sitestream™

Mass DOT

Response to RFI BD-24-1030-CPO01-97703 for Speed Safety Cameras

3/28/2024

sitestream™

100 Cummings Center, 343-C
Beverly, MA 01915

www.sitestream.ai
safer@sitestream.ai
(978) 394-0652

March 26, 2024

MassDOT
Michael Woods
10 Park Plaza
Boston MA 02116

Re: MassDOT Roadway Safety Request for Information and Ideas

Good Afternoon:

Sitestream is pleased to provide this informational presentation to the Massachusetts Department of Transportation as your team strives to leverage the USDOT's Safe System Approach to road safety. Our presentation will include a brief overview of our company, and a narrative of our ideas, tools and solutions that your department should find informative and innovative.

Sitestream is a new automated photo enforcement venture focused on small to mid-sized communities, helping cities and towns navigate important decisions related to crash data, traffic counts and public sentiment. Our photo enforcement programs are not one size fits all. We will work closely with each municipality's leaders to design a plan and deliver a roadmap for safety that aligns with their mission for safer streets.

Key benefits of a Sitestream program include:

- Quarterly in-person presentations at city/town council meetings
- Full reporting to the municipalities to ensure compliance with local & State directives
- Audit trails and transparency throughout the program – front to back
- Better camera enforcement technology with a program refresh every five years
- Socially conscious partnership, 1% revenue goes back to the municipalities in the form of a Teen driving incentive program

Our team has over 75 years of combined automated traffic safety experience. As operational experts in the industry, the team has delivered over $500M in paid citations to its 55 plus municipal and state-wide programs. Over that time, we have come to understand that an objectively deployed camera program, marked with compliant signage and accompanied by ample outreach to the community will yield an immediate and measurable safety impact. Local drivers, pedestrians, cyclists and school children count on their leadership and its officers to provide for their safety on their local streets. Too often, the demands placed upon local police departments preclude true, effective speed enforcement so by incorporating automated enforcement, officers can focus on other critical matters.

We look forward to the opportunity to further communicate and demonstrate our message of safety. We thank you for your kind consideration.

Regards,

Andrew Noble - Founder & President

Sitestream LLC

Background & Experience

Our mission is to elevate road safety for drivers and pedestrians in small to medium-sized cities across the U.S. by working closely with communities and employing the latest and most effective safety strategies.

Technology

With automation comes consistency. The world today relies on technology to make tasks easier and to provide services no matter the time of day or night. Rather than providing technology to replace people, automated traffic solutions provide 24/7 monitoring while freeing up law enforcement officers to focus on other critical concerns.

Commitment

We are committed to over-delivering for our clients. We design and implement zero out-of-pocket, comprehensive, effective programs to cities that truly value safer streets above revenue. Cities that are also committed to continuous improvement in driver behavior and pedestrian safety make the best kind of client.

Trust

With decades of “ground-up” enforcement program experience, the Sitestream team is made up of pros from the industry. The kind of team that makes you look good with your team and your community. The kind of team that keeps you safe from bad headlines and improves public opinion.

24/7 Enforcement

Automated traffic enforcement redirects law enforcement personnel to other critical concerns in the community

Partnerships

Trusted collaboration between Sitestream and communities creates safer streets for everyone.

Safety

Approximately 30% reduction in reckless driving violations after six months of enforcement programs.

$0 Investment

There is no investment on the part of the city. All our programs are entirely violator funded.

Team & Credentials

Andrew Noble

President & Operations

Andrew Noble, along with the leadership team at Sitestream, is responsible for the implementation of more than 50 camera enforcement programs across the country, resulting in approximately $500M in paid citations, as well as a certain improvement in road safety throughout the US.

With over 48 years of combined experience in the automated traffic enforcement sector, Sitestream is comprised of program management experts with deep knowledge and understanding of equipment, software, fulfillment, support and reputation management. Sitestream knows how to deliver impactful compliance programs that will increase road safety for its pedestrians and residents, while yielding important revenue that can fund key public safety initiatives that might otherwise go unfunded.

The operational nuances of managing business rules, private data, camera images, law enforcement approvals, citations fulfillment and fine collection - to name a few - are not to be handled by just anyone.

A clean, well-respected camera program requires the skills of a seasoned team who understands our clients' safety goals and can deliver a reliable program with clear results. Sitestream is committed to quality programs and long-term municipal partnerships. Every five years, Sitestream provides a system refresh based on program analytics and technology introductions. Working with the best equipment providers, such as Safety Vision for School bus stop-arm cameras, and Intelligent Instruments - SoundVue for noise pollution abatement are examples of Sitestream's ability to offer the best the world has to offer without being locked in to one equipment provider.

Powered By Nlets Strategic Partner

Powered By Nova Nlets Secure Cloud Platform

METAS Federal Office of Metrology

sitestream safeteen™

LexisNexis®

IACP

Area of Interest 1: Speed Safety Cameras

1. Where else has your technology been implemented? Or, to the best of your knowledge, would we be the first place to try it?

As founder and president of two automated photo enforcement companies, I and my teams have designed and implemented nearly 60 enforcement projects in 12 US states. Since my start in the industry in 2007, photo enforcement technology - in the form of detection, imaging, and onboard system intelligence has improved steadily. However it remains constant that Radar and Lidar detection technology form the basis of all speed safety programs. Both are exceptionally accurate, and are recognized as international standards for vehicle speed measurement. As a company, Sitestream favors radar-based detection technology in our fixed and trailer-based deployments for a number of reasons. Primarily, its superior performance in adverse weather conditions and its generally greater range. Northeast weather will affect system performance, however much less so with a radar-based detection system.

Notably, Lidar provides exceptional performance as officer-present, handheld speed enforcement system deployments. The large majority of these enforcement technologies utilize Lidar.

As Sitestream was forming in 2022 we made a decision to build a backoffice system that could comfortably engage with virtually any photo enforcement technology, essentially serving as a vendor-agnostic data collection system. To follow are a number of enforcement technologies that we offer as fully integrated systems and services:

ARA Vidar Speed & RLC Enforcement

- → METAS-Certified vehicle speed detection
- → Red Light and Speed-on-Green
- → Purpose-built, 5MP HD imagers
- → Encrypted, integrated violation data
- → Built-in ALPR Functionality
- → Built-in automated make, model and color
- → Additional functions: illegal u-turn, wrong-way driving and illegal turn

Stuttgart Model S Advanced Speed Enforcement System

- METAS-Certified vehicle speed detection
- 20-48MP extreme-range imaging
- Purpose-built for the widest roadways
- Additional 8MP video camera
- 8 CPU core-processing
- Neural processor/Machine learning engine

SoundVue Noise Enforcement Solution

- Precision audio recording with accurate noise level detection
- Bi-directional video capture with built-in ALPR
- Dual high-performance CMOS camera sensors
- 2nd Generation System - in use in NYC since 2023
- Single-pole installation - affixes to existing street furniture
- Auto deletion if trigger threshold not met
- Email push notifications or auto-upload to Sitestream cloud servers
- Industry's most advanced vehicle noise abatement system

LaserCam 4 Handheld Speed Enforcement

- Video zooms with target tracking, optimizing target size in each frame
- Superior video target and capture range up to 2.4km (8,000 ft)
- Multiple speed limits for different vehicle classes
- Video and Photo modes for flexible and efficient evidence management
- Large 8.1 cm (3.2”) high-resolution display
- Color touchscreen, glove friendly

Safety Vision 41AHD School Bus StopArm Enforcement System

- Video Recordings at clear 1080p & 720p resolution settings
- Simultaneously synchronized video review from all attached cameras
- Digital location, displayed in a Map Window, with vehicle route, speed and alarm
- Date & Time stamped recordings
- Foresight PRO Video Viewing Software for local or wireless retrieval & viewing of data
- Event Marking (Panic Button, Excessive Speed, Inertia & Stop Arm passing) expediting the retrieval of incidents
- Secured storage with video encryption

2. Have any of your deployments faced challenges based on racial equity or equity concerns? If so, how did you work with partners to address these concerns?

It has been our experience that automated speed and red-light intersection photo enforcement is seen by the public as generally fair and non-discriminatory in practice. The intrinsic equity of the radar and camera systems as objective measurement devices eliminates human discretion from the enforcement equation. Areas of concern, however, can stem from placement of the enforcement systems at the local level. By placing a community's representatives squarely within the deployment location decision-making process and requiring that public hearings be held to give voice to local community members, the issue of equity will be placed front and center before each individual municipality during their plan review process. Additionally, we have observed that at the State-level, a review of each deployment plan by the Department of Transportation can incorporate another layer of administration and oversight in support of the equitable delivery of these programs.

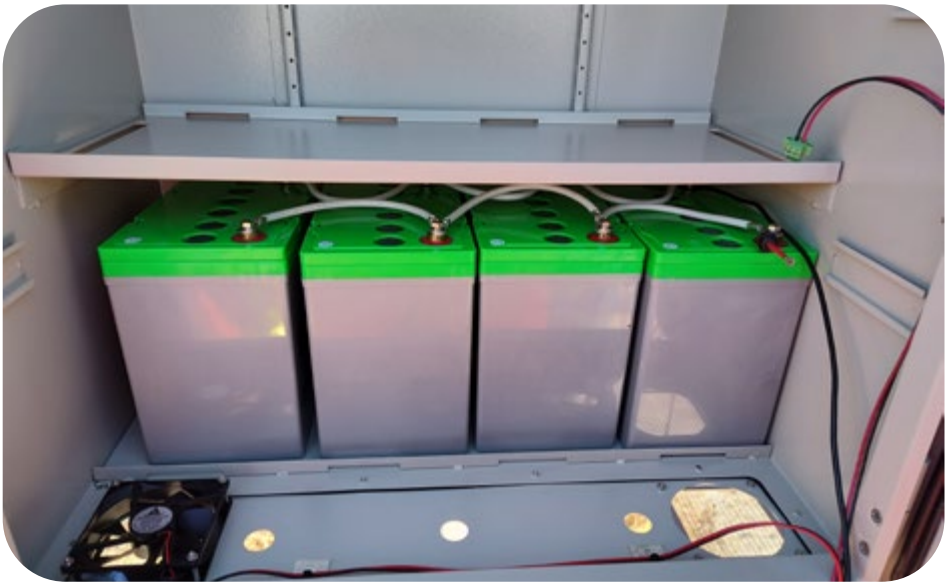
3. Do you have staff or a company footprint in New England?

Our Sitestream headquarters is located on the North Shore in Beverly Massachusetts.

4. Does your hardware solution require a power source? Can it be solar/battery-powered? Does it need network connectivity?

Our chosen technology is flexible relative to power. A typical speed enforcement or intersection enforcement deployment will be Mains - AC powered to the nearest available source on the roadway. The installation will run through a meter box with Sitestream responsible for the service usage cost month-to-month.

Importantly, with our systems typically drawing a maximum of 40 watts, we will often utilize a solar panel array to power the camera, illuminators, radar units and communication units at the roadway. Network connectivity, data transmission and real-time visibility to each system is achieved through Cellular 4G/5G service.



5. Describe the operational approach your company would take to validate the accuracy of your cameras.

In regard to a US certification for Radar Devices, in 2015 the International Association of Police Chiefs directed US vendors to utilize the services of the various testing organizations around the world such as METAS to gain industry certification. A METAS-Certification provides manufacturers of measuring instruments with the required conformity assessments for the placing of their products on the market.

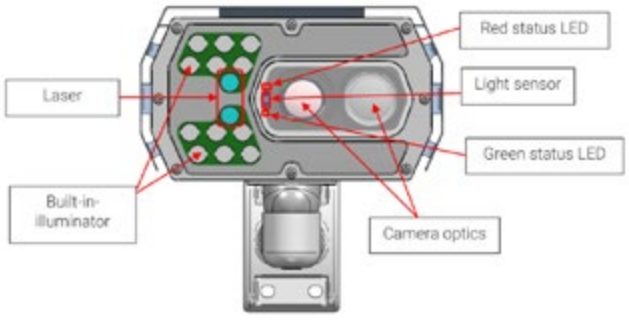
Our primary system, the Adaptive Recognition Vidar Speed 5MpHDx LT Camera System, which incorporates the SmartMicro UMRR Radar Sensor, carries the METAS certification for speed and monitoring equipment of road traffic.

Operationally, the radar sensor measures range, radial speed, horizontal and vertical angle, reflectivity and more parameters of multiple stationary and moving reflectors (targets) simultaneously. It is capable of high definition (4D/HD), resolution, meaning the sensor can separate objects regarding their speed, their distance to the sensor, and their azimuth angle. The sensor is almost unaffected by weather, temperature and lighting conditions.

Annually, per manufacturer's specification, each radar unit is recalibrated by an independent, approved testing facility of the MDOT's choice.

RADAR SPECIFICATIONS	
Vehicle speed data	METAS-certified
Measurement range	0 – 320 km/h (199 mph)
Measurement accuracy	±1 km/h (0.6 mph) or ±1 % (the bigger of)
Object tracking	Position, direction, angle, speed
Object categorization	7 categories
Measurement frequency	24 GHz*
Sample rate	75 ms
# of objects tracked simultaneously	64

Camera with bracket



Camera front

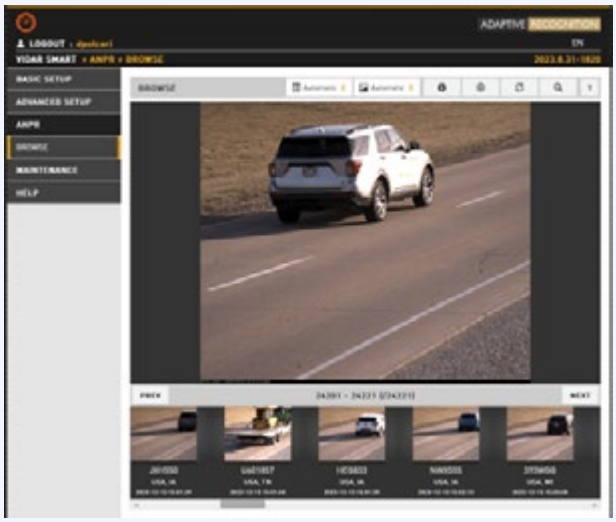
6. What is the minimum resolution needed for your software to accurately determine (or 'read') a license plate?

It has been our experience that in regard to plate readability in an ALPR system, the quality of the image sensor and capabilities of the illuminators are more important than megapixel density. Used as a supplement within a photo speed or RLC enforcement program, ALPR is essentially an analysis of a video stream, involving segmentation of that video stream into image frame sequences corresponding to one passing vehicle, then finding, validating, storing, and publishing the license plate of that vehicle. The basic unit of the process is a capture event.

Upon receiving that event, the system's "Event Manager" will locate and mark images in the main image buffer as corresponding to the event. Then, it forwards these images directly to the license plate recognition (ALPR) engine. License plate recognition operates as a multistage pipeline, taking a sequence of images of the same event as input, selecting one image of the vehicle (with the license plate in the best position), license plate and event data (textual form), and a license plate image as an output.

Typically, 3-8 images are first received by a preselection stage of the pipeline, where a very fast system selects the best image for plate recognition. A preliminary set of license plate data is already available after this stage. The image best representing the event is forwarded to the recognition stage, where a slower, but much more thorough analysis determines the final and complete set of license plate data (license plate text, position, font, state, etc.).

Also, in our systems a MMC (make, model, color) stage can be inserted in the pipeline, which adds that descriptive info to the event. The result is then stored in a database. The database of recognized plates is accessed through a web server, with structured queries in 'Pull' mode. Alternatively, in 'Push' mode, the system can forward data using a given protocol (HTTP, FTP, SFTP) for virtual real-time awareness of a particular plate of interest.



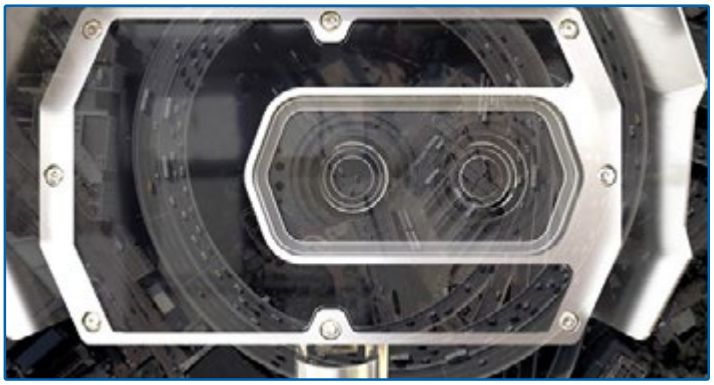
The Sitestream Vidar system performs real-time plate capture and recognition during speed enforcement and non-enforcement hours. Additionally, the system will accept NCIC list and BOLO uploads with subsequent notification alerts to authorized personnel.

7. How does your technology handle inclement weather? License plate covers? Night-time and direct sunlight?

In the Vidar system automated brightness control will automatically monitor and control the exposure of the violation images, with license plate reading as a priority. Brightness control principally adjusts exposure time (shutter) and gain. As ambient light level decreases, both shutter open time and gain will be increased, only up to a level certain level (Shutter Max and Gain Max) because a too long shutter value will result in motion blur, and too much gain will result in excessive noise in the images. Brightness control will also switch to night mode (engaging built in LEDs) wherever an external white flash is not allowed if illumination levels fall to a certain level.

Each deployed system includes a shroud, protecting the lens from direct sunlight. Internally the ambient heat generated by the system will typically reduce the affects of frost and/or condensation on the exterior elements of the system. Systems can be equipped with an internal heating element if required. Interior fans will be utilized to dissipate excessive heat.

External camera shroud minimizes direct glare



Vehicle capture - snowy conditions - ambient light

Evening vehicle capture using IR illumination

8. If you provide physical infrastructure as part of your solution, is it mobile or fixed equipment? If mobile, how long does calibration take in a new location? Describe any relevant criteria for the use of one over the other if you offer both.

Sistestream offers the proper enforcement technology for the intended purpose. A fixed enforcement system is ideal for more heavily travelled roadways, where its presence is known and its deterrent effect is proven over time. As noted these deployments can either be mains-powered or solar-powered, depending on the preference of the municipality and the aesthetic specifications desired. Fixed deployments are typically less prone to vandalism due to their mounting height. In addition, the need to re-calibrate the radar systems and imaging systems to effect proper alignment to the enforcement zone is eliminated.

Mobile speed enforcement can be ideal for areas where the public demands a solution that can mitigate an acute speeding issue. A high-functioning mobile system can be aligned locally or remotely either by a technician or a law enforcemant officer during the deployment. Our systems typically take 15 minutes or less to align properly to the roadway. Sitestream partners with VerMac, a preferred vendor of MassDOT:

Medium Duty Trailer

Heavy Duty long-term Trailer

Multi-Lane Telescope Trailer

9. Please describe the requirements for any space or physical assets needed for installation of equipment.

Depending on the size of the enforcement zone, a Sitestream installation typically consists of a single pole with an integrated detection, imaging and illumination system. A mains-powered installation would require a communications box mounted below the system, and a meter box per the specifications of the municipality. A solar-powered installation would require a standard 400W panel and an additional battery case. The typical footprint would be less than ten square feet.

Where available, existing street furniture could be utilized, greatly reducing the construction time and connectivity costs for the program. All required construction and construction items would be the responsibility of Sitestream.

10. Please describe any criteria for heights and distances to ensure accuracy of the data collected.

On a practical basis, automated photo enforcement hardware requires placement on the side of the road. Camera and radar systems are designed with this reality in mind. However, there are distinct differences between the deployment requirements of a red-light enforcement system and a side-of-the-road speed enforcement system.

Intersection enforcement typically requires a greater mounting height to ensure that left-lane plate image capture as well as the general performance of the system radar is less affected by the vehicle occlusion in the thru- and right-lanes during a capture event. RLC enforcement systems also need to capture the entirety of the traffic signal head field as well as all travel lanes of the intersection. This typically requires both greater mounting height and greater system distance from the enforcement zone. Additionally, a “white flash” is typically required to illuminate the lane markers, stop bar and the signal bulb color to ensure that violation evidence collected is unequivocal in the eyes of the courts.

The number of lanes requiring enforcement coverage is an important factor as well. For example a school zone speed camera enforcing a single travel lane may be best served by a low-profile portable camera unit (PCU), whereas speed enforcement of a three or four lane roadway would require a pole-mounted system with more powerful illumination to perform at an optimal level.

11. Do you offer a turnkey service? If so, what is included in that service and what is the minimum scale needed to implement?

Yes, a Sitestream solution is a turnkey solution. Included will be all technology procurement; required site analysis and permissions; permitting & drawings, installation & testing; maintenance & calibrations; data communications & storage; vehicle registration acquisition; software development & integrations; event pre-processing & QA; notice fulfillment & mailing; citizen portal access; customer service; required training; public awareness support; required reporting; and optional collections efforts.

As a team we have experience implementing photo enforcement programs that have ranged from two deployments to forty deployments, for villages and for entire states. We welcome the opportunity to serve our client communities at any level.

12. Does your company provide data processing, violation review and mailing services? If yes, please describe the general approach for how these services would be delivered. Please pay particular attention to the note above that we are not issuing tickets, fines, or fees in response to the observed violation.

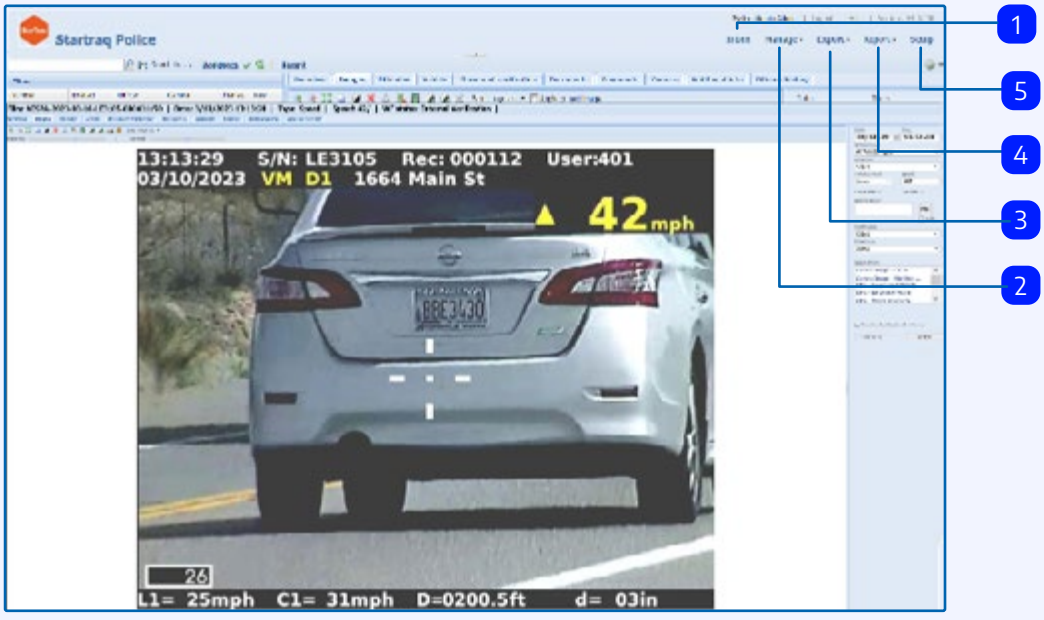
As a browser-based software solution, our customized backoffice application VESPA is used to provide a single source back-office solution for the processing of road traffic violations.

VESPA Benefits:

- Web-based, end-to-end software designed to manage and preserve the evidence chain of traffic violations
- Imports images and offenses from a range of sources
- Provides workflow for violation images, owner details and approvals/rejections
- Connected to national registered owner database for license plate look-up and vehicle owner info
- Provides robust management reports for statistical and financial analysis

Overview

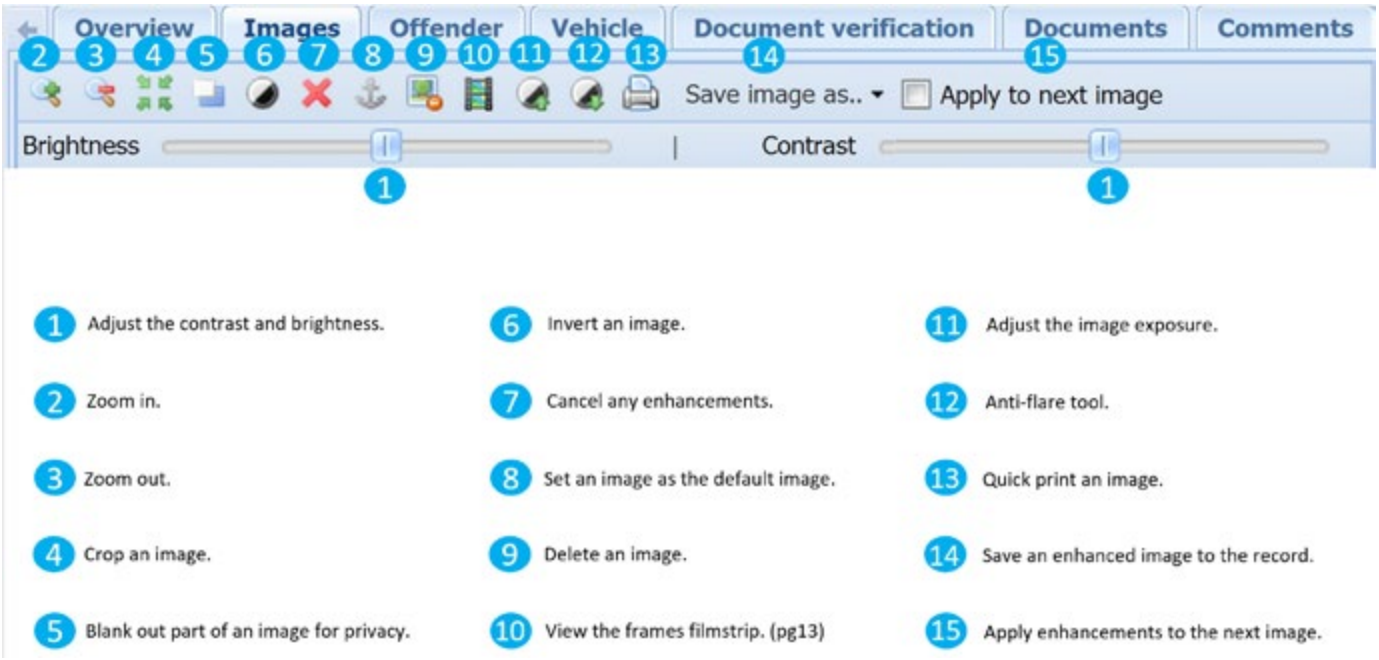
1. The **Inbox** menu is where processors will spend most of their time. Included in this menu is our powerful verification software.
2. The **Manage** function is for senior level users or managers. This menu is used to customise VESPA by changing locations, offense types etc.
3. The **Export** function is used by managers to export data for use in other third party systems - courts, the RMV, and other invested agencies.
4. The **Reports** function provides management personnel with reports to analyse and present key program data stored within VESPA.
5. The **Setup** function allows users to change languages, password parameters, add organisational branding, etc.

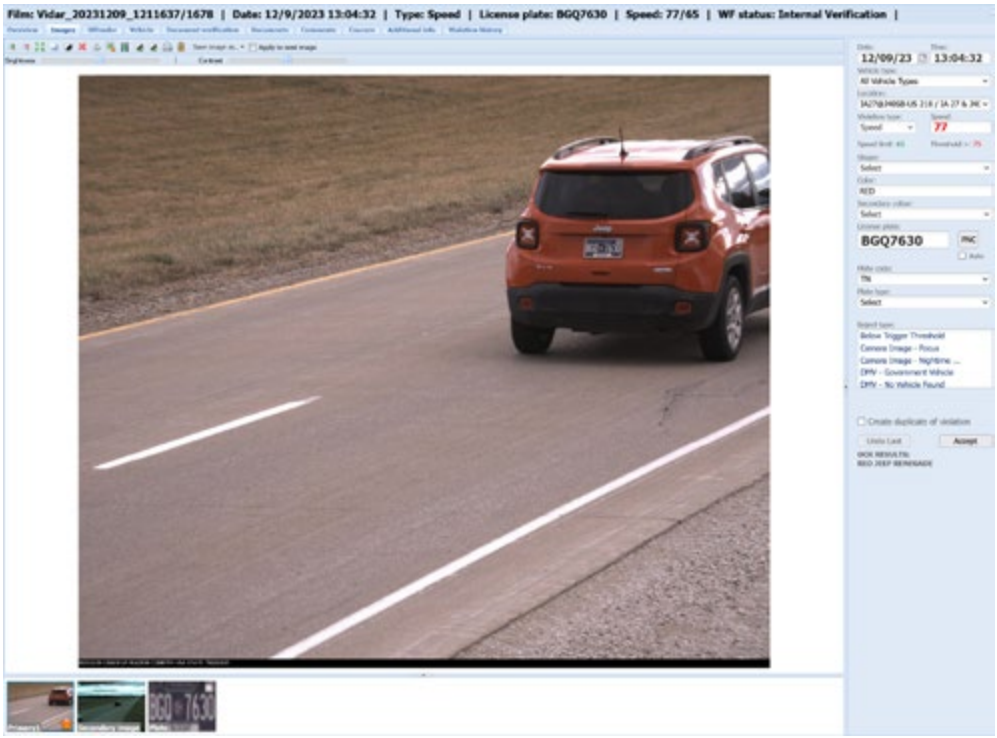


Violation Review & Verification

Image and Thumbnails

Multiple images can be displayed for a single offense. These include the original images from the camera or video, and processed plate crop images. Image enhancements can be made before saving, however all of the original photographic evidence is kept. Clicking the video thumbnail will play the video. All images can be used in pre-prepared notice templates.

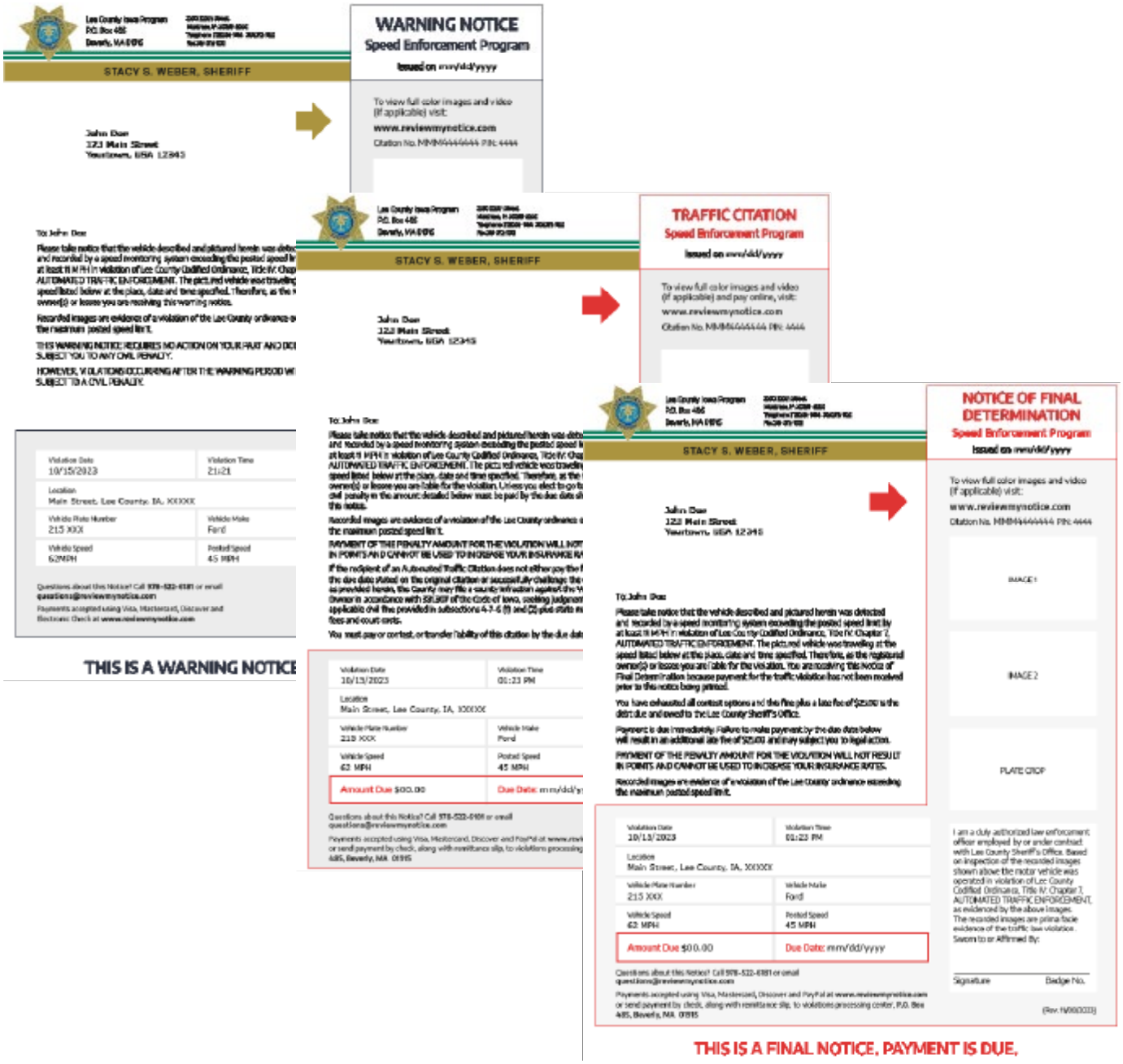




Notice Fulfillment

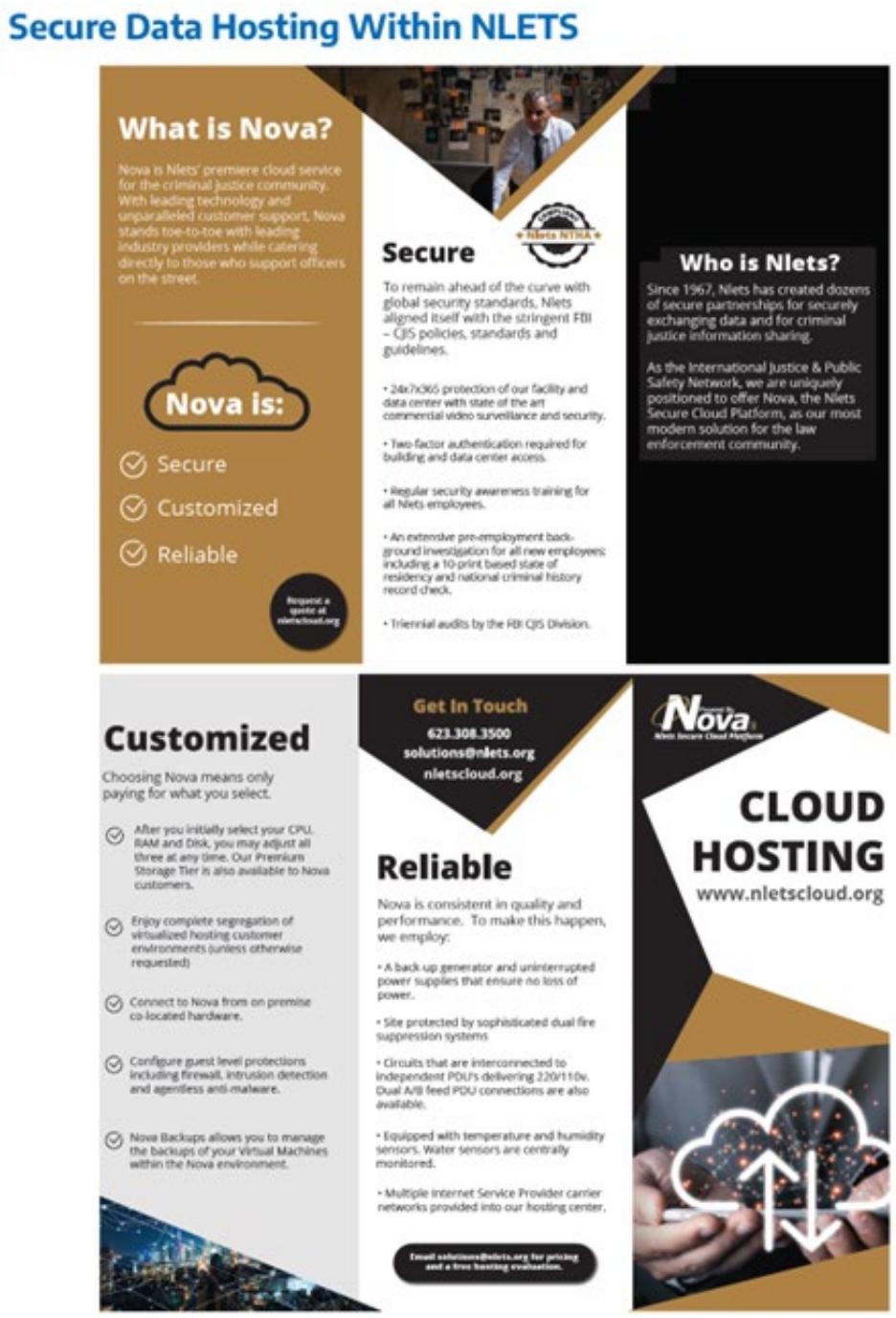
Upon approval of the event into citation, status changes are logged, and the physical creation of a citation notice is automated. The notice PDF base documents are pre-constructed and receive the active, dynamic data from VESPA in preparation for construction. The physical notice is generated and becomes part of the citation record. Concurrently, the VESPA PDF-generator workflow pushes a physical citation to a fulfillment queue where it awaits printing and in-house mailing. The VESPA system can also direct notice output to email recipients and any associated agency system upon request.

Any required fulfillment would consist of a warning notice only as directed by the Department.



13. What integration would you need to have with the Registry of Motor Vehicles in order to mail safety messages to drivers who are observed violating the speed limit?

Sitestream is an Nlets Strategic Partner, and is in the final approval stage to become a Nlets Nova Cloud Hosting Client. A municipality simply supplies us with their ORI authorization and we work with the Nlets folks to implement.



14. How long would it take you to implement your solution, from signed contract to solution go-live? In other implementations, what tends to slow down the path to deployment?

Implementation

Sitestream will launch its technical and operational teams to begin program activities on the prospective pilot for the Department. Local subcontractor schedules will be organized and coordinated. Prospective enforcement sites will be confirmed and Sitestream will work with Department officials to begin site analysis and finalize site selection. Our project timeline will be finalized. Sitestream engineers and build teams along with local contractors will initiate buildout, calibration and communications testing for the deployed camera systems.

Sitestream will work with Department officials to ensure all required permitting & approval documentation is composed and submitted to the appropriate parties. The optional use of solar power should modify the standard permitting and application requirements.

It has been our experience that the design drawing and permit phases of an implementation tend to be the deployment elements that require the most time, generally. We have provided a typical timeline below that outlines the primary stages of a modestly-sized implementation.

Project Management

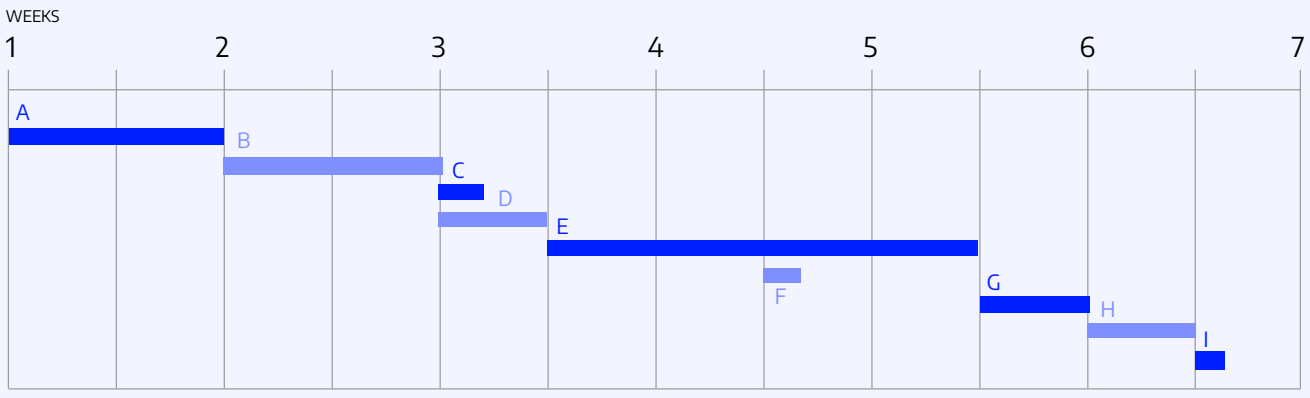
Our Project Manager will be accountable for Sitestream deliverables to be confirmed in our initial Implementation Plan. He will report directly to the Department's designated Project Manager, and will also coordinate activities with our local installation contractors. This partner subcontractor will be chosen with the approval of Department officials.

Project deliverables and their status will be known and communicated to Department officials through periodic updates given by our Project Manager. Through this approach, project successes are shared, and any perceived operational issues are identified and communicated early in the delivery cycle.

Installation and Testing Timeline

***Please Note: This is an estimated start date and subject to change. The installation timeline is based on standard permitting & approvals meantimes.**

A - Planning and Procurement
B - Hardware technology and supplemental materials delivery
C - Project Kick-Off Meeting
D - Onsite Kick-Off first articles
E - Physical build-out first phase of systems
F - Mid-Project deliverables meeting
G - Full operational testing for functionality & communications
H - Software, end-user, and system maintenance training
I - Deployment Kick-Off meeting



15. Describe the smallest high-fidelity implementation scenario you can imagine. Please include information like minimum size of a deployment, minimum suggested duration, what types of costs (not actuals) are included in your business model (e.g., installation, on-going service, mailing, deinstallation).

As noted in our response to Question 11, we welcome the opportunity to service our clients at whatever level they require. Our programs are zero up-front cost to the municipality. Our typical contracted duration is from three to five years initial term with extensions.

16. What is your approach and delivery of staff training as it relates to your proposed solution?

All training will be delivered by Sitestream to client staff at their convenience onsite as an included deliverable. Standard classroom training on the various modules of VESPA has been structured to be conducted in one day, resulting in minimal interruption to staff operations. Presentations are delivered using a combination of Power Point slides and a projected view of the VESPA software. Courseware 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.

A comprehensive presentation of our VESPA administrative back-office solution centered around familiarity with the system software, general navigation and window control, workload management, simple querying and filtering, violations assessment, image enhancements, report generation, scheduling and violations business rules compliance. Tailored for police review personnel and appropriate program administrators and managers.

Typical Training Deliveries:

Subject: Event Processing

- Interface overview
- System Navigation
- “Workload” organization
- Event assessment
- Event classification
- Data inputs
- Approval/Rejection guidelines
- Notes & attachments

Subject: Program & Revenue Management

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

17. Is your company currently providing services to the Commonwealth of Massachusetts? If so, what kind?

No. Given that automated photo enforcement is not yet legal in Massachusetts, we are not performing services in the State. We look forward to the opportunity to build safety programs here in Massachusetts as important allies like the DOT structure a working framework.

Data Collection Questions

100 Cummings Center, 343-C
Beverly, MA 01915

www.sitestream.ai
safer@sitestream.ai
(978) 394-0652

18. Personally Identifiable Information (PII) is any information about an individual that can be used to determine an individual's identity, including an individual's name, social security number, date of birth, medical or educational records, geolocation data, photographic images, or other information that is linked to any of the above. If your technology collects data, does your proposed data collection tool involve the collection of PII?

As an Nlets Strategic Partner, the requirement for stewardship of an individual's PII is clear. Our system accesses a cited driver's registration (vehicle ownership) only, on behalf of a municipality's Police Department. Name and address. All program data, as well as our backoffice application itself, will reside on Nlets servers.

19. Provide a brief (yes/no) answer to the following questions

a. Would MassDOT own the raw data collected?

Yes.

b. Would the raw data be anonymized?

Captured event data from the deployed sytems - Yes.

Citations approved by law enforcement officers - No

c. Would the data be deleted periodically? If so, how often?

Data will be deleted at the direction of the DOT or the client municipality.

d. Would any third parties have access to the raw data collected?

Yes – our software development vendor StarTraq. All individuals associated with our software development vendor have been fingerprinted and cleared for CJIS responsibilities by the FBI.

20. Provide a brief table that outlines the lifecycle of the data collected. Please indicate the following:

a) Where will the data be stored and processed?

In the Nlets Nova Cloud.

b) Who will own and have access to the data?

Sitestream personnel that have been background checked and approved by Nlets; Police personnel; Court personnel; invested agency personnel that have been approved and background-checked.

c) How will data security be maintained?

Sitestream will utilize Nlets NOVA – Secure Cloud Hosting. Its associated security policies are available upon request.

d) Whether the data will contain PII; whether and how any such PII will be anonymized?

The citation data will include the registered owner's name and mailing address, per Nlets registration return. Program data for reporting purposes will not contain PII.

e) How will the data be disposed of, destroyed, sent elsewhere, or made public?

The movement of all data will be controlled and destroyed per the statutory guidance of the State, Department and municipality.

f) In your previous deployments, how long the data will need to be stored before deletion, if applicable.

Our current programs request destruction of program citation data ninety days after the termination of the program.

21. What risks or vulnerabilities are associated with the data collection you require to perform that tasks stated by your offering?

The primary reason we as a company chose to utilize the hosting services of Nlets Nova for both the program application VESPA and all program data was to minimize risk, and provide our clients with a level of certainty in regard to PII elements. Nlets requires extensive adherence to process around data transmission and storage, as well as frequent auding for compliance.

22. How have you ensured safe and limited access to motor vehicle registration data and systems in your previous deployments?

All automated speed and red light camera programs that I have designed and implemented have utilized Nlets as their registration acquisition service.

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100 Cummings Center, 343-C
Beverly, MA 01915

www.sitestream.ai
safer@sitestream.ai
(978) 394-0652