of Experience

16+
Industries Served

1M+
Systems Installed

1K
Avg. Orders Shipped Monthly



Safety Vision Overview

With more than 30 years of experience, Safety Vision, is one of the most recognized partners for advanced mobile video surveillance products. We pride ourselves on comprehensive solutions, future-proofing our products, and serving the needs of our clients. In turn, we have proven results in simplifying surveillance systems and strengthening transportation safety.

Our solutions are geared towards maximizing operational efficiency, increasing driver awareness, unifying surveillance systems, protecting assets/cargo, and most importantly – enhancing safety for drivers and riders. These core values stem from our commitment to problem solve the challenges that come with transportation. We consistently communicate with our clients to learn what their hardships are and develop or enhance our products based on those insights. It is our goal to eliminate or decrease the number of issues our customers face.

Our Mission

We are committed to delivering excellence with superior customer service and the most reliable and innovative mobile video solutions available. We advise our customers on the best technology to improve overall fleet performance and safety for their drivers, passengers, and the public.

Our Vision

We believe that mobile video surveillance is essential to public safety and strive to create intelligent software as-a-service solutions (SaaS) that provide even higher levels of security. Our vision is to advise and guide the industry to adopt open solutions that integrate advanced analytics, AI, machine learning and edge computing as best practices for mobile fleet surveillance and a safer, smarter, and more connected world.

Our Values

We value integrity, excellence, respect, collaboration, and communication. We encourage independent and innovative thinking by everyone for the benefit of our customers and all Visionaries.

Integrity

Safety Vision has delivered exceptional service to numerous school cities worldwide. There have been no instances where litigation has been necessary to resolve any issues with our performance of a contract. We provide what we sell. We are dedicated to the school transportation industry and have attained considerable field experience over the past 30+ years that we have been in business.

Financial Stability

Safety Vision is 100% owned by Bruce Smith, President and CEO. The Company maintains a $10MM line credit line at Hancock Whitney Bank and is in good standing. The conservative financial position of the Company provides the necessary flexibility to support the varied needs of their clients. Financials can be provided to the County upon request.



Safety Vision Implementation History

UCPS Union County Public Schools
Asheville City Schools Learn. Discover. Thrive.
Asheville, North Carolina Buncombe County Schools
Durham Public Schools
New Hanover County Schools
Cumberland County Schools
Cabarrus County Schools
FMSD
Mooresville Graded School District Every Child. Every Day.
Enlighten Engage Enrich JCPS
Public Schools of Robeson County Pride Unity Equality 1989
OCS Onslow County Schools
HISD
Richmond County Schools Inspiring Excellence
Guilford County Schools Soar to Greatness
Elkin City Schools
Ashe County Schools
Rock Hill Schools
Anson County Schools
Jones County Public Schools
Yadkin County Schools
Bertie County Schools BCS Together We Can!
Davidson County Schools Your future. Our focus.
Lexington County School District 3 Batesburg-Leesville Schools
Surry County Schools
LCS Lexington City Schools
Cleveland County Schools
ABSS Alamance-Burlington School System Student Centered, Future Focused!
Mount Airy City Schools Lead · Innovate · Serve
Chester County Schools A Great Place to Grow Committed to Excellence for All Students
Moore County Schools Engage · Inspire · Succeed
Wayne County Public Schools Cultivation, Personalization, Innovation · Every Student Every Day!
CCSD Clark County School District
Pender County Schools
BCS
Lee County Schools Inspired.
Laurens County School District 55
Montgomery County Schools Life-Ready Globally Competitive
Johnston County Public Schools
Currituck County Schools Inspiring Excellence in Every Student
Granville County Public Schools
Loudoun County Public Schools Engage · Empower · Enrich
DesMoines Public Schools

SAFETY VISION LLC

6100 West Sam Houston Parkway
Houston TX 77041

FEIN 76-0390640

Founded in the State of Texas - 1993

www.safetyvision.com

OEM Experience

- **Volvo Group**
  - Nova Bus
  - Prevost
  - Mack
- **New Flyer Industries Group**
  - New Flyer
  - Alexander Dennis
  - MCI
  - ARBOC Specialty Vehicles
- **Siemens Rail Car**
- **Caf Rail Car**
- **Turtle Top**
- **Forest River**
- **Blue Bird IC Bus**
- **Thomas Bus**
- **Collins**
- **Lion Electric**

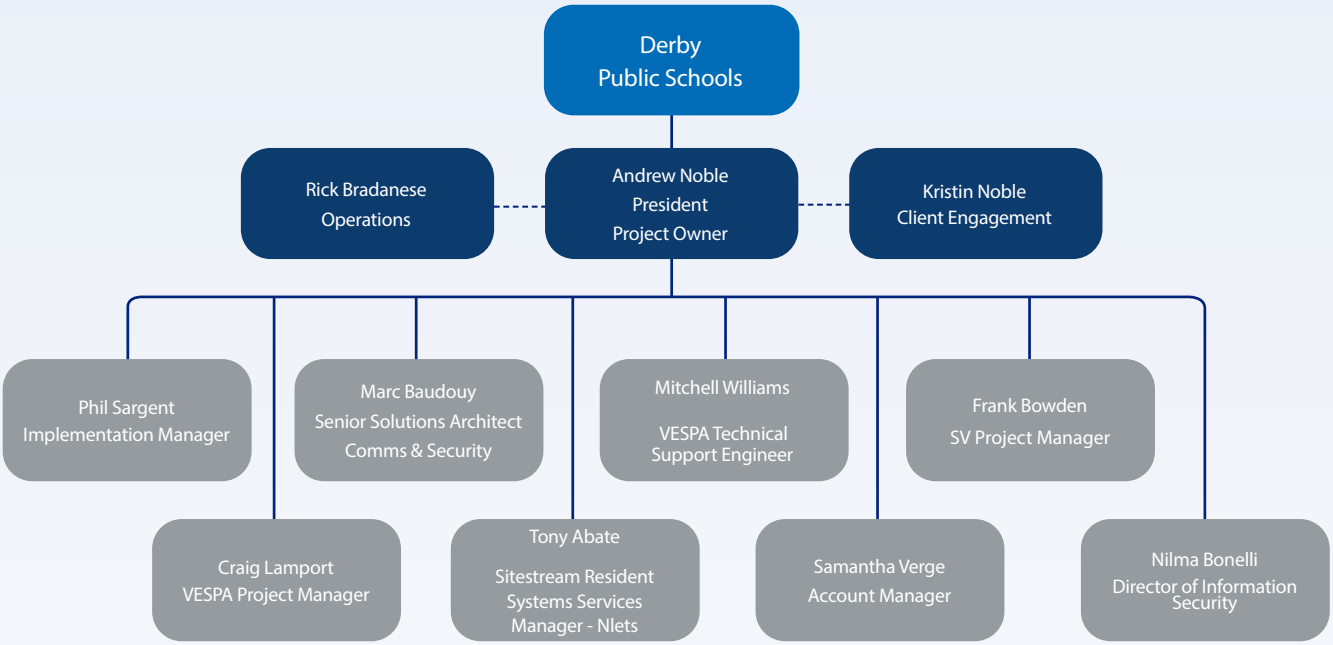


Sitestream Implementation History

As the Co-Founder and President of two successful automated photo enforcement companies I and my team have secured, designed and operated over 70 automated photo traffic enforcement programs throughout the Americas since 2007. Programs include a number of one and two system efforts as well as a number of county and state-wide programs with dozens of enforcement systems.

Senior Project Team

Sitestream's headquarters is located at 900 Cummings Center in Beverly MA. As noted previously Andrew Noble will be the post-build contact for all initial matters pertaining to the program. We have 23 staff in the areas of engineering, operations and senior administration currently supporting our active programs around the USA. As we begin implementing our program we will have boots on the ground locally from Sitestream and our partner implementation teams.

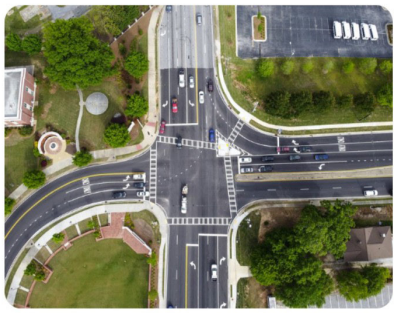




Speed Enforcement Programs



School Bus Stop Arm Programs



Red Light Camera Enforcement

KEY PERSONNEL LISTING



Andrew Noble

a.noble@sitestream.ai

Industry expert and proven leader of sales, management, and operational teams. Directs short and long-term strategies, manages P/L, budgets, reporting and auditing. Designs and implements operational strategies for client safety enforcement programs and works closely with legal teams to ensure contract compliance and optimized program performance.

2022 – Present	Co-Founder & President, Sitestream LLC
2005 – 2021	Co-Founder & President, Sensys Gatso USA
2004 – 2005	Director, Global Sales Development, General Electric Security



Kristin Noble

k.noble@sitestream.ai

With more than 15 years in the automated traffic safety space, Kristin is skilled in content marketing, presentations, branding, outreach, business development efforts, as well as the operational efficiencies of managed service programs. In addition, she is effective in client relationships, training and sustaining key business partnerships

2022 – Present	Co-Founder & Business Development Director, Sitestream LLC.
2008 – 2021	Marketing Director, Sensys Gatso USA



John McDonald

j.mcdonald@sitestream.ai

Effective business operations and business development professional skilled in contracts administration; business compliance; sales and finance support; project leadership and customer service management. Excellent verbal and written communication skills with extensive issue resolution experience. Notary Public.

2024 – Present	Business Operations & Development, Sitestream LLC
2023 – 2024	Customer Operations Consultant, Zeptive Incorporated
2010 – 2023	Proposal Manager / Project Manager, Sensys Gatso USA
2000 – 2009	Senior Contracts Administrator, Parametric Technology



Phil Sargent

p.sargent@sitestream.ai

Phil works with new Sitestream clients to ensure smooth onboarding and timely implementations. Unique in his role, Phil has been a consumer of automated traffic enforcement during his time as an Assistant Police Chief in Iowa (also a graduate of the FBI National Academy) and later as a project manager in the automated traffic enforcement space as his law enforcement career was winding down.

SAFETY VISION®

Key Personnel

Bruce Smith - *President & CEO*

As President & Chief Executive Officer of Safety Vision, Bruce Smith founded the company in 1993 to distribute rear-view video camera equipment throughout the mobile fleet industry. Smith, a Houston-based entrepreneur, continues to guide company growth, as Safety Vision has blossomed into a thriving enterprise operating out of multiple offices in both North & South America. Over the years, the company's product-line has intensified, including mobile surveillance recording solutions, which enhance safety & security for public and private fleets worldwide.

Nima Ostad - *Vice President of Operations*

Nima Ostad is a seasoned executive leader with a proven track record of driving strategic growth, enhancing operational efficiency, and leading high-performing global teams. At Safety Vision, Nima oversees Product Development, Warehouse, Service, IT, and Field Services, ensuring operational excellence through strategic planning and improvement initiatives.

Clint Bryer - *Vice President of Sales, Student Transportation*

Clint Bryer brings a varied background in mobile video technology over his 15-year tenure with Safety Vision. His experience in warehousing, operations and logistics, customer service sales and management has enabled Clint to grow the Student Transportation division over 200% since 2016. His focus is bringing innovative, essential, safety-focused technology solutions to market and building strategic relationships within the student transportation industry.

Frank Bowden - *Senior Account Executive, Student Transportation*

Frank Bowden has over 24 years of experience in school transportation technology sales. For the past 7 years, Frank has been an integral member of our K-12 sales team and has gone above and beyond for customers to meet their school bus mobile video needs. Frank is based in North Carolina and takes care of the Southeast Coastal region.

Kylie Rudel - *Project Coordinator*

Kylie Rudel is a driven and adaptable Project Coordinator with a proven track record of managing complex initiatives across the technology and telecommunications industries. Kylie brings hands-on experience from working with Fortune 500 companies and more than five years of progressive responsibility in project management roles. Kylie holds certifications in project coordination and is known for her ability to learn quickly, lead cross-functional teams, and deliver results with professionalism and a fresh, modern perspective. Her career reflects a strong foundation in customer service, logistics, and operations—making her a valuable asset to any project team.

Project Managers

Mark Kedda - Project Manager

EXPERIENCE

2/2015 - Present

Senior Lead Technician| Safety Vision, LLC

- Support position that directly interfaces with and proactively supports installers, end users, sales personnel, product managers, and executives.
- Install, diagnose, maintain, and support mobile electronics systems and peripherals
- Provide technical support to customers and company personnel via phone, internet, e-mail, and in person (walk-in appointments or local installation sites)
- Assemble, inspect, and test products prior to shipment as required
- Assist Engineering with equipment troubleshooting and new product testing
- Use electronic, hand, power, and pneumatic tools as needed
- Customize units and adjust or repair according to specifications
- Fabricate small parts, cables, and test fixtures
- Provide product overviews and training to customers and internal personnel
- Maintain all work-related shop tools, equipment, test fixtures, etc.
- Maintain and install company software on customers servers

Craig Lamport

EXPERIENCE

2020 - Present

Project Manager | Sitestream

- Oversee the delivery of software & workflow elements from start to finish.
- Hold regular meetings and ensure communication is maintained between project stakeholders.
- Consult with multiple parties to ensure that the needs of all stakeholders are met through data discovery exercises.
- Build process flows & oversee the configuration of software.
- Manage project documentation such as risk registers and project timelines.
- Ensure that the quality of products delivered meets previously established requirements, achieving sign offs from applicable parties where necessary.
- Provide training and process documentation to internal and external stakeholders.

Work Plan

Upon notice to proceed, Safety Vision installation teams will finalize inventory to make sure the components necessary to complete the job are in house and begin compiling hardware based on the contract specifications for the City. Upon receipt of the required inventory, Safety Vision installation teams will deliver the 12 completed, tested, and fully functional systems within the parameters of the contract.

Initially, the Safety Vision and Sitestream project team will work together with the designated project leaders at the City to outline an implementation schedule that meets the City's operational availability. Once the implementation schedule has been defined and approved, our team will allocate the required number of technicians to perform the installations in the proposed timeframe. A recommended installation schedule is included below.

Our objective is to categorize the same make and models of vehicles to start. For efficiency purposes, alike makes and models are grouped and assigned for reasons of efficiency. Part of the lead technician's responsibilities is to manage the QA/QC process. Processes includes pre/post signoff sheets for the installations, the configuration spread sheet (in .xml format) and the signoff sheet. The signoff sheet includes configurations, model and serial numbers, IP/MAC addresses and snapshot of each camera installed to ensure proper views. The purpose of this procedure is to document deficiencies that are found during inspection prior to the installation of equipment. It will also serve to document any deficiencies that are found during post installation inspection of the vehicle for the same criteria. Time will be allocated to provide a "golden sample" for each type of vehicle. The involvement of City officials will be crucial to this section. Installation training (if needed) and guides will be documented at this point, and copies will be distributed to City personnel for future reference.

Timeline Presented In Weeks

TASKS & DELIVERABLES – DPS	DAY	1	5	10	15	20	25	30	35
Project Buildout	**30 Days**	■	■	■	■	■	■	■	■
Post Award Meeting	1 Day	■							
Hardware Mobilization - Production Q & A	7 Days	■	■						
Hardware Delivery	7 Days			■					
On-Site Kick-Off Meeting	1 Day				■				
First Article (One for each bus type)	7 Days					■	■		
Software Implementation (Server & Client)	40 Days			■	■	■	■	■	■
Software Familiarization	7 Days							■	
Full Production - Bus Installation & Integration	14 Days					■	■	■	■
End User Training	7 Days							■	
Maintenance Training	7 Days								■
Project Completion	1 Day								■

Project Management Methodology

Order Fulfillment and QA Process

When an order is placed requiring equipment to be delivered, configured, installed, integrated and implemented, we start a series of requirements to fulfill this order from inception to completion. Most orders will be fulfilled from our office, operations center, and warehouse located in Houston, TX. Once an order is received, our warehouse team will begin pulling out the necessary materials and communicate the status of the order in relation to the upcoming project. If any items or subcomponents are not currently in stock, our operations team will review the inventory replenishment report and notify both the sales representative and the project coordinator with an estimated replenishment date.

Once all the equipment has been gathered, it is submitted to our Quality Assurance (QA) queue. The QA team will then inspect each item and conduct a system burn-in process on the DVR. This includes applying a baseline configuration and performing a bench test to verify proper operation before the equipment is approved for deployment. Depending on the size of the demand this process may take 5 to 15 business days.

Implementation, Integration, and Installation Preparation

Prior to installation, the Safety Vision Account Manager—along with the Wireless Engineer (if required) and Project Coordinator—will schedule a web-based meeting with the customer to review the scope and logistics of the upcoming project.

This planning session ensures that our team clearly understands the customer's operational needs, wireless infrastructure, and system requirements. The insights gathered allow us to accurately inform our installation team and streamline deployment.

Typical topics discussed during this meeting include:

- **Vehicle Access:** Can installations be performed after hours, during weekends, or only during business hours?
- **Wireless Infrastructure:** Review of current network coverage, security protocols, encryption, and authentication requirements.
- **Video Settings Requirements:** Customer preferences for frame rate, resolution, and image quality.
- **Legacy Equipment:** Will existing equipment need to be removed prior to installation?
- **User Access Needs:** Definition of user roles, permissions, and account setup requirements.
- **Video Download & Retention Policies:** Clarification of procedures for video retrieval, data storage duration, and compliance with internal policies or regulations.
- **Restoration:** All vehicles & existing City property will be returned in as-was or better condition upon conclusion of the program.

Initial Installation of Master (First) System

When installation is performed at a location with an existing 802.11 wireless network, Safety Vision will coordinate with the customer's IT department to install our back-end Server Software. Prior to this activity, we will provide the customer with the minimum server specifications required to ensure compatibility and performance.

Once the server specifications are met, our IT Team will remotely access the system to download, install, and configure the necessary server software. Following successful configuration, we will proceed with the installation of the first (master) system in a designated vehicle.

During this initial installation, communication protocols and authentication parameters will be programmed into the DVR. Our IT Team will remotely access both the DVR and the Server to test connectivity and system performance. Upon successful completion of all functionality tests and confirmation of wireless communication, we will finalize and sign off on the configuration file. This validated configuration will then be used to program all subsequent vehicle installations.

Installation of Fleet

Once the wireless parameters are established and the customer has approved the camera placements, including viewing angles, frame rate, resolution, and image quality, Safety Vision will proceed with the full fleet installation.

The pace of the installation process is directly influenced by the level of access provided to the vehicles. Our goal is to minimize disruption to daily operations and to work around the customer's schedule as much as possible. However, the speed and efficiency of the installation will ultimately depend on the availability of vehicles during the designated timeframe.

Performance of Installation

Safety Vision's contracted installation partners—Wired on Demand, Preferred Mobile Installations & Clear Communications—bring extensive experience in large-scale deployments of Observer Systems. Since 2017, they have successfully installed Safety Vision equipment on more than 7,000 school buses across 17 states.

Notable large-scale projects include:

- Guilford County Schools (NC): 500 buses
- Clark County Schools (NV): 1,600 buses
- Katy ISD (TX): 600 buses
- Denver Public Schools (CO): 300 buses
- Buncombe County Schools (NC): 250 buses

Our installers are highly familiar with the demands and logistics of fleet-wide rollouts, and they consistently meet strict quality and schedule requirements.

Typical School Bus Installation Components

Installations are performed based on end-user requirements and may include:

- Interior system assessment & Exterior system installation
- Windshield-mounted camera covering roadway
- Interior cameras monitoring the driver, entranceway, and passenger seating
- Stop-arm cameras capturing external views during activation
- Exterior license plate capture cameras for violator identification
- Rear-mounted camera for backing up and observation
- Curbside camera for pick-up zones and right-hand turns
    - Optional 360° total view system for full situational awareness during reverse, turns, and stop locations

Wiring & System Integration

- Proper wiring of all cameras to the DVR
- Integration of metadata from vehicle sensors:
    - Turn signals, brake lights, warning lights, stop arm activations, reverse gear, etc.
    - Sensor wiring labeled and configured correctly within the DVR

Event and GPS Functionality

- Installation of event marker button for driver-initiated flagging of video
- Configuration of event timeframes and alarm durations

GPS module installation for real-time speed, location tracking, and route playback on a digital map

Communication & Power

- Installation of communication device and roof-mounted antenna
- DVR setup and configuration for wireless communication
- Power connections to vehicle ignition and constant power source
- Proper fusing and grounding of all power connections

The estimated time frame for 75 vehicles (63 School Buses, 6 Activity Buses and 6 support vehicles) is less than 2 weeks.

Vehicle Testing and Final Acceptance

All installation services provided by Safety Vision are performed by technicians who have successfully completed our manufacturer-certified installation program. To ensure quality and compliance, each installation requires a formal sign-off process, which includes customer approval.

The installation sign-off documentation includes:

- Confirmation of camera placements and fields of view
- Bus identification number
- DVR serial number
- Wireless DVR ID
- List of any peripherals or attachments connected to the DVR
- Photographic documentation of each installed camera for visual verification

Wireless System Testing and Verification

For systems utilizing wireless communication, our IT Team will work directly with the customer's IT staff to:

- Access the back-end server
- Verify that all installed vehicles are properly registered and reporting to the server
- Confirm live communication and data synchronization

Additionally, installers will:

- Activate the driver event marker to trigger an alarm event
- Confirm that event video is captured and successfully downloaded to the server

Before any final acceptance, the server interface is used to validate that:

- All systems are online and reporting correctly
- No system or communication errors are present
- Full functionality and performance expectations are met

Only upon completion of these steps—and customer confirmation of satisfactory installation and operation—will the installation team submit the final sign-off.

Installation Subcontractor

PMI
PREFERRED MOBILE INSTALLATIONS
Protecting your fleet Nationwide

WIRED ON DEMAND
Mobile Surveillance Installation

Installation Team Leads:

This project's installation work will be performed by Keith Barlow, Robert Carver & Daniel Armstrong along with members of the Safety Vision build team

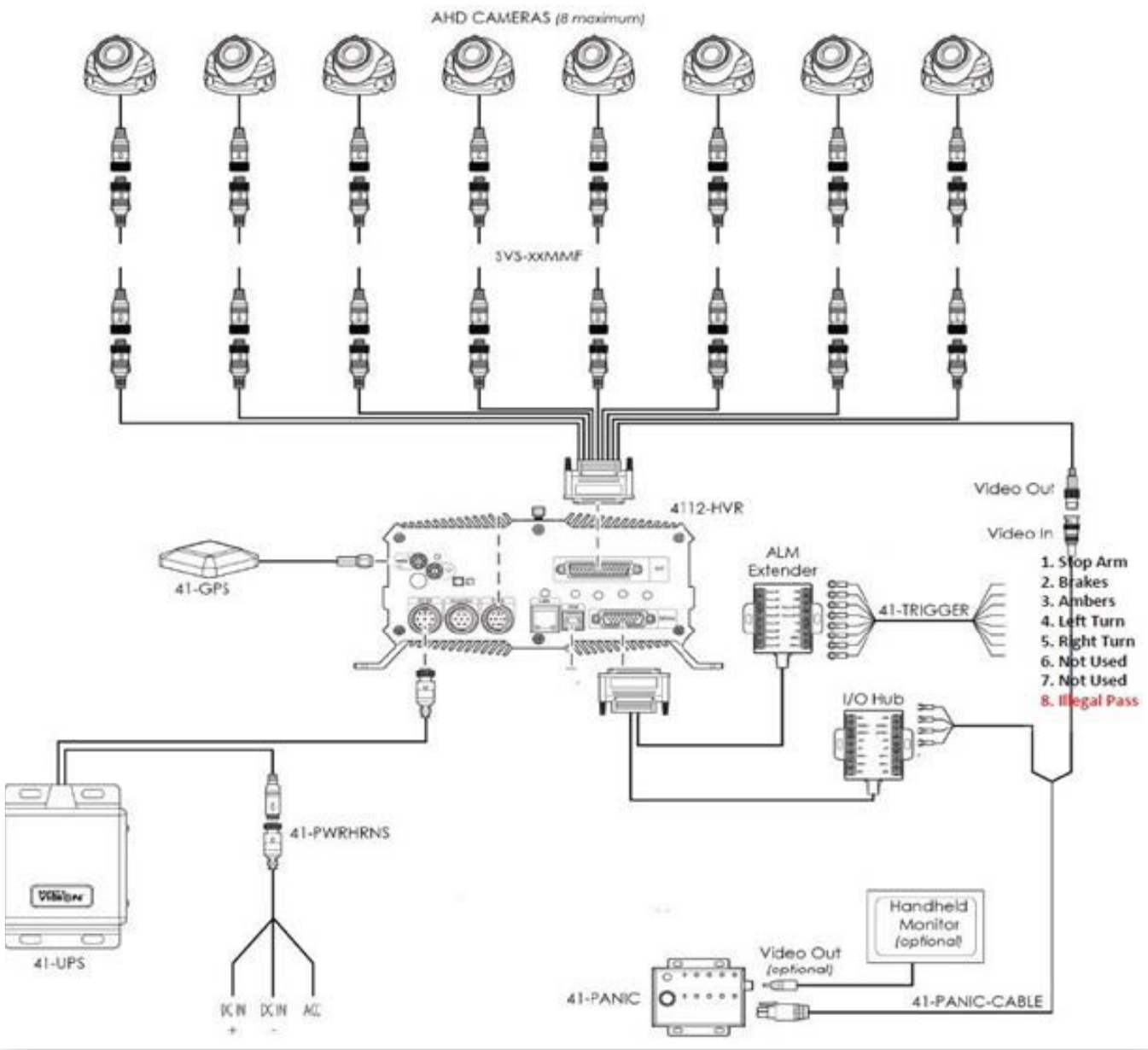
Services

Install of DVR Systems and attached Cameras to School Buses, Transit Buses, Passenger Vans and other vehicles. Installations consist of Configuring / Programming of DVR, wiring, installing, and sighting cameras. Wiring power of DVR to vehicle constant and ignition power source. Wiring the vehicle triggers and assigning to DVR inputs. Installing GPS Receiver, Event Marker and asset tagging equipment as required. If necessary, connecting communication devices and installing roof-mount antennas and coordinating system connectivity to cloud, local server and Access Point authentication with remote wireless team.

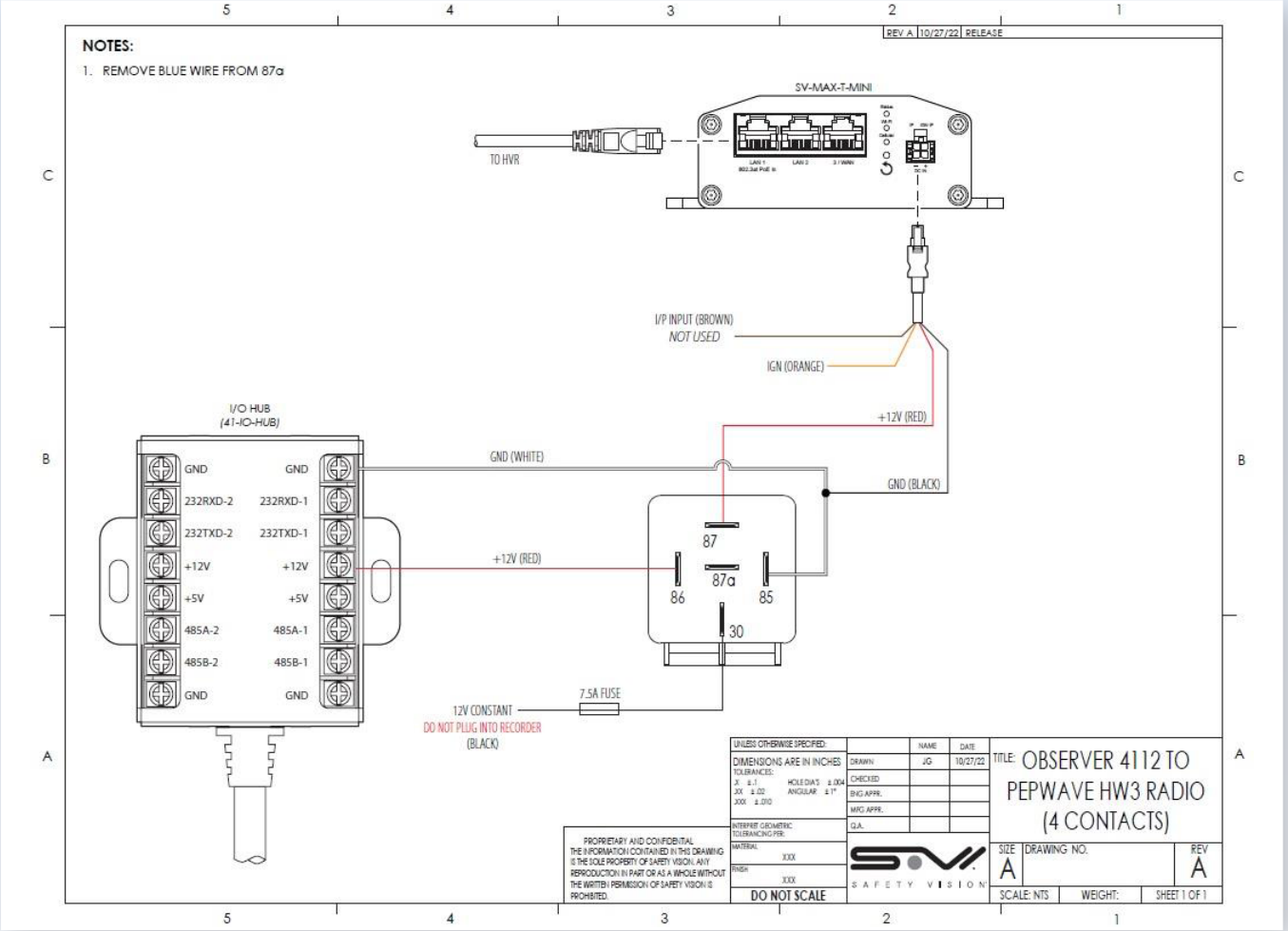
Projects Performed

1. Regional Transportation Commission (RTC) of Southern Nevada – 440 Transit Buses.
2. Sharyland ISD- 73 School buses with wireless downloading capabilities.
3. Grand Prairie Grand Connection – 12 Para-Transit Installs (Robert Carver)
4. Harnett County Schools – 298 School Buses (Keith Barlow)
5. State of South Carolina State Owned School Buses – over 500 (Keith Barlow)
6. Onslow County Schools – 124 Buses
7. Denver Public Schools – 300 Buses
8. Durham Public Schools – 200 Buses
9. Guildford County Schools – 500 Buses
10. Buncombe County Schools - 200 Buses
11. Harrisonburg Transit and School Buses – 90 Buses
12. Robeson County Schools - 150 Buses
13. New Hanover County Schools – 60 Buses

A wiring diagram, along with the bus camera sketch, is followed by the installation team, and sent to the client, for information purposes on the client's behalf for knowledge on the buses system wiring. Below is a sample wiring diagram similar to the demand requested for this project.



The communication device / cellular modem is attached to the DVR via a standard RJ45 Cat6 Ethernet LAN Cable. The device is also powered by the DVR connecting to the 12V output in the I/O Hub allowing the modem to remain on, and in use, after the bus has been turned off, thus the DVR and modem will remain on, and accessible via the cloud, until the DVR delayed power down cycle has been completed. If a shutdown delay cycle beyond 60 minutes is desired, adding a UPS Back-up Battery would be a recommended addition.



Wireless Integration and Implementation

Implementing wireless technology, when it is required, to offload video/audio data off any equipped bus over a broadband cellular network requires some detailed knowledge on the application and environment of the client. In past experiences, Safety Vision has been asked to host video in the cloud allowing School Systems to manage their video retrieval of bus cameras. Restricting the amount of data yet maintaining the image quality of the recorded video requires some awareness of video compression, data density and cellular bandwidth. To walk that technology line, we create two distinct alarms for managing bus video in the school Bus Camera world.

Data is only offloaded off the bus if the vehicle operator marks video by pressing the event marker, or if the system identifies the conditions of a potential violation. The event marker is configured by setting pre and post time markings. Typically, 5 minutes or 3 minutes is used as each the pre and post mark setting, thus the event marker will create either a six (6) or ten (10) minute alarm file. The cloud storage server, connected to the bus via the cellular modem, will automatically detect this alarm then receive the video files once the writing of file is complete in the DVR. With this taking place, while the bus is in operation, each vehicle will also send an alarm notification in real-time allowing users to act and respond via the live view feature of the software. The operator marked files will be labeled “Urgent” and only tag camera channels associated to the inside of the bus. This will allow staff to know the incident was a passenger-related concern. The cloud server will store video using the Vehicle Identification number, date and time range so once a file is uploaded, it will not be prompted to upload again since it is properly filed and archived. Motorist overtaking a stopped School Bus will be the 2nd alarm tagging video to be automatically sent to the cloud. This alarm will tag the Windshield and all the exterior cameras for a 30 second clip. These events take place in moments only during times when students are boarding or exiting the vehicle. Once a passing is detected, the DVR will flag 10 seconds prior to this event and 20 seconds afterward, thus creating the 30 second file.

Training

Maintenance, Operations & ForeSight Training

At the conclusion of the fleet installations, Safety Vision and Sitestream personnel will conduct training classes for any/all City employees. Training will consist of 1 full week of training, with 1 day being fully dedicated to software training. USB storage devices including all user manuals will be distributed to every attendee. These sessions could be provided earlier in the process if City personnel intends to utilize the systems before all work is completed. Documentation will be provided in hard copy and/or electronic media. A link will be provided for tutorial help videos to demonstrate how the ForeSight software can be used for anyone who did not receive training, and as an available self-service training resource. Our technical support staff will assist with any additional training over the phone or via online support. There are no associated costs for this training for the duration of the contract.

Administrative, Management & VESPA Training

All training will be delivered by Sitestream and Safety Vision to City officials onsite - at their convenience. Standard classroom training on the various modules of our VESPA backoffice software has been structured to be conducted in one to three days, resulting in minimal interruption to staff operations. Presentations are delivered using a combination of Power Point slides and a projected view of the VESPA backoffice application. Course-ware and training guides are presented to each individual trainee for ongoing reference. As new features to our backoffice solution, and new program personnel are brought onboard to the program, additional training will be provided. Sitestream will host a link to tutorial help videos to demonstrate how the software can be used for anyone who did not receive training, and as an available self-service training resource. Our technical support staff will assist with any additional training over the phone or via online support. There are no associated costs for this training for the duration of the contract.



Client Training

Subject: Event Processing

- Interface overview
- System Navigation
- "Workload" organization
- Event assessment & Classification
- Approval/Rejection guidelines
- Notes & attachments



BackOffice Software Overview

Subject: Program & Revenue Management

- Terminology & requirements
- Managing financial reports
- Creating ad hoc reports
- Queries and filters
- Compliance documentation

4. Maintenance, Support & Warranty

Sitestream & Safety Vision pride ourselves on customer service and support throughout the program lifecycle. Safety Vision's US based technical support resides at their corporate headquarters in Houston, TX. Sitestream's technical, operational and Administrative support resides at our headquarters in Beverly, MA. The support staff is highly trained and knowledgeable about all our product lines, and readily available to help the City learn about your products or resolve any problems that arise after they have been installed. Technical support department is operational Monday-Friday from 7:00am-6:00pm CST. Response is typically within one hour of receiving the call. Support is achieved but not limited to phone, web, email, and remote computer log in. Upon request, we can also offer on-site service contracts. These services can be performed by a trained local contractor agreed upon by us and City officials.

Availability of Parts

For in-field technology, Safety Vision's 40,000 sq. foot building is equipped with a four-tier warehouse that stores over $15 million dollars of inventory. Determined lead time for stocked inventory will consists of 7-10 days.

On-site Service Call

If requested by the customer, Sitestream & Safety Vision can offer on-site service. Determined lead time needed for an on-site service call will consist of 14 days. (**Note – Subject to change due to any scheduling conflicts**)

Software Maintenance

Our Software maintenance model is broken down to four sections:

- **Corrective Maintenance:** This is a reactive modification of a software product performed after delivery to correct discovered problems and it is also termed as bug fix.
- **Adaptive Maintenance:** Is the modification performed on a software product after delivery to keep a software product usable in a changed or changing environment. It is also termed as enhancement.
- **Perfective Maintenance:** Is the modification of a software product after delivery to improve performance or maintainability. It is also called performance tuning.
- **Note**- All Corrective, Adaptive and Perfective Maintenance updates are typically pushed out to clients via email with a TSB (Technical Service Bulletin). The TSB contains a link for downloading the enhanced version of software.
- **Preventive Maintenance:** Is typically conducted by the client at a minimum of quarterly intervals. This maintenance check consists of verifying that correct versions of software is available on all viewing stations, servers, etc.

Integration Experience:

Sitestream and its Development Team have a wealth of API/Interface/Integration experience. We expect a moderate amount of integration development with the City regarding violation assessment, processing and rider tracking. Our Dev teams have begun researching the integration requirements.

- NLETS lookups
- Henschen Court system
- PNC / LEDS lookups
- QAS Interface
- PentiP court system
- Niche
- MIB Interface
- Vicroads
- VIEW
- Fujitsu Police Software System

Warranty:

All program technology is warranteed for the life of the program.

References

School City: Cabarrus County Schools

Location: 111 Union Cemetery Rd. SW. Concord, NC 28027

Project Dates: Installation Start Date of June, 2021 thru August, 2021

Contact: Matthew Hurlocker, Director of Transportation

Phone: 704-791-0364

Email: Matthew.Hurlocker@cabarrus.k12.nc.us

Scope of Work: Equipped 140 Buses with Safety Vision Observer 4112 Systems. Each system had 8 attached cameras with internal and external cameras.

Systems were installed to provide both complete interior and exterior coverage of the school bus. The interior cameras were positioned and installed to record the vehicle operator, passenger seating areas, front entrance and the rear emergency exit to the school bus. Each bus was also equipped with a front windshield camera recording roadway activity, student road crossings during pick-up and drop-offs, and driver operations. The three (3) exterior side mounted cameras are installed to record motorist passings, showing the bus is stopped, with stop arm extended, and to capture license plates on vehicle passing from either the same or opposite direction.

All Systems are configured to record from multiple cameras that are simultaneously synchronized, using the internal clock, to provide multiple camera views on any events captured both internally or externally. Each system is configured with cameras recording video at either a 1080p or 720p resolution. Each system is configured for date and time stamping in the Eastern Time Zone that will automatically adjust for Daylight Savings Time. Systems record the vehicle location data, using the GPS Receiver, to collect the latitude and longitude location with every frame of video. This collection of location data provides users with a vehicle, displayed on a digital map in our software, that will also provide route tracking and vehicle speed in the video review. Lastly, our system is installed to record the activation of brakes, turn signals, warning lights, stop arm deployments and reverse.

Cabarrus County Schools

The clear choice.

The purpose of exterior cameras is to both record motorist passings and to analyze the risk of stops where violations are frequent. Event Markers are provided to bus operators so they can mark segments of video where passenger conflict might exist, or to tag external cameras when a violation is witnessed.

External Cameras are placed and sighted to provide optimal Field of View for recording motorists that fail to pass a stopped school bus. An 8MM Camera with Infra-Red is installed at the back of the bus looking forward. This camera will show that a bus is both completely stopped and with the stop sign extended. This camera will also show 5 to 6 lanes of traffic and show if a motorist breached the invisible line extending from the stop arm.

Two cameras are installed below the stop arm with one facing forward and one facing back. The camera facing forward is sighted to get license plates in 2 lanes of traffic on violations coming from the same direction and get a driver image coming from the opposite direction. The camera facing back is sighted to get license plates in 4 lanes of traffic on violations coming from the opposite direction.

Lastly, all systems were configured to make sure video recordings would be retained on the local storage drive for a minimum of a month's time. Currently, Cabarrus County is testing 2 buses communicating to a back-end cloud using Verizon's cellular broadband network for response to alarms and expediting video retrieval. One bus on the cloud has a 360 Perimeter View system and the other is equipped with a curbside camera, roadside camera, windshield and back-up all recording to a single camera.

School City: Harnett County Schools

Location: 3 West Harnett Street. Lillington, NC 27546

Project Dates: Installation Start Date of July, 2025 thru October 2025

Contact: Uriah Parker, Director of Transportation

Phone: 910-893-8151

Email: uparker@harnett.k12.nc.us

Scope of Work: Equipped 298 Buses with Safety Vision Observer 4112 Systems with 7 attached cameras installed for both internal bus surveillance and stop arm photo enforcement.

Each school bus was equipped with a DVR connected to seven cameras to capture events both inside and outside of the vehicle. A forward-facing windshield camera records motorist and pedestrian traffic, including student boarding and exiting, as well as overall bus operation.

Inside the bus, three wide-angle cameras provide full coverage: one in the front capturing the driver, entranceway, and front seating; one mid-cabin covering the center aisle and seating area; and one rear-cabin covering the remaining student seating.

On the exterior, three cameras were installed on the driver's side. The first, mounted near the rear and facing forward, documents the bus's approach to a stop. It records the vehicle's speed, the activation of warning lights, the complete stop, and the deployment of the stop arm. This camera also captures motorists who illegally pass the stopped school bus from either direction on any type of roadway.

Two additional cameras are mounted beneath the stop arm to capture license plates of violators. One camera faces forward and covers up to two lanes of traffic, while the other faces rearward and captures license plates across four to five lanes, accommodating both roadway and highway conditions.

All recorded video is watermarked with critical metadata, including the vehicle identification number (VIN), date, time, GPS location (latitude and longitude), speed, and driver actions such as brake application, warning light activation, and stop arm deployment.

In addition to the DVR and cameras, each school bus was equipped with a roof-mounted antenna to enable local 802.11 wireless communication between the DVR and the Cloud Server. The DVR contains an embedded 802.11 radio and is configured to function as a client, automatically connecting to the server with proper authentication whenever the bus enters wireless range.

Authorized users with access to the Foresight Pro Video Management Software can:

- Receive and review alarm notifications
- Access uploaded video footage from the Cloud Server
- Remotely connect to a bus to review and retrieve video stored locally on the DVR hard drive

School City: Mooresville Graded School Distrct

Location: 305 North Main Street. Mooresville, NC 28115

Project Dates: Installation Start Date of May, 2023 thru July, 2023

Contact: Jonathan Farmer, Director of Transportation

Phone: 704-680-8564

Email: jonathanfarmer@mgsd.k12.nc.us

Scope of Work: Equipped 41 Buses with Safety Vision Observer 4112 Systems. Each system had 7 attached cameras with internal and external cameras. Systems were also connected to the Cloud using existing Cradlepoint Cellular Routers. A Pilot System was installed to demonstrate that Safety Vision Cameras can communicate to a back-end Cloud Hosted server utilizing an existing cellular modem in place on existing MGSD School Buses. Safety Vision installed it's Observer 4112 System with 7 attached cameras to record, transmit, upload and provide alarm awareness.

Each bus was equipped with a front windshield camera recording roadway activity, student road crossings during pick-up and drop-offs, and driver operations. Three internal Wide-Angle Lens cameras were installed at the Driver / Entrance, Mid Cabin and Rear Cabin to record both the vehicle operator and the student seating areas. External Cameras were installed and sighted to provide optimal Field of View for recording motorists that fail to pass a stopped school bus. An 8MM Camera with Infra-Red was installed at the back of the bus looking forward. This camera will show that a bus is completely stopped and with the stop sign extended. This camera will also show 5 to 6 lanes of traffic and show if a motorist breached the invisible line extending from the stop arm. Two cameras are installed below the stop arm with one facing forward and one facing back. The camera facing forward is sighted to get license plates in 2 lanes of traffic on violations coming from the same direction and get a driver image coming from the opposite direction. The camera facing back is sighted to get license plates in 4 lanes of traffic on violations coming from the opposite direction.

All Systems are configured to record from multiple cameras that are simultaneously synchronized, using the internal clock, to provide multiple camera views on any event captured both internally or externally. Each system is configured with cameras recording video at either 1080p or 720p resolutions.

Each system is configured with date and time stamping in the Eastern Time Zone that will automatically adjust for Daylight Savings Time. Systems record the vehicle location data, using the GPS Receiver, to collect the latitude and longitude location with every frame of video. This collection of location data provides users with a vehicle, displayed on a digital map in our software, that will also provide route tracking and vehicle speed in the video review. Lastly, our system is installed to record the activation of brakes, turn signals, warning lights, stop arm deployments and reverse.

All systems, utilizing the existing cellular modem, report to a cloud server where users can get a 30-thousand-foot view of their fleet operations. The Live Tab will demonstrate any vehicle currently on-line and in use. Users will see the last report date and time of any vehicle not in use and live alerts will easily be detected as vehicles will turn red when an alarm is present. Users can also request a live video from one or multiple cameras while the vehicle is in operation. Users can pull alarm records to verify events and locate any video that has been pushed to the cloud. Users can go in the playback tab to view video previously uploaded to the server, sent from a driver-initiated event marker press, or can remote into an active device (bus dvr) while its in operation to find and locate a communicated incident.

The software will also allow users to create 1-time uploads request for video to be uploaded from a bus to the cloud server, or clip video directly from the bus (device) to the user's PC. The cloud connectivity and 2nd event marker for tagging motorist violations has been used to expedited the retrieval and enforcement of law on motorist that pass school buses in the City of Mooresville.

References

Michael J. Cannon
Chief of Police/Village Administrator

Village of Hunting Valley
38251 Fairmount Blvd.
Hunting Valley, OH 44022
440-247-7324 Office
mcannon@huntingvalley.net
Program Inception: July 2025
Systems Deployed: 9
Ongoing Buildout

John Majoy
Police Chief

Newburgh Heights OH
3801 Harvard Avenue
Newburgh Heights, Ohio 44105
jmajoy@newburgh-oh.gov
Phone: (216) 641-2117
Program Inception November 2024
Systems 5 + 2 Under Construction
Citations Issued 40k

Delano "Bud" Bauchmoyer
Police Chief

Brice OH
5990 Columbus Street
Brice, Ohio 44105
BricePD@outlook.com
Phone: (614) 864-8591
Program Inception: October 2024
Systems: 4
Citations Issued: 10k

Stacey Webber
Lee County Sheriff – Ret.

Lee County Iowa
2530 255th Street
Montrose, IA 52639
Phone: (319) 372-1152
Program Inception: December 2023
Currently Paused – Statewide Review
Systems: 6
Citations Issued: 30k

Outreach & Education

It is Sitestream's and Safety Vision's goal to be considered a true partner to the City during the run-up to and operation of this important student safety program. Andrew Noble has been in the front row along with over 70 of his program clients over two decades of photo enforcement rollouts. He, along with his partners at Safety Vision will stand with the City to provide citizens with informative detail regarding the benefits of stop-arm enforcement.

Community Meetings

Sitestream will attend public awareness meetings and will partner with City program officials in their efforts to articulate the benefits of this important student safety program. As installation of the initial phase of buildouts is completed and the warning period has begun, we have noted that this is the best time to amplify our public awareness messaging.

Educational Material

Sitestream will develop a tri-fold leaflet which can be distributed throughout the program area. The full color educational leaflet frames FAQ's into a simple format and may include a letter and photograph from City officials. The FAQ's within the leaflet are representative of public questions and concerns that similar programs have been observed to generate. Any material will be approved by the City before circulation.

Web Presence

Sitestream will assist in the development and execution of web-based promotional and informational material per the direction of City officials. Features such as program rationale, governing law and ordinance, physical facts and operations of the camera systems, and guidance through the violation disposition process can all be accessed and launched through dedicated program portals.

BID SHEET

School Bus Stop Arm Camera Enforcement Equipment and Ticketing Service

City of Derby
Bids Due: May 29, 2026

Per Ticket Issued Revenue Share Breakdown

Option A: 3 Year Contract

Net Ticket Amount for Revenue Share: $ 250

Year	Contractor Amount	City Amount
Year 1	$ 115	$ 135
Year 2	$ 100	$ 150
Year 3	$ 100	$ 150

Option B: 5 Year Contract

Net Ticket Amount for Revenue Share: $ 250

Year	Contractor Amount	City Amount
Year 1	$ 115	$ 135
Year 2	$ 100	$ 150
Year 3	$ 100	$ 150
Year 4	$ 100	$ 150
Year 5	$ 100	$ 150

Having read and fully understood the Request for Proposal and all associated specifications, the undersigned hereby agrees to provide the services described herein.

This proposal shall remain valid for ninety (90) days from the bid due date.

Authorized Signature: _____
Printed Name: _Andrew Noble, President
Date: May 29, 2026

RECEIVED
By Office of Derby Town Clerk Marc J. Garofalo, MPA, MMC, MCTC at 3:01 pm, Apr 28, 2026

Stop Arm Solution

PART #	DESCRIPTION	QTY
4112-HVR-1TBNP	4112-HVR, 41-GPS, 41-PWRHRNS, 41-TRIGGER, SV-1TBSSD-NP, SV-4112-CAN	12
41-PANIC-KIT	41-Panic, 41-Panic-Cable	12
SV-AI-SAV-KIT	(1) SV-AI-SAV-IPC, (1) SV-POE-PON, (1) 41-POE, (1) 4112-POE-ADAP, (1) 30-100002FT, (1) 30-100020	12
SV-EXT25-1080C	Exterior 25MM AHD Curbside StopWatch AI Camera	12
SV-EXT25-1080S	Exterior 25MM AHD Streetside StopWatch AI Camera	12
SVS-5MMF	16ft 4in M/F THREADED CABLE	24
SV-CELL10-KIT	73570, 30-160030, A2FICSQ12VDC1.6, SV-ANT-4GLTE, SV-MAX-HW3-DC, SV-MAX-HW3-MINI	12
4112/4120	Maintenance & Tech Support	12

Additional Enforcement Offering

Automated Speed Enforcement

The Sitestream SafeTcam is a fully self-controlled speed and red light enforcement unit with an amazingly small footprint and extremely low power requirements. Note that all zone configurations and camera adjustments can be made locally in the field on the LED screen on the rear of the unit. Alternatively, all configurations and camera adjustments can also be made remotely via PC 24/7/365. The use of low-intensity white flash for speed event capture is entirely directed by local officials.

Detection

- 4D HD Tracking Radar
- Accelerometer + Gyro detect radar attitude
- 0.3 MPH speed verified accuracy

Optical

- 5 – 48 Megapixel high speed camera
- 8 Megapixel video camera

Processing

- 8 Core CPU
- Built-in Cryptographic engine
- Dual 32-bit Radar processor

Local Setup Interface

- 5.6” LCD touch screen
- Remote control over WiFi & LTE

Built-in Interfaces

- Wifi, Bluetooth, GPS, LTE
- 915MHz Wireless Flash

Physical Specifications

- Operating temperature: -10 to 140 °F
- Weight: 3.5 lbs
- Speed: 0 – 250mph
- Simultaneous tracked vehicles: 0 - 253
- Range: 1 - 575ft

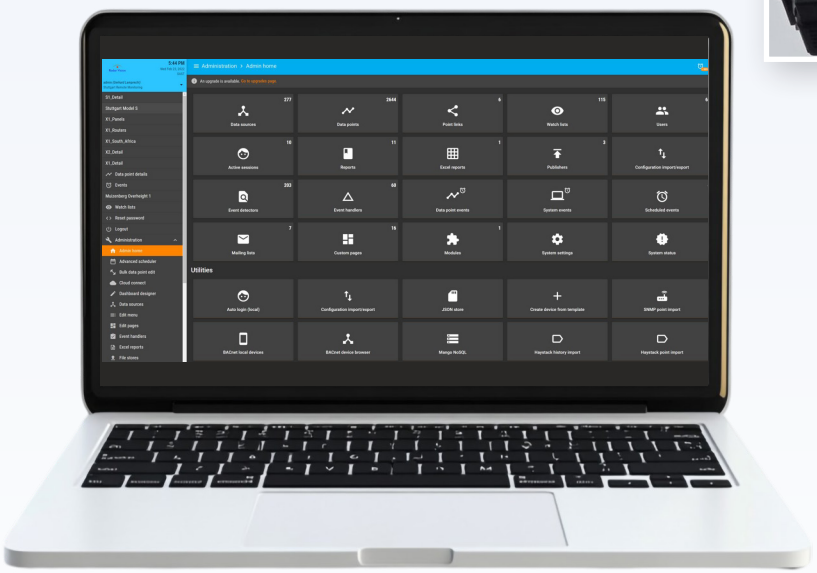
Incredible power, tiny footprint



School zone deployment with integrated beacon controller



Remote access to all system configurations



Speeding Event Evidence Output

For vehicles meeting mandated thresholds & parameters, the system will capture imaging and telemetric information to create an “Event”. These events are automatically enhanced with a make/model/color identification. These events are fed continuously to our secure data servers, and presented to the user in a Pre-Approval workspace in our VESPA backoffice software. The events will follow a specific pre-processing procedure that includes a quality assurance examination, and application of business rules to assess the event to violation. All record elements are presented within this Event workspace for review and assessment.



SPEED: 36.7 LANE: 3 DIRECTION: AWAY CAMERA: 0202 DATE: 2025-08-06
LIMIT: 25 SITE: Harv Ave at 52 St WB IMAGE NO: 13 TIME: 11:15:37

Data Fields Options Include:

- Violation type (speed/RLC)
- Camera identification
- Camera location
- Vehicle speed threshold
- Vehicle speed
- Vehicle license plate crop
- Vehicle make, model & color
- Vehicle distance-from-camera
- Image frame #
- Image name (primary, secondary, plate)
- Vehicle type (size)
- Event date & time
- Amber/red/green time (for RLC)
- Previous capture notifications

sitestream safeteen

Sitestream - Safeteen

Safeteen is a community safety program funded from Sitestream revenue specifically aiding teenage drivers and their pursuit of professional drivers education.

According to the CDC, motor vehicle crashes are the leading cause of death for U.S. teens. Teen motor vehicle crashes are preventable, and proven strategies can improve the safety of young drivers on the road.

Teens who do not enroll in a driving school are...

75% more likely to violate rules and get a ticket

24% more likely to be involved in fatal accidents or death

16% more likely to get into accidents

According to drive-safely.net



Program benefits

- 1% of Sitestream program revenue remitted back to the City twice per year
- Host City administers the program as it chooses for its teenage drivers that reside within the community
- Funds must be used for drivers educational purposes only
- No catches, no strenuous conditions and no maximum limits on program funding
- Possibility of lower insurance premiums after teens have completed a drivers education course

100% Sitestream Funded → Safer Teenage Drivers

Processing Services Agreement

This Processing Services Agreement (the "Agreement") is between Sitestream, LLC, a Massachusetts limited liability company with a primary business address at 100 Cummings Ctr, 343-C, Beverly, MA 01915 ("Sitestream") and NAME OF CLIENT, with a primary business address at ADDRESS OF CLIENT("Customer"), effective as of _____ ("Effective Date").

WHEREAS, Customer has adopted an ordinance pursuant to NAME AND NUMBER OF STATE STATUTE (the "Program");

WHEREAS, in furtherance of the Program, Customer has purchased and installed cameras and other equipment (the "Equipment") provided by a third party (the "Equipment Supplier") on school buses operating in NAME OF CLIENT each a "School Bus") to detect violations of NAME AND NUMBER OF STATUTE; and

WHEREAS, Customer wishes to engage the services of Sitestream to facilitate the back-end processing of notices issued to registered owner(s) of vehicles determined to be violating NAME AND NUMBER OF STATUTE (each a "Citation");

NOW, THEREFORE, the parties mutually agree as follows:

1. **Services**

(a) **Scope of Services:** Sitestream shall utilize certain proprietary software (the "System") to process Citations as described in this Section 1 (collectively the "Services").

(b) **Program Rules:** The parties shall draft a mutually agreeable set of rules and instructions for implementing and maintaining the Program ("Program Rules") and Sitestream will perform the Services in accordance with the Program Rules.

(c) **Offloading:** Subject to Customer's performance under Section 2(d), Sitestream will offload the images, videos, and other data collected by the Equipment ("Equipment Data") using the cellular or Wi-Fi connectivity provided by Customer and/or the Equipment Supplier and upload the Equipment Data to the System.

(d) **Processing:** Sitestream will use the System to process Equipment Data for the purpose of identifying violations of the Program that are detected by the Equipment (each a "Violation"). Sitestream will correlate Equipment Data with motor vehicle records and assemble images and data for each Violation into an electronic package accessible through the System for Customer to review in accordance with Section 2(c) (each a "Violation Package"). Sitestream will use commercially reasonable efforts to complete these activities within thirty (30) days of the date the Violation occurred.

(e) **Issuing Citations:** Within ten (10) days of approval of a Violation by Customer pursuant to Section 2(c), Sitestream shall issue a Citation, including images and data of the violation, to the registered owner of the vehicle identified in the Violation Package by first class mail. The System shall allow the registered owner(s) to review the images and data related to the Citation online. If a registered owner disputes responsibility for a Violation and identifies a different violator in a manner agreed by Customer, then Sitestream will reissue the Citation to that different violator within ten (10) days after such identification. For purposes of this Agreement, "Violator" means the registered owner, or, if the registered owner has identified another person as the violator, the person identified by the registered owner. With respect to any Citation that is not paid or contested within thirty (30) days of mailing of the Citation, Sitestream may send additional notices, including notice of penalties for late payment, in a form mutually agreed upon by the parties (each a "Subsequent Notice").

(f) **Payment Collection:** Each Citation will specify the amount of the fine owed by the Violator (the "Fine"), and Sitestream will provide the Violator the opportunity to pay the Fine (as well as any late penalties or other applicable fees) online through a web portal hosted by Sitestream. To the extent permitted by applicable law, Sitestream may pass through to Violators a convenience fee for processing Fines paid by debit or credit card

("Convenience Fee"). Customer shall have no obligation for the payment of any Convenience Fees. In the event that any Violator's failure to pay a Fine renders the Fine a collectible debt under state law or local ordinance (thereinafter a "Debt"), Sitestream may take reasonable steps to recover such Debt and any associated late fees in accordance with the applicable laws and procedures for the collection of debts in Customer's jurisdiction. All Debts collected by Sitestream will be included in total Fines collected for the purposes of calculating Service Fees in Section 4(a).

(g) **System Operation:** Sitestream shall operate the System on a continuous, 24-hour basis, seven (7) days per week, except for reasonable scheduled and unscheduled downtime, and Force Majeure as set forth in Section 10(b). The System shall utilize commercially reasonable security protocols and shall be accessible by end-users over the internet through supported web browsers. In the event Sitestream makes upgrades to the software or related performance capabilities of the System generally available to its customers, Sitestream will provide such upgrades without charge to Customer. Sitestream agrees to cooperate with the Equipment Supplier for the purpose of resolving any issues with the cellular or Wi-Fi connectivity between the System and the Equipment.

(h) **Project Manager:** Sitestream will designate one Sitestream employee as Customer's principal contact at Sitestream ("Sitestream Project Manager").

(i) **Customer Personnel Training:** On days and at times agreed by the parties, Sitestream will provide training to Customer personnel designated by Customer with respect to accessing and using the System. Sitestream may make available to Customer certain written materials to support Customer personnel use of the System (the "Training Materials").

(j) **Deposit of Fines:** Sitestream will collect Fines from those who voluntarily pay and shall have authority to receive such payments and endorse checks, drafts, money orders and other negotiable instruments which may be received in payment on Customer's behalf. Sitestream will place such amounts in a separate account with a banking institution approved by Customer ("Master Account"). The Master Account shall be established in a manner which permits: (i) funds to be swept to a Customer-designated bank account by Sitestream; and (ii) for Customer to have viewing rights to the Master Account. Sitestream will sweep Fines from the Master Account to the Customer-designated bank account on or around the 1st and the 15th of each month, provided, however, that Sitestream shall deduct from each funds sweep the Service Fees owed by Customer pursuant to Section 4.

(k) **Storage of Data:** Sitestream will store all Violation data for three (3) years after payment or final adjudication of such Violation or such other period as required by applicable law. Customer shall have reasonable access to the Violation data during the storage period.

(l) **Reports:** The System shall include functionality that permits Customer to run reports with regard to the functioning of the System, including but not limited to the number of Citations issued and paid, the aggregate amounts paid by Violators, the number of contested Citations, the amount of scheduled and unscheduled downtime of the System, and such other data as reasonably requested by Customer.

(m) **Public Awareness:** Sitestream shall assist and support Customer's efforts in public education and awareness programs, by providing information including, but not limited to, violation statistics and violation statistic improvements. Sitestream shall provide Customer with a pamphlet that Customer may reproduce and distribute to Customer residents (each a "Pamphlet"). The Pamphlet, which may be customized to include branding provided by Customer, shall include a description of the operation of the System in non-technical terms.

2. Customer Obligations

(a) **Project Manager.** Customer will designate one Customer employee as Sitestream's principal contact at Customer ("Customer Project Manager").

(b) **Cooperation:** Customer will cooperate with Sitestream during all aspects of the planning, installation, implementation, and operation of the Equipment and the System and perform any other Customer obligations set

forth in this Agreement. To the extent required by the applicable data provider, Customer will provide written authorization (in a form reasonably acceptable to Customer) for Sitestream to perform motor vehicle ownership inquiries on behalf of Customer.

(c) **Review of Violations:** Customer will provide designated personnel of Customer's Sherriff's Department to carefully review each Violation Package to determine whether: (i) the Violation is approved, and the corresponding Violation can be mailed; or (ii) the Violation is rejected. If the Violation is rejected, Customer Project Manager will report to Sitestream the basis for the rejection. Customer is solely responsible for determining which Violations identified in Violation Packages are issued as Citations.

(d) **Upload of Equipment Data:** For each School Bus that is deployed with Equipment (each an "Equipped Bus"), Customer shall ensure that: (i) the Equipped Bus returns to an authorized location where cellular or Wi-Fi connectivity is available after each day it's deployed; and (ii) within four (4) hours after the Equipped Bus returns to such location, all Equipment Data will be available for Sitestream to offload as provided in Section 1(c).

(e) **Equipment Maintenance:** The parties acknowledge and agree that Sitestream is not providing any equipment and is not responsible in any manner for the Equipment provided by the Equipment Provider. All costs associated with installing and maintaining the Equipment are Customer's responsibility. Customer must ensure that the Equipment is maintained in good, working condition during the Term so as not to interrupt or interfere with the Services.

(f) **Collections:** Customer must take collections action against those Violators that fail to pay or contest a Citation within ninety (90) days from the date the Citation was issued. Customer may retain a third-party collections agency or law firm to recover the fines, including collections costs and expenses. Any amounts collected through the collections process described in this Section 2(f) will be included in total Fines collected for the purposes of calculating Service Fees in Section 4(a).

3. Term

(a) **Term:** The Agreement shall commence on the Effective Date and continue for a period of three (3) years (the "Initial Term"). Upon expiration of the Initial Term, the Agreement may automatically renew for one (1) three-year term (each a "Renewal Term" and, collectively with the Initial Term, the "Term") unless either party provides a written notice to terminate not later than thirty (30) days prior to expiration of the then-current Initial Term or Renewal Term. Renewal Terms are subject to renewal pricing which shall be mutually agreed upon by the parties no less than sixty (60) days prior to the expiration of the then-current Initial Term or Renewal Term.

(b) **Termination by Either Party:** This Agreement may be terminated at any time by the mutual written agreement of Sitestream and Customer. Either party may also terminate this Agreement for cause if: (i) the other party has breached its obligations under this Agreement; (ii) applicable state law is amended, or a state agency adopts a rule or other requirement to prohibit or substantially restrict the operation of automated traffic law or code enforcement systems, including the Equipment provided by the Equipment provider; or (iii) any court of competent jurisdiction rules that the Equipment, the System, or other similar systems, violates applicable law or cannot otherwise be used to enforce Citations. The terminating party must provide thirty (30) days advance written notice to the other party of its intent to terminate, which notice must include the reasons for the termination. In the case of a breach of this Agreement, the notice must provide the other party with an opportunity to cure the breach during the sixty (60) day period following receipt of the notice. Notwithstanding the foregoing, in the event of termination based upon (ii) or (iii) above, Sitestream or Customer may suspend the Services immediately upon the effective date of such amendment or ruling, as applicable.

(c) **Termination by Customer:** Customer may terminate this Agreement at its convenience by giving Sitestream not less than one hundred and eighty (180) days' prior written notice. If Customer terminates this Agreement for convenience, Customer shall pay Sitestream a fee of $300 per Equipped Bus for each month that remains in the Initial Term as of the Effective Date of Termination (the "Termination Fee"). There is no Termination Fee if Customer

terminates the Agreement at the end of the Initial Term or during any Renewal Term. Any Termination Fee must be paid within thirty (30) days after the Effective Date of Termination.

(d) **Effect of Termination:** On the termination date (if this Agreement is terminated for convenience pursuant to Section 2(c)) or on the first day after any other date of termination or expiration of this Agreement ("Effective Date of Termination"), the Services shall cease immediately. The following Sections of the Agreement shall survive any termination or expiration of the Agreement: 1(k) (Storage of Violation Data), 2(d) (Effect of Termination), 4(a) (Service Fees), 5 (Intellectual Property), 6 (Indemnification Obligations), 7 (Limitation of Liability), 10(f) (Applicable Law), and 10(e) (Notices). Notwithstanding the foregoing, unless otherwise prohibited by law, Sitestream will continue to process Violations detected or issued pursuant to this Agreement prior to the Effective Date of Termination until such Violation is dismissed by Customer, payment is made, or judgment is entered by a court.

4. Compensation

(a) **Service Fees:** In consideration for the Services, and based upon the value of the system and equipment installed and the recurring services provided in support of the school bus violation detection monitoring system, including the processing of evidence files, cost of the technology provided and maintenance of such technology Customer shall pay Sitestream a fixed fee based on the $100 per school bus per month plus a variable processing fee of equal to the greater of: (i) $100; or (ii) 40% of each paid Fine (not including Convenience Fees, if any).

(b) **Invoicing:** Sitestream shall provide an itemized invoice to Customer within ten (10) days of each revenue sweep from the Master Account to a Customer-designated account as described in Section 1(j). Each invoice shall indicate the total Fines collected and the Service Fees deducted by Sitestream from such amounts.

(c) **Fees are Sole Compensation:** The fees described in this Section 4 shall be Sitestream's sole compensation for the Services. Sitestream is responsible for costs associated with maintenance of the System, however Sitestream is not responsible for any costs and expenses associated with the supply, installation, commissioning, operation, maintenance, repair, replacement, and removal of the Equipment, or any costs associated with maintaining cellular and Wi-Fi connectivity in connection with the Equipment and the System.

5. Intellectual Property

(a) **Program Data:** Customer shall retain all right, title and interest in and to any information, data, study findings, or report content created by Sitestream related specifically to the Program or its operation ("Program Data"). Customer grants to Sitestream: (i) a non-exclusive, worldwide, royalty-free, fully paid up, sublicensable, non-transferrable right and license during the Term to copy, distribute, display and create derivative works of and use Program Data solely to perform the Services; and (ii) a perpetual, irrevocable, non-exclusive, worldwide, royalty-free, fully paid up, right and license to use Program Data solely in an aggregated, de-identified and/or anonymized format such that Customer, its personnel and Violators are not identified, in order to evaluate and enhance Sitestream's systems and services. Sitestream and its affiliates may identify Customer as an entity utilizing the Services and the System in its marketing materials, including but not limited to its website and proposals to perform the same or similar Services for others, without the prior written consent of Customer.

(b) **Program Materials:** Sitestream shall retain all right, title and interest in and to any information, data, software (including with respect to any System integration performed by or on behalf of Sitestream), templates, studies, reports or other documents, including Training Materials, Pamphlets, and other materials used generally by Sitestream in performing services for its clients ("Program Materials"). Sitestream grants to Customer a non-exclusive, royalty-free, fully paid up, non-sublicensable, non-transferrable right and license during the Term to create a limited number of copies, distribute, display and create derivative works of and use, Program Materials solely by its authorized personnel for Customer's internal use in connection with the Services.

(c) **Customer Marks:** Customer hereby grants to Sitestream and its affiliates a non-exclusive, non-transferable, sublicensable, license during the Term to use, reproduce, display, and distribute the Customer name, seal, logo, domain name and other marks owned or controlled by Customer ("Customer Marks") solely in connection with the

Program Materials and as otherwise required in connection with the performance of the Services. Sitestream will provide Customer the opportunity to review and approve all uses of the Customer Marks. Notwithstanding the foregoing, Sitestream and its affiliates may identify the Customer as an entity utilizing the Services in its marketing materials, including but not limited to its website and proposals to perform the same or similar services for others, without the prior written consent of Customer. Nothing in this Agreement grants the Customer any right to use the name, logo or other marks of Sitestream or its affiliates except as incorporated in Program Data and Program Materials, or otherwise with the prior written consent of Sitestream.

6. Representations and Warranties

(a) Sitestream represents and warrants that at all times during the Term:

(i) it has the legal power to enter into the Agreement;

(ii) the Services described herein will be performed in a workmanlike and professional manner with due care and skill;

(iii) it will perform the Services in compliance with all applicable federal, state, and local laws including without limitation the Fair Labor Standards Act; any statutes regarding qualification to do business; any statutes prohibiting discrimination because of, or requiring affirmative action based on, race, creed, color, national origin, age, sex, or other prohibited classification including without limitation the Americans with Disabilities Act of 1990, 42 U.S.C. §§ 12101 et seq;

(iv) it is not barred by law from contracting with Customer or with any other unit of state or local government as a result of: (i) a delinquency in the payment of any tax administered by the Department of Revenue in the state in which Customer is located unless Sitestream is contesting, in accordance with the procedures established by the appropriate revenue act, its liability for the tax or the amount of the tax; or (ii) any finding of recovery made against Sitestream by the Auditor of such state;

(v) the only persons, firms, or corporations interested in this Agreement as principals are those disclosed to Customer prior to the execution of this Agreement and that this Agreement is made without collusion with any other person, firm, or corporation; and

(vi) neither it nor any of its principals, shareholders, members, partners, or affiliates, as applicable, is a person or entity named as a Specifically Designated National and Blocked Person (as defined in Presidential Executive Order 13224) and that it is not acting, directly or indirectly, for or on behalf of a Specifically Designated National and Blocked Person. Sitestream further represents and warrants to Customer that Sitestream and its principals, shareholders, members, partners, or affiliates, as applicable, are not, directly or indirectly, engaged in, and are not facilitating, the transactions contemplated by this Agreement on behalf of any person or entity named as a Specifically Designated National and Blocked Person.

(b) Customer represents and warrants that at all times during the Term:

(i) it has the legal power to enter into the Agreement and that it has complied with any and all applicable federal, state, and local procurement requirements in connection therewith;

(ii) it has the legal right to grant the licenses set forth in Section 5; and

(iii) it will utilize the Services and the System in compliance with all applicable federal, state and local laws.

7. Insurance

(a) Sitestream shall, during the Term of this Agreement, maintain insurance coverage in at least the minimum amounts set forth below:

(i) Workers' Compensation and Employer's Liability with limits not less than:

Workers' Compensation:	statutory
Employer's Liability:	$500,000 ea. accident-injury
	$500,000 ea. employee-disease
	$500,000 disease-policy

This insurance shall provide that coverage applies to North Carolina.

(ii) Comprehensive Motor Vehicle Liability with limits for vehicles owned, non-owned, or rented of not less than $1,000,000 Bodily Injury and Property Damage Combined Single Limit.

(iii) Comprehensive General Liability with limits not less than $1,000,000 Bodily Injury and Property Damage Combined Single Limit.

(iv) Umbrella Liability with limits not less than $1,000,000 Bodily Injury and Property Damage Combined Single Limit. This policy shall apply in excess of the limits stated in Sections 7(a)(i)-(iii) above.

(b) Sitestream shall list Customer as an additional insured under all of the policies described in this Section 7 and shall file with Customer certificates of insurance reflecting the minimum insurance coverage and limits provided in this Section 7 prior to commencing work on the System.

8. Indemnification

(a) **Sitestream Indemnity:** Sitestream shall indemnify, defend, and hold harmless Customer and its elected officials, officers, employees, agents, attorneys, representatives, and permitted assigns and all persons acting through, by, under or in concert with them (the "Customer Indemnitees") from and against any and all third party claims arising out of or related to:

(i) any material breach of the representations and warranties of Sitestream set forth in Section 6;

(ii) negligence or misconduct of Sitestream or its employees, contractors, or agents that results in bodily injury to any natural person (including third parties) or any damage to any real or tangible personal property (including the personal property of third parties), except to the extent caused by the negligence or misconduct of any Customer Indemnitee; or

(iii) a claim that the System infringes the copyright or U.S. patent of a third party. In the event such a claim is made or appears likely to be made, Sitestream will either: (i) enable Customer to continue to use the System; (ii) modify the System to render it non-infringing; or (iii) replace the System with a replacement System at least functionally equivalent. If Sitestream determines that none of these alternatives is reasonably available, Sitestream shall have the right to terminate this Agreement effective immediately.

(b) **Customer Indemnity:** To the extent not prohibited by the constitution or laws of the state in which Customer is located, Customer shall indemnify, defend, and hold harmless Sitestream and its affiliates, shareholders or other interest holders, managers, officers, directors, employees, agents, representatives and successors, permitted assigns and all persons acting through, by, under or in concert with them (including but not limited to Equipment suppliers and installers) (the "Sitestream Indemnitees") from and against any and all third party claims arising out of or related to:

(i) any material breach of the representations and warranties of Customer set forth in Section 6;

(ii) negligence or misconduct of Customer or its employees, contractors, or agents that results in bodily injury to any natural person (including third parties) or any damage to any real or tangible personal property (including the personal property of third parties), except to the extent caused by the negligence or misconduct of any Sitestream Indemnitee; or

(iii) the validity of the results of Customer's use of the System or any portion thereof; or the validity of any Citation issued, prosecuted, and collected as a result of Customer's use of the System except to the extent caused by Sitestream's failure to comply with the terms of the Agreement.

(c) **Notice; Participation Rights:** In the event of any third party claim, action, or demand for which a party seeks indemnification from the other pursuant to this Section 8 (each a "Claim"), the Indemnified Party must give the Indemnifying Party written notice of such Claim promptly after the Indemnified Party first becomes aware of it. The Indemnifying Party will have the right to choose counsel to defend against the Claim (subject to approval of such counsel by the Indemnified Party, which approval may not be unreasonably withheld, conditioned, or delayed) and to control and settle the Claim. The Indemnifying Party will have the right to participate in the defense of the Claim at its sole expense.

9. Limitation of Liability

EXCEPT FOR AMOUNTS PAYABLE WITH RESPECT TO THE INDEMNIFICATION OBLIGATIONS SET FORTH IN SECTION 8: (A) NEITHER PARTY SHALL BE LIABLE TO THE OTHER FOR LOST PROFITS OR FOR ANY INDIRECT, INCIDENTAL, CONSEQUENTIAL, SPECIAL, PUNITIVE OR EXEMPLARY DAMAGES IN CONNECTION WITH THE AGREEMENT, THE SERVICES, OR THE SYSTEMS, HOWEVER CAUSED, UNDER ANY THEORY OF LIABILITY; AND (B) THE AGGREGATE LIABILITY OF EITHER PARTY FOR DIRECT DAMAGES ARISING OUT OF THE AGREEMENT AND THE TRANSACTIONS CONTEMPLATED HEREBY SHALL BE LIMITED TO THE SERVICE FEES PAID OR PAYABLE BY CUSTOMER UNDER THIS AGREEMENT DURING THE TWELVE (12) MONTHS PRIOR TO THE EVENT GIVING RISE TO SUCH CLAIM.

10. General Terms

(a) **Relationship Between Parties:** Sitestream is an independent contractor. This Agreement does not create, and nothing in this Agreement may be deemed, construed, or applied to create, a partnership, joint venture or the relationship of principal and agent or employer and employee between the parties. Further, this Agreement does not permit either party to incur any debts or liabilities or obligations on behalf of the other party, except only as specifically provided herein.

(b) **Force Majeure:** No party shall be liable or responsible to the other party, nor be deemed to have breached this Agreement, for any failure or delay in fulfilling or performing any term of this Agreement (except for any obligations to make payments to the other party hereunder), when and to the extent such failure or delay is caused by or results from events outside of the party's reasonable control ("Force Majeure Events") including but not limited to: acts of God; pandemics, endemics, epidemics, or outbreaks; natural catastrophes; wars, invasions, or hostilities (whether war is declared or not); terrorist threats or acts; strikes, riots, or other civil unrest; government order or law; actions, embargoes, or blockades in effect after the date of this Agreement; labor stoppages or slowdowns or other industrial disturbances; and shortage of adequate power or transportation facilities. The affected party shall: (i) within thirty (30) days after the Force Majeure Event occurs, deliver written notice to the other party that the Force Majeure Event has or is likely to impact the affected party's performance; and (ii) resume performance under this Agreement as soon as reasonably practicable after the Force Majeure Event has been resolved or terminated.

(c) **Notices:** Any notices provided pursuant to this Agreement shall be effective three (3) days after deposit in the U.S. Mail if sent by Certified Mail Return Receipt Requested, or immediately if by in-person delivery or confirmed electronic mail, to the parties at the addresses first set forth herein.

(d) **Assignment:** Neither party may assign this Agreement, in whole or in part, without the prior written consent of the other party, which consent shall not be unreasonably withheld or delayed. Notwithstanding the foregoing, Sitestream may assign the Agreement to an affiliate or in connection with a merger or sale of substantially all of the assets related to the Agreement, and Sitestream may use third party contractors to fulfill its obligations to provide certain Services provided that Sitestream shall be responsible for the performance of such subcontractors in accordance with the terms of this Agreement. The Agreement shall bind and inure to the benefit of the parties hereto and their respective successors and permitted assigns.

(e) **Conflict Resolution:** The following procedure will be followed if resolution is required to a conflict arising during the performance of this Agreement:

(i) When a conflict arises between Customer and Sitestream, the project team members will first strive to work out the problem internally.

(ii) If the project team cannot resolve the conflict within five (5) business days, the Customer Project Manager and the Sitestream Project Manager will meet to resolve the issue.

(iii) If the conflict is not resolved within five (5) business days after being escalated to the Project Managers, a senior executive of Sitestream will meet with senior level administrator for Customer within five (5) days to resolve the issue.

(iv) If no resolution is reached pursuant to Section 10(e)(iii), the parties may mutually agree to terminate the Agreement by mutual agreement pursuant to Section 3(b) or seek any available legal or equitable remedies.

(v) During any conflict resolution as described in this Section 10(e), Sitestream agrees to provide the Services relating to items not in dispute, to the extent practicable, pending resolution of the conflict. Customer agrees to pay invoices per the Agreement.

(f) **Applicable Law:** This Agreement is governed by and construed in all respects in accordance with the laws of the state in which Customer is located, without regard to any conflicts of laws rules. Any lawsuit arising out of or in connection with this Agreement must be filed in a state or federal court of competent jurisdiction in the state in which Customer is located, and both parties specifically agree to be bound by the jurisdiction and venue of such courts.

(g) **Entire Agreement; Counterparts:** This Agreement constitutes the entire agreement between the parties about the Services and supersedes all prior and contemporaneous agreements or communications. This Agreement may be signed in one or more counterparts, each of which will be deemed to be an original and all of which when taken together will constitute the same Agreement. Any copy of this Agreement made by reliable means (for example, photocopy or electronic mail) is considered an original.

(h) **Amendments; Severability; Waiver:** This Agreement may only be amended by a writing specifically referencing the section of the Agreement to be amended and which has been signed by authorized representatives of the parties. If any term in this Agreement is found by competent judicial authority to be unenforceable in any respect, the validity of the remainder of this Agreement will be unaffected, provided that such unenforceability does not materially affect the parties' rights under this Agreement. An effective waiver under this Agreement must be in writing signed by the party waiving its right. A waiver by either party of any instance of the other party's noncompliance with any obligation or responsibility under this Agreement will not be deemed a waiver of subsequent instances.

IN WITNESS WHEREOF, the parties accept the terms of this Agreement by signing below:

Sitestream, LLC		**NAME OF CLIENT**	
By:	_____	By:	_____
Name:	Andrew Noble	Name:	_____
Title:	President	Title:	_____
Date:	_____	Date:	_____

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 10/01/2025

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	CONTACT NAME: Traci Denehy	
The Hilb Group New England, LLC	PHONE (A/C, No, Ext): (800) 232-0582	FAX (A/C, No): (888) 505-9300
2000 Chapel View Blvd	E-MAIL ADDRESS: tdenehy@hilbgroup.com	
Suite 240		
Cranston RI 02920		

INSURED	INSURER(S) AFFORDING COVERAGE	NAIC #
Sitestream, LLC	INSURER A : Property & Casualty Insurance Co of Hartford	34690
100 Cummings Ctr Ste 343-C	INSURER B : Hartford Underwriters Insurance Co	30104
	INSURER C : At-Bay Specialty Insurance Company	19607
	INSURER D :	
	INSURER E :	
Beverly MA 01915-6136	INSURER F :	

COVERAGES **CERTIFICATE NUMBER:** CL2582782022 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	[X] COMMERCIAL GENERAL LIABILITY [ ] CLAIMS-MADE [X] OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: [X] POLICY [ ] PRO-JECT [ ] LOC [ ] OTHER:			02SBABJ1AHF	09/01/2025	09/01/2026	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG [ ]	$ 1,000,000 $ 1,000,000 $ 10,000 $ 1,000,000 $ 2,000,000 $ 2,000,000 $
A	AUTOMOBILE LIABILITY [ ] ANY AUTO [ ] OWNED AUTOS ONLY [ ] SCHEDULED AUTOS [X] HIRED AUTOS ONLY [X] NON-OWNED AUTOS ONLY			02SBABJ1AHF	09/01/2025	09/01/2026	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident) [ ]	$ 1,000,000 $ $ $ $
A	[X] UMBRELLA LIAB [ ] OCCUR [ ] EXCESS LIAB [ ] CLAIMS-MADE [ ] DED [ ] RETENTION $			02SBABJ1AHF	09/01/2025	09/01/2026	EACH OCCURRENCE AGGREGATE [ ]	$ 2,000,000 $ 2,000,000, $
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y / N: N If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		02WECBP3U3L	09/01/2025	09/01/2026	[X] PER STATUTE [ ] OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 1,000,000 $ 1,000,000 $ 1,000,000
C	Errors and Omissions			AB-6744741-01	07/22/2025	07/22/2026	General Aggregate	$1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

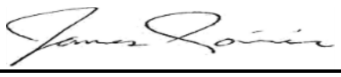
CERTIFICATE HOLDER

Information Purposes Only

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE



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smart data
safer people
sitestream®
envelope safer@sitestream.ai phone (978) 394-0652 link sitestream.ai