

Executive Summary

ACS is pleased to present the monthly report for the County of Los Angeles' Automated Traffic Safety Program. This report has been designed to effectively communicate and reflect useful monthly operations statistics and overall performance. The report covers a detailed activity profile of ALL the approaches for the automated traffic enforcement system.

In September 2011, the photo enforcement program for the county captured a total of 1,230 events. Of these: 204 were recorded as violations and 1,026 were non-violations. A total number of 90 citations were issued reflecting a 40% issuance rate and a prosecutable issuance rate of 90%

In the News - Photo Enforcement Around the Country

TTI study underscores safety benefits of red light cameras

New research suggests that red light cameras help to reduce the number of crashes at intersections where they are installed. The study, although limited to Texas, is one of the most extensive thus far in the nation, and researchers say the findings demonstrate that the automated enforcement method offers an effective means of preventing crash-related deaths and injuries.

As part of an ongoing effort, the Texas Department of Transportation (TxDOT) authorized the Texas Transportation Institute-Center for Transportation Safety (TTI-CTS) to continue its effort of evaluating the effectiveness of automated traffic enforcement systems at signal controlled intersections. The primary objective of this report was to evaluate and determine the effectiveness that automated traffic enforcement systems have on reducing right angle, rear-end and other crash types at signal-controlled intersections within the state of Texas. The purpose is to provide TxDOT with descriptive information and report the investigative findings surrounding crash incidence at signal controlled intersections that are monitored by this type of enforcement technology.

The analysis, which was limited to the safety aspects of red light camera use, was conducted by the Center for Transportation Safety at the Texas Transportation Institute. Researchers examined more than 11,000 crash records at the 275 intersections statewide where cameras were in place, and compared crash frequencies one, two and three years before and after installation of the cameras.

An overall reduction of 633 crashes recorded at those intersections represents an 11 percent decline statewide. Red light-related crashes dropped by 25 percent, and right-angle crashes (the most severe type) dropped by 32 percent. The reductions were seen across the board on all types of roadways, including: business/primary roads, farm-to-market roads, interstate access roads, state highways and U.S. highways.

In addition to assessing the cameras' effectiveness according to roadway type, researchers also compared crash frequencies at different intervals before and after cameras were installed. The examination showed a 23 percent drop from one year before to one year after cameras were put into use. The two- and three-year comparisons reflected reductions of 27 percent and 21 percent, respectively.

"These findings show clearly that red light cameras offer significant safety benefits," says Troy Walden, the author of the TTI study. "Most important, they help prevent the most severe and deadly type of intersection crashes."

According to federal sources, red light running causes more than 100,000 crashes and 1,000 fatalities every year, and right-angle crashes account for 46 percent of all intersection-related collisions.

The Texas Transportation Institute is a member of the Texas A&M University System. TTI conducts applied research in all modes of transportation with a goal of saving lives, time and resources.

The full report can be found at <http://tti.tamu.edu/documents/TTI-2011-4.pdf>.

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In October 2011, the photo enforcement program for the county captured a total of 1,419 events. Of these: 190 were recorded as violations and 1,229 were non-violations. A total number of 96 citations were issued reflecting a 50% issuance rate and a prosecutable issuance rate of 83%

In the News - Photo Enforcement Around the Country

Sunday, November 27, 2011
The Newspaper.com

Germany, Saudi Arabia, UK Speed Cameras and Operators Attacked

In Cambridge, England vigilantes set fire to a speed camera on November 19 around 2am, the Cambridge News reported. The automated ticketing machine on Ditton Lane was destroyed. On Thursday in Sussex, vigilantes used explosives to blow up fourteen parking meters, according to The Sun.

In Dormagen, Germany on Monday at 7:30pm a man opened the door of a speed camera van and yelled at the van's driver, a 37-year-old municipal employee. The unidentified attacker, described by Nordrhein-Westfalen police as about 35 years old, then proceeded to smash the radar device.

In Saudi Arabia, attacks have grown more personal after a photo enforcement employee was killed earlier this month, Al Watan reported. In Mecca, a photo ticketing employee was stabbed with glass on November 17 while setting up a speed trap. About fifteen of the "Saher" system's sixty employees protested, demanding higher salaries and better health benefits due to the ten attacks to date. Each worker earns 4000 riyals per month (US \$1066).

Friday, November 18, 2011
The Newspaper.com

Photo Ticketing Investors Content with Declining US Performance

Investors in Redflex Traffic Systems were resigned toward the photo enforcement vendor's declining US performance at Wednesday's annual shareholder meeting in Melbourne, Australia. The company has lost significant US market share and profit as more cities reject automated ticketing machines. Nonetheless, large executive compensation packages were approved without the dissent found in past meetings.

Shareholders signed off on a \$324,926 salary for chief executive Graham Davie, plus \$194,956 in stock for a total of \$519,882 -- a raise of 3.6 percent. Board member Karen Finley's salary increased 3 percent to \$318,270 plus \$196,060 in stock for a total of \$514,330. Finley is in charge of US operations which saw a drop in profit from the first and second half of the year of 7.4 percent. Redflex has also lost its position as the dominant player in the automated ticketing market to American Traffic Solutions which has used funds invested by Goldman Sachs to buy out smaller competitors and take on their municipal contracts. ATS now boasts the greatest number of cameras deployed. Those numbers are at risk to voter revolt, however. On November 8, two-thirds of voters in Monroe, Washington moved to send Redflex packing and 55 percent did so in South Euclid, Ohio. So far, twenty-one cities have held ballot initiatives to force the elimination of red light cameras and speed cameras. Other city councils have seen the results and canceled expected programs.

In her annual meeting presentation, Finley promised her company would "avoid ballot initiatives" by blocking voter access to the ballot and "create positive environment for renewals and expansion" by increasing the use of front groups to support automated ticketing machines. The company is also looking to expand operations by turning school buses into photo ticketing vehicles and bringing more red light cameras to Alabama, Florida and Canada. It has also followed the lead of ATS and filed a lawsuit against its customer, Farragut, Tennessee, because a state law prohibiting photo tickets for right hand turns on red is costing the company significant revenue. Redflex stock currently trades at \$1.70 on the Australian Securities Exchange, down 34 percent since May.

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In November 2011, the photo enforcement program for the county captured a total of 1,075 events. Of these: 193 were recorded as violations and 882 were non-violations. A total number of 86 citations were issued reflecting a 44% issuance rate and a prosecutable issuance rate of 79%

In the News - Photo Enforcement Around the Country

Friday, December 09, 2011

Pasadena, California May Dump Red Light Cameras

www.thenewspaper.com

Major cities across the country have begun having second thoughts about photo enforcement. In California especially, heightened public scrutiny of red light camera programs and lower than expected profits have turned city councils against automated ticketing programs. On Monday, top city officials in Pasadena recommended against renewing their red light camera contract. When neighboring Los Angeles dropped its program in July, the news made nationwide headlines.

"The overall result of the Los Angeles issues is heightened scrutiny of all red light camera programs in LA County including the city of Pasadena's program," Transportation Director Frederick C. Dock and Police Chief Philip L. Sanchez wrote to the city's public safety committee. "This in turn has led to increased criticism from the public of Pasadena's red light camera program." Safer Streets LA" executive Director Jay Beeber pointed out that the city could not claim its cameras were responsible for a reduction in accidents because yellow signal timing was increased between 0.3 and 0.4 seconds at the photo enforced intersections when the cameras were installed in 2003 and 2005. As a result of this criticism, city staff undertook a more rigorous analysis of accident data comparing the intersections with cameras to those without cameras. "The long-term trends at both types of intersections are shown to be similar, which then brings into question the long-term utility of continuing to use the red light camera system or to shift the enforcement activities to sworn personnel in the field," Dock and Sanchez wrote. The yellow timing change proved to be so effective that the city will now implement the longer yellow settings at every signalized intersection in the city over the next 18 to 24 months. From a monetary standpoint, however, the cameras were not effective -- despite the \$476 fine.

The program raised \$344,013 in revenue in the last fiscal year, but American Traffic Solutions (ATS) took \$274,100 of this amount. The rest of the profit was split between the county and the state. After accounting for the cost of electricity and personnel (\$74,400), Pasadena claimed a net loss of \$4487. Profit would have been greater had residents not learned that Los Angeles County courts will not enforce automated tickets and that there is no penalty of any kind for ignoring them. If the city council agrees with the staff decision, Pasadena would join Grand Terrace, Loma Linda and Whittier, Los Angeles, Moreno Valley, Rocklin, San Carlos, Union City, Yucaipa and Costa Mesa, Berkeley, Burlingame, Cupertino, Compton, El Monte, Fairfield, Fresno, Fullerton, Indian Wells, Irvine, Maywood, Montclair, Paramount, Rancho Cucamonga, Redlands, Roseville, San Jose (photo radar), Santa Fe Springs, Santa Maria, Santa Rosa, and Upland, have also rejected their automated ticketing programs.

LOS ANGELES COUNTY

Automated Traffic Safety Program



Monthly Report



December 2011



Prepared by: Transportation Solutions
Confidential

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In December 2011, the photo enforcement program for the county captured a total of 1,500 events. Of these: 213 were recorded as violations and 1,287 were non-violations. A total number of 110 citations were issued reflecting a 47% issuance rate and a prosecutable issuance rate of 92%

In the News - Photo Enforcement Around the Country

Huston, Texas Settles Red Light Camera Lawsuit

www.thenewspaper.com

Tuesday, January 24, 2012

The city of Houston, Texas announced Friday that it would pay American Traffic Solutions (ATS) \$4.8 million to settle the lawsuit the company set up after voters rejected red light cameras in November 2010. Upon approval by the city council Wednesday, the Arizona firm will receive \$2.3 million up front with another \$2.4 million provided as the company collects on unpaid citations over the next three years.

ATS was able to extract this sum from the city for two reasons. First, former Mayor Bill White removed an early termination clause from the red light camera contract in an attempt to save the camera program through the year 2014 in the event the state legislature passed legislation outlawing cameras. As a result, ATS demanded the share of ticket profits it would have received through that date. Second, ATS had an ally in US District Court Judge Lynn N. Hughes, who overturned the election results and sided with ATS at every step. For example, when ATS lawyer Andy Taylor complained in a November 26, 2010 hearing that the city required ATS to take down its cameras, Hughes came to the rescue.

"I can cure that," Hughes said, ordering the city to keep the cameras up.

The city council did have the power to stop the red light cameras from issuing tickets, so it ordered the systems deactivated on August 24, 2011. Houston came back to Hughes asking him to modify his order so that the cameras could be permanently removed, pursuant to a city ordinance requiring them to come down.

"The city of Houston's motion to compel American Traffic Solutions to remove the red light cameras is denied," Hughes ruled on January 16, 2012.

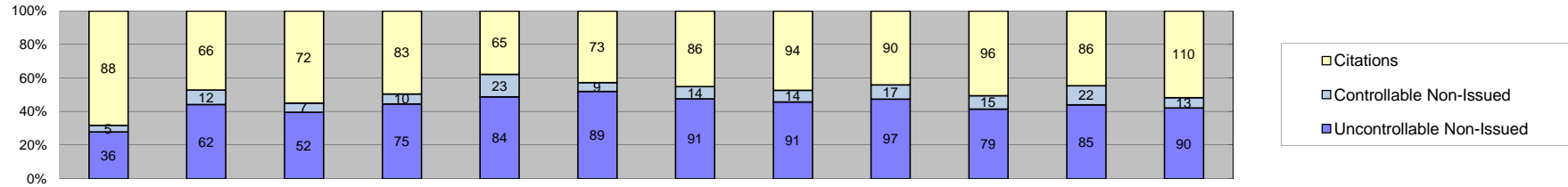
Hughes has close ties with ATS, having served on the bench for 25 years with Judge David Hittner, the father of ATS General Counsel George Hittner. His ruling is now under review by the Fifth US Circuit Court of Appeals which heard oral arguments on January 3. Randall Kubosh and Francis M. Kubosh sponsored the anti-camera initiative and want to see the public vote upheld.

"Appellants argue that the Texas Election Code protects the right of Texas voters to intervene in defense of a measure election, a right subverted by the city's collusive filing of a declaratory judgment suit that gave ATS an opportunity to nullify the Proposition 3 election it would never have had without the city's help," the Kubosh attorney David A. Furlow argued in a Friday filing with the Fifth Circuit. "Denial of their right to defend the Proposition 3 election and the no-red-light-camera votes they cast in it would render their constitutional rights meaningless."

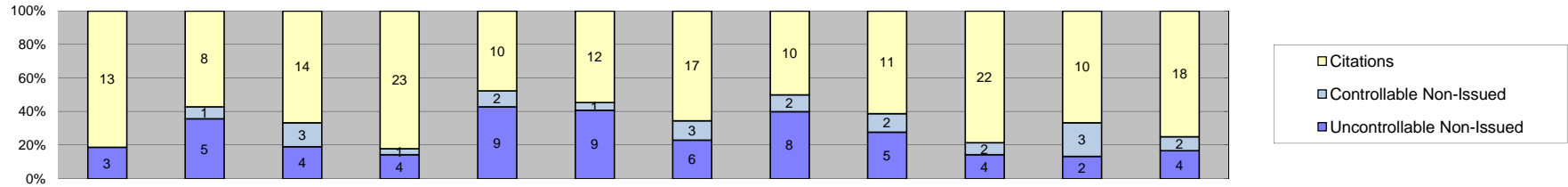
Houston and ATS came to a quick settlement in the hopes that this appeal would be dismissed as moot. Current Mayor Annise Parker insisted the multi-million dollar payment represents the best deal that could have been struck under the circumstances.

"I am thankful that traffic violators, not Houston taxpayers, will be paying for this," Parker said in a statement. "This is a reasonable settlement and I thank the city legal department for its diligence in getting it done."

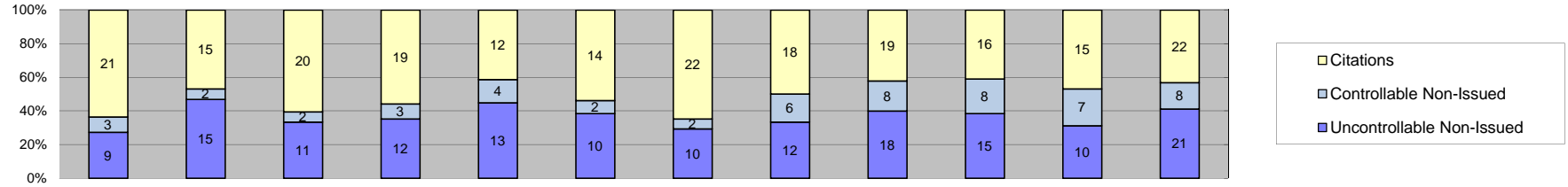
Source: *Huston v. ATS* (US District Court, Southern District Texas, 1/16/2012)



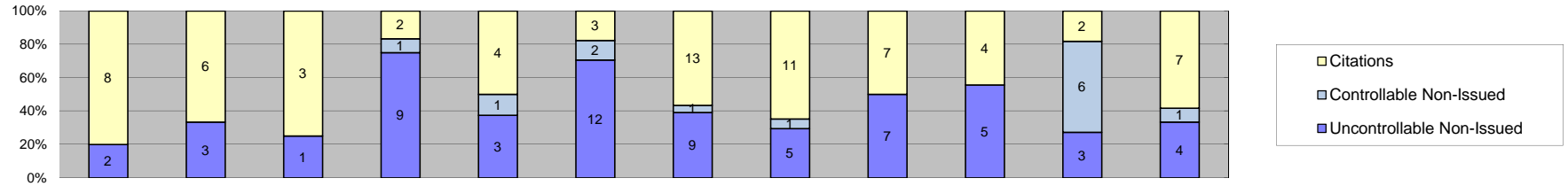
| Events | Jan-11 | Feb-11 | Mar-11 | Apr-11 | May-11 | Jun-11 | Jul-11 | Aug-11 | Sep-11 | Oct-11 | Nov-11 | Dec-11 | Year to Date Average | | 2010 Average | |
|---|------------|--------------|------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------------|-------------|--------------|-------------|
| | | | | | | | | | | | | | Quantity | % | Quantity | % |
| Non-Violations | 806 | 979 | 760 | 1,098 | 957 | 1,246 | 1,003 | 1,372 | 1,026 | 1,229 | 882 | 1,287 | 1,054 | 86% | 923 | 81% |
| Violations | 129 | 140 | 131 | 168 | 172 | 171 | 191 | 199 | 204 | 190 | 193 | 213 | 175 | 14% | 220 | 19% |
| Total: | 935 | 1,119 | 891 | 1,266 | 1,129 | 1,417 | 1,194 | 1,571 | 1,230 | 1,419 | 1,075 | 1,500 | 1,229 | 100% | 1,143 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 36 | 62 | 52 | 75 | 84 | 89 | 91 | 91 | 97 | 79 | 85 | 90 | 78 | 44% | 112 | 51% |
| Controllable Non-Issued | 5 | 12 | 7 | 10 | 23 | 9 | 14 | 14 | 17 | 15 | 22 | 13 | 13 | 8% | 10 | 4% |
| Citations | 88 | 66 | 72 | 83 | 65 | 73 | 86 | 94 | 90 | 96 | 86 | 110 | 84 | 48% | 98 | 45% |
| Total: | 129 | 140 | 131 | 168 | 172 | 171 | 191 | 199 | 204 | 190 | 193 | 213 | 175 | 100% | 220 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0% | 3 | 0% |
| Emergency Vehicle | 79 | 95 | 71 | 80 | 133 | 86 | 93 | 89 | 85 | 71 | 66 | 85 | 86 | 8% | 64 | 6% |
| Right Turn | 204 | 268 | 173 | 297 | 212 | 307 | 266 | 370 | 258 | 286 | 202 | 280 | 260 | 25% | 230 | 23% |
| No Violation Occurred | 522 | 616 | 516 | 721 | 612 | 852 | 644 | 913 | 682 | 872 | 614 | 921 | 707 | 67% | 690 | 70% |
| Total: | 806 | 979 | 760 | 1,098 | 957 | 1,246 | 1,003 | 1,372 | 1,026 | 1,229 | 882 | 1,287 | 1,054 | 100% | 987 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Out of State Plate | 6 | 5 | 4 | 8 | 6 | 3 | 6 | 10 | 5 | 10 | 9 | 8 | 7 | 10% | 7 | 15% |
| Glare on Plate | 1 | 1 | 1 | 1 | 1 | 4 | 5 | 0 | 9 | 3 | 4 | 4 | 3 | 4% | 2 | 3% |
| Illegible Plate | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1% | 0 | 0% |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 3 | 1 | 1 | 1% | 1 | 2% |
| Windshield Glare | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 1 | 1% | 1 | 2% |
| Driver Obstructed | 5 | 10 | 16 | 26 | 24 | 28 | 33 | 25 | 30 | 20 | 11 | 11 | 20 | 30% | 15 | 32% |
| Car Obstructed | 0 | 2 | 1 | 1 | 0 | 3 | 3 | 2 | 0 | 4 | 6 | 3 | 2 | 3% | 1 | 2% |
| No DMV Match Found | 22 | 23 | 15 | 19 | 26 | 24 | 27 | 15 | 25 | 24 | 16 | 29 | 22 | 33% | 16 | 33% |
| Police Expired | 2 | 16 | 4 | 1 | 20 | 16 | 6 | 7 | 8 | 4 | 15 | 17 | 10 | 14% | 3 | 5% |
| Police Return | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 2 | 1 | 1 | 1% | 0 | 0% |
| Other | 2 | 0 | 1 | 2 | 1 | 0 | 0 | 3 | 3 | 1 | 5 | 0 | 2 | 2% | 3 | 6% |
| Total: | 38 | 57 | 45 | 61 | 82 | 79 | 82 | 64 | 83 | 70 | 72 | 74 | 67 | 100% | 48 | 100% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 36 | 62 | 52 | 75 | 84 | 89 | 91 | 91 | 97 | 79 | 85 | 90 | 78 | 87% | 109 | 96% |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Dark Interior | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0% | 0 | 0% |
| Framing of Driver | 0 | 2 | 0 | 0 | 0 | 3 | 2 | 0 | 2 | 3 | 2 | 1 | 1 | 1% | 1 | 1% |
| Focus / Clarity of Driver | 2 | 10 | 4 | 7 | 20 | 4 | 10 | 11 | 10 | 9 | 11 | 8 | 9 | 10% | 3 | 3% |
| Framing of Car | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0% | 0 | 0% |
| Data/Operator Error | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 1% | 0 | 0% |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Equipment Malfunction | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Total: | 39 | 74 | 58 | 83 | 104 | 98 | 104 | 102 | 111 | 91 | 100 | 102 | 89 | 100% | 113 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | |
| Daily Ave Vehicle Passes | 75,029 | 79,938 | 77,942 | 74,331 | 84,428 | 72,878 | 68,672 | 87,027 | 83,894 | 72,052 | 72,245 | 70,876 | Year to Date Average | | 2010 Average | |
| Average Issued Speed | 25 | 20 | 26 | 34 | 32 | 23 | 24 | 25 | 24 | 31 | 25 | 17 | 76,609 | | 83,958 | |
| Average Issued Red | 8.6 | 5.0 | 4.0 | 12.3 | 6.3 | 8.1 | 7.7 | 9.8 | 12.0 | 19.8 | 6.2 | 4.5 | 9 | | 7.1 | |
| Citation / Violation Iss Rate | 72% | 41% | 56% | 31% | 28% | 45% | 40% | 47% | 40% | 50% | 44% | 47% | 45% | | 45% | |
| Controllable Issuance Rate | 96% | 77% | 91% | 68% | 70% | 83% | 83% | 91% | 90% | 83% | 79% | 92% | 83% | | 91% | |



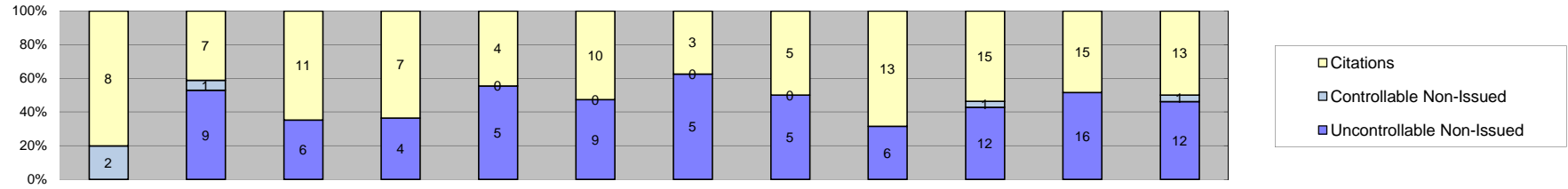
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|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------------------|-------------|--------------|-------------|
| | | | | | | | | | | | | | Quantity | % | Quantity | % |
| Non-Violations | 25 | 34 | 34 | 43 | 39 | 42 | 61 | 49 | 47 | 49 | 53 | 51 | 44 | 68% | 43 | 61% |
| Violations | 16 | 14 | 21 | 28 | 21 | 22 | 26 | 20 | 18 | 28 | 15 | 24 | 21 | 32% | 28 | 39% |
| Total: | 41 | 48 | 55 | 71 | 60 | 64 | 87 | 69 | 65 | 77 | 68 | 75 | 65 | 100% | 71 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 3 | 5 | 4 | 4 | 9 | 9 | 6 | 8 | 5 | 4 | 2 | 4 | 5 | 25% | 8 | 29% |
| Controllable Non-Issued | 0 | 1 | 3 | 1 | 2 | 1 | 3 | 2 | 2 | 2 | 3 | 2 | 2 | 9% | 2 | 7% |
| Citations | 13 | 8 | 14 | 23 | 10 | 12 | 17 | 10 | 11 | 22 | 10 | 18 | 14 | 66% | 18 | 64% |
| Total: | 16 | 14 | 21 | 28 | 21 | 22 | 26 | 20 | 18 | 28 | 15 | 24 | 21 | 100% | 28 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0% | 2 | 4% |
| Emergency Vehicle | 2 | 6 | 10 | 8 | 8 | 5 | 12 | 11 | 10 | 5 | 9 | 15 | 8 | 19% | 3 | 7% |
| Right Turn | 14 | 19 | 18 | 26 | 19 | 27 | 23 | 26 | 25 | 32 | 33 | 23 | 24 | 54% | 25 | 58% |
| No Violation Occurred | 9 | 9 | 6 | 9 | 12 | 10 | 26 | 12 | 12 | 12 | 11 | 12 | 12 | 27% | 16 | 38% |
| Total: | 25 | 34 | 34 | 43 | 39 | 42 | 61 | 49 | 47 | 49 | 53 | 51 | 44 | 100% | 43 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 0 | 2 | 1 | 2 | 0 | 2 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 19% | 1 | 22% |
| Out of State Plate | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 6% | 0 | 2% |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2% | 0 | 0% |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 4% |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2% | 0 | 9% |
| Windshield Glare | 0 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8% | 1 | 31% |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 8% | 0 | 2% |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2% | 0 | 9% |
| No DMV Match Found | 2 | 2 | 0 | 1 | 3 | 1 | 0 | 3 | 2 | 1 | 1 | 2 | 2 | 29% | 1 | 22% |
| Police Expired | 0 | 1 | 2 | 1 | 4 | 4 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 25% | 0 | 0% |
| Police Return | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Total: | 3 | 5 | 4 | 4 | 9 | 9 | 6 | 8 | 5 | 4 | 2 | 4 | 5 | 100% | 5 | 100% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5% | 0 | 0% |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 9% | 1 | 25% |
| Dark Interior | 0 | 1 | 1 | 1 | 2 | 1 | 3 | 2 | 2 | 1 | 1 | 1 | 1 | 73% | 0 | 4% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Focus / Clarity of Driver | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5% | 0 | 0% |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 9% | 0 | 4% |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 1 | 67% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Total: | 0 | 1 | 3 | 1 | 2 | 1 | 3 | 2 | 2 | 2 | 3 | 2 | 2 | 100% | 2 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | |
| Daily Ave Vehicle Passes | 16,551 | 15,948 | 16,144 | 15,243 | 16,908 | 15,480 | 13,843 | 18,397 | 16,387 | 15,676 | 16,072 | 13,388 | Year to Date Average | | 2010 Average | |
| Average Issued Speed | 37 | 31 | 32 | 32 | 28 | 61 | 43 | 73 | 66 | 33 | 73 | 40 | 15,836 | | 13,509 | |
| Average Issued Red | 7.4 | 11.6 | 10.7 | 13.2 | 8.9 | 25.3 | 17.8 | 30.3 | 27.6 | 13.8 | 30.3 | 16.9 | 46 | | 28 | |
| Citation / Violation Iss Rate | 81% | 57% | 67% | 82% | 48% | 55% | 65% | 50% | 61% | 48% | 67% | 75% | 18 | | 4.4 | |
| Controllable Issuance Rate | 100% | 89% | 82% | 96% | 83% | 92% | 85% | 83% | 85% | 92% | 77% | 90% | 66% | | 64% | |
| | | | | | | | | | | | | | 88% | | 77% | |



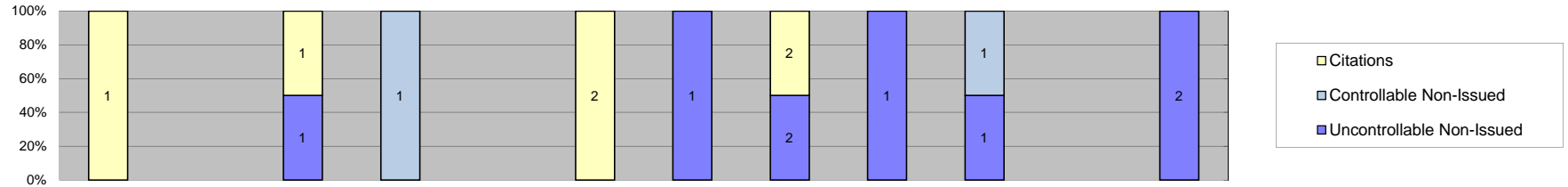
| Events | Jan-11 | Feb-11 | Mar-11 | Apr-11 | May-11 | Jun-11 | Jul-11 | Aug-11 | Sep-11 | Oct-11 | Nov-11 | Dec-11 | Year to Date Average | | 2010 Average | |
|---|-----------|-----------|-----------|-----------|-----------|-----------|------------|-----------|-----------|-----------|-----------|------------|----------------------|-------------|--------------|-------------|
| | | | | | | | | | | | | | Quantity | % | Quantity | % |
| Non-Violations | 25 | 39 | 40 | 40 | 65 | 43 | 85 | 56 | 37 | 44 | 45 | 54 | 48 | 57% | 37 | 41% |
| Violations | 33 | 32 | 33 | 34 | 29 | 26 | 34 | 36 | 45 | 39 | 32 | 51 | 35 | 43% | 53 | 59% |
| Total: | 58 | 71 | 73 | 74 | 94 | 69 | 119 | 92 | 82 | 83 | 77 | 105 | 83 | 100% | 90 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 9 | 15 | 11 | 12 | 13 | 10 | 10 | 12 | 18 | 15 | 10 | 21 | 13 | 37% | 24 | 45% |
| Controllable Non-Issued | 3 | 2 | 2 | 3 | 4 | 2 | 2 | 6 | 8 | 8 | 7 | 8 | 5 | 13% | 2 | 3% |
| Citations | 21 | 15 | 20 | 19 | 12 | 14 | 22 | 18 | 19 | 16 | 15 | 22 | 18 | 50% | 28 | 52% |
| Total: | 33 | 32 | 33 | 34 | 29 | 26 | 34 | 36 | 45 | 39 | 32 | 51 | 35 | 100% | 53 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Emergency Vehicle | 16 | 21 | 15 | 14 | 32 | 15 | 25 | 17 | 9 | 19 | 18 | 18 | 18 | 38% | 10 | 27% |
| Right Turn | 6 | 14 | 17 | 14 | 21 | 15 | 18 | 19 | 16 | 11 | 13 | 18 | 15 | 32% | 16 | 43% |
| No Violation Occurred | 3 | 4 | 8 | 12 | 12 | 13 | 42 | 20 | 12 | 14 | 14 | 18 | 14 | 30% | 21 | 56% |
| Total: | 25 | 39 | 40 | 40 | 65 | 43 | 85 | 56 | 37 | 44 | 45 | 54 | 48 | 100% | 37 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 3 | 0 | 0 | 0 | 2 | 0 | 1 | 4 | 0 | 1 | 1 | 1 | 1 | 8% | 2 | 9% |
| Out of State Plate | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 1 | 3 | 1 | 5% | 1 | 2% |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1% | 0 | 0% |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1% | 0 | 0% |
| Plate Obstructed | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2% | 0 | 0% |
| Windshield Glare | 3 | 5 | 4 | 10 | 6 | 7 | 6 | 7 | 11 | 9 | 4 | 8 | 7 | 51% | 8 | 33% |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2% | 0 | 0% |
| Car Obstructed | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2% | 1 | 2% |
| No DMV Match Found | 3 | 2 | 3 | 1 | 1 | 1 | 2 | 0 | 1 | 2 | 2 | 4 | 2 | 14% | 3 | 13% |
| Police Expired | 0 | 8 | 2 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 1 | 4 | 2 | 13% | 0 | 1% |
| Police Return | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1% | 0 | 5% |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Total: | 9 | 15 | 11 | 12 | 13 | 10 | 10 | 12 | 18 | 15 | 10 | 21 | 13 | 100% | 24 | 100% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4% | 0 | 0% |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 7% | 0 | 5% |
| Dark Interior | 2 | 2 | 2 | 3 | 4 | 1 | 1 | 6 | 5 | 7 | 6 | 6 | 4 | 82% | 1 | 63% |
| Framing of Driver | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4% | 0 | 0% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2% | 0 | 5% |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 5% |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2% | 0 | 16% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Total: | 3 | 2 | 2 | 3 | 4 | 2 | 2 | 6 | 8 | 8 | 7 | 8 | 5 | 100% | 2 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | |
| Daily Ave Vehicle Passes | 15,372 | 14,628 | 14,709 | 13,707 | 15,351 | 12,241 | 11,849 | 16,252 | 23,780 | 14,315 | 14,982 | 12,487 | Year to Date Average | | 2010 Average | |
| Average Issued Speed | 39 | 39 | 39 | 40 | 39 | 54 | 35 | 42 | 40 | 48 | 51 | 35 | 14,973 | | 12,469 | |
| Average Issued Red | 6.6 | 9.5 | 4.4 | 7.6 | 9.4 | 10.4 | 6.6 | 8.1 | 7.6 | 9.1 | 9.7 | 6.6 | 8 | | 3.9 | |
| Citation / Violation Iss Rate | 64% | 47% | 61% | 56% | 41% | 54% | 65% | 50% | 42% | 41% | 47% | 43% | 51% | | 52% | |
| Controllable Issuance Rate | 88% | 88% | 91% | 86% | 75% | 88% | 92% | 75% | 70% | 67% | 68% | 73% | 80% | | 95% | |



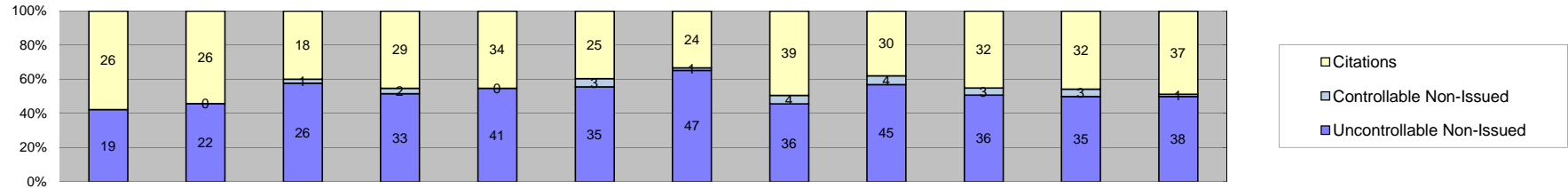
| Events | Jan-11 | Feb-11 | Mar-11 | Apr-11 | May-11 | Jun-11 | Jul-11 | Aug-11 | Sep-11 | Oct-11 | Nov-11 | Dec-11 | Year to Date Average | | 2010 Average | |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------------------|-------------|--------------|-------------|
| | | | | | | | | | | | | | Quantity | % | Quantity | % |
| Non-Violations | 32 | 37 | 34 | 40 | 41 | 34 | 40 | 34 | 31 | 25 | 48 | 46 | 37 | 75% | 20 | 61% |
| Violations | 10 | 9 | 4 | 12 | 8 | 17 | 23 | 17 | 14 | 9 | 11 | 12 | 12 | 25% | 13 | 39% |
| Total: | 42 | 46 | 38 | 52 | 49 | 51 | 63 | 51 | 45 | 34 | 59 | 58 | 49 | 100% | 33 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 2 | 3 | 1 | 9 | 3 | 12 | 9 | 5 | 7 | 5 | 3 | 4 | 5 | 43% | 9 | 67% |
| Controllable Non-Issued | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 6 | 1 | 1 | 9% | 0 | 0% |
| Citations | 8 | 6 | 3 | 2 | 4 | 3 | 13 | 11 | 7 | 4 | 2 | 7 | 6 | 48% | 4 | 33% |
| Total: | 10 | 9 | 4 | 12 | 8 | 17 | 23 | 17 | 14 | 9 | 11 | 12 | 12 | 100% | 13 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 1% |
| Emergency Vehicle | 8 | 12 | 12 | 12 | 14 | 10 | 9 | 5 | 7 | 3 | 0 | 6 | 8 | 22% | 6 | 31% |
| Right Turn | 8 | 9 | 10 | 8 | 8 | 9 | 15 | 11 | 14 | 10 | 12 | 12 | 11 | 29% | 7 | 34% |
| No Violation Occurred | 16 | 16 | 12 | 20 | 19 | 15 | 16 | 18 | 10 | 12 | 36 | 28 | 18 | 49% | 13 | 65% |
| Total: | 32 | 37 | 34 | 40 | 41 | 34 | 40 | 34 | 31 | 25 | 48 | 46 | 37 | 100% | 20 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 10% | 0 | 4% |
| Out of State Plate | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2% | 0 | 0% |
| Glare on Plate | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3% | 0 | 1% |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 5% | 0 | 0% |
| Plate Obstructed | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2% | 0 | 0% |
| Windshield Glare | 1 | 0 | 0 | 0 | 1 | 4 | 5 | 1 | 0 | 2 | 0 | 0 | 1 | 22% | 0 | 3% |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2% | 0 | 1% |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 6% | 0 | 4% |
| No DMV Match Found | 1 | 2 | 0 | 4 | 1 | 2 | 2 | 3 | 6 | 0 | 0 | 1 | 2 | 35% | 1 | 11% |
| Police Expired | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 8% | 0 | 5% |
| Police Return | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5% | 0 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2% | 0 | 0% |
| Total: | 2 | 3 | 1 | 9 | 3 | 12 | 9 | 5 | 7 | 5 | 3 | 4 | 5 | 100% | 9 | 100% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15% | 0 | 0 |
| Dark Interior | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 38% | 0 | 0 |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8% | 0 | 0 |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 38% | 0 | 0 |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| Total: | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 6 | 1 | 1 | 100% | 0 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | |
| Daily Ave Vehicle Passes | 8,094 | 9,293 | 9,152 | 8,603 | 10,028 | 9,035 | 7,659 | 9,730 | 6,690 | 6,580 | 5,084 | 9,082 | Year to Date Average | | 2010 Average | |
| Average Issued Speed | 39 | 38 | 41 | 41 | 33 | 27 | 6 | 7 | 12 | 20 | 41 | 12 | 8,252 | | 7,984 | |
| Average Issued Red | 0.6 | 0.7 | 0.7 | 0.3 | 0.3 | 0.2 | 0.0 | 0.1 | 0.1 | 0.2 | 0.3 | 0.1 | 26 | | 34 | |
| Citation / Violation Iss Rate | 80% | 67% | 75% | 17% | 50% | 18% | 57% | 65% | 50% | 44% | 18% | 58% | 0 | | 1.7 | |
| Controllable Issuance Rate | 100% | 100% | 100% | 67% | 80% | 60% | 93% | 92% | 100% | 100% | 25% | 88% | 50% | | 33% | |
| | | | | | | | | | | | | | 84% | | 100% | |



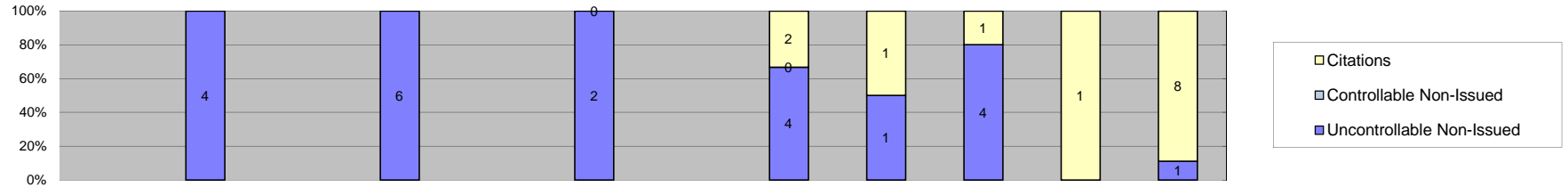
| Events | Jan-11 | Feb-11 | Mar-11 | Apr-11 | May-11 | Jun-11 | Jul-11 | Aug-11 | Sep-11 | Oct-11 | Nov-11 | Dec-11 | Year to Date Average | | 2010 Average | |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------------------|-------------|--------------|-------------|
| | | | | | | | | | | | | | Quantity | % | Quantity | % |
| Non-Violations | 32 | 24 | 18 | 20 | 31 | 26 | 14 | 13 | 25 | 24 | 19 | 14 | 22 | 56% | 16 | 37% |
| Violations | 10 | 17 | 17 | 11 | 9 | 19 | 8 | 10 | 19 | 28 | 31 | 26 | 17 | 44% | 27 | 63% |
| Total: | 42 | 41 | 35 | 31 | 40 | 45 | 22 | 23 | 44 | 52 | 50 | 40 | 39 | 100% | 43 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 0 | 9 | 6 | 4 | 5 | 9 | 5 | 5 | 6 | 12 | 16 | 12 | 7 | 43% | 16 | 58% |
| Controllable Non-Issued | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2% | 1 | 4% |
| Citations | 8 | 7 | 11 | 7 | 4 | 10 | 3 | 5 | 13 | 15 | 15 | 13 | 9 | 54% | 10 | 37% |
| Total: | 10 | 17 | 17 | 11 | 9 | 19 | 8 | 10 | 19 | 28 | 31 | 26 | 17 | 100% | 27 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0% | 0 | 1% |
| Emergency Vehicle | 15 | 10 | 7 | 7 | 18 | 9 | 5 | 6 | 8 | 10 | 2 | 4 | 8 | 39% | 9 | 55% |
| Right Turn | 3 | 4 | 1 | 4 | 4 | 8 | 7 | 6 | 11 | 4 | 7 | 1 | 5 | 23% | 3 | 20% |
| No Violation Occurred | 14 | 10 | 10 | 9 | 9 | 9 | 2 | 1 | 5 | 10 | 10 | 9 | 8 | 38% | 13 | 80% |
| Total: | 32 | 24 | 18 | 20 | 31 | 26 | 14 | 13 | 25 | 24 | 19 | 14 | 22 | 100% | 16 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 7% | 1 | 7% |
| Out of State Plate | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3% | 0 | 1% |
| Glare on Plate | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1% | 0 | 1% |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1% | 0 | 2% |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 3% | 0 | 2% |
| Windshield Glare | 0 | 2 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 2 | 2 | 0 | 1 | 12% | 1 | 8% |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4% | 0 | 1% |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 6% | 0 | 2% |
| No DMV Match Found | 0 | 4 | 2 | 1 | 2 | 3 | 2 | 1 | 2 | 5 | 3 | 3 | 2 | 31% | 3 | 19% |
| Police Expired | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 4 | 1 | 15% | 0 | 3% |
| Police Return | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 3 | 2 | 1 | 11% | 0 | 7% |
| Other | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 4% | 0 | 3% |
| Total: | 0 | 9 | 6 | 4 | 5 | 9 | 5 | 5 | 6 | 12 | 16 | 12 | 7 | 100% | 16 | 100% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 14% |
| Dark Interior | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20% | 0 | 7% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 20% | 0 | 0% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 14% |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Equipment Malfunction | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 60% | 1 | 57% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Total: | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 100% | 1 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | |
| Daily Ave Vehicle Passes | 9,244 | 9,271 | 9,110 | 8,301 | 10,046 | 7,595 | 6,507 | 12,071 | 6,525 | 8,036 | 8,061 | 8,637 | Year to Date Average | | 2010 Average | |
| Average Issued Speed | 39 | 36 | 39 | 37 | 32 | 26 | 85 | 51 | 20 | 17 | 17 | 20 | 8,617 | | 8,603 | |
| Average Issued Red | 0.6 | 0.4 | 0.9 | 0.3 | 7.7 | 0.2 | 0.8 | 0.5 | 0.2 | 0.2 | 0.2 | 0.2 | 1 | | 0.3 | |
| Citation / Violation Iss Rate | 80% | 41% | 65% | 64% | 44% | 53% | 38% | 50% | 68% | 54% | 48% | 50% | 55% | | 37% | |
| Controllable Issuance Rate | 80% | 88% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 94% | 100% | 93% | 96% | | 90% | |



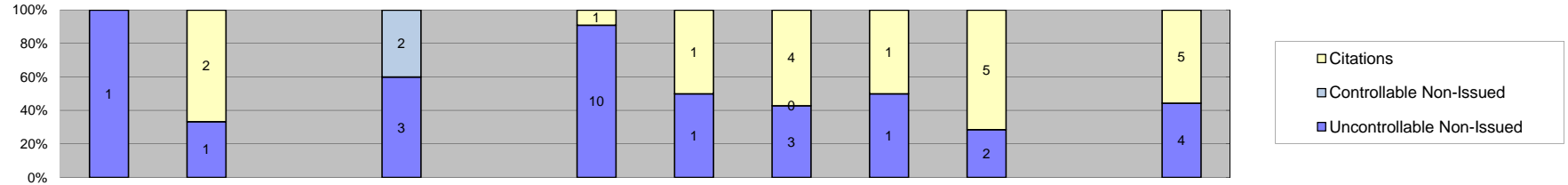
| Events | Jan-11 | Feb-11 | Mar-11 | Apr-11 | May-11 | Jun-11 | Jul-11 | Aug-11 | Sep-11 | Oct-11 | Nov-11 | Dec-11 | Year to Date Average | | 2010 Average | |
|---|-----------|----------|-----------|-----------|----------|------------|-----------|------------|-----------|------------|-----------|------------|----------------------|-------------|--------------|-------------|
| | | | | | | | | | | | | | Quantity | % | Quantity | % |
| Non-Violations | 84 | 0 | 80 | 94 | 0 | 141 | 34 | 242 | 11 | 129 | 18 | 146 | 82 | 98% | 58 | 98% |
| Violations | 1 | 0 | 2 | 1 | 0 | 2 | 1 | 4 | 1 | 2 | 0 | 2 | 1 | 2% | 1 | 2% |
| Total: | 85 | 0 | 82 | 95 | 0 | 143 | 35 | 246 | 12 | 131 | 18 | 148 | 83 | 100% | 60 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 2 | 1 | 50% | 1 | 65% |
| Controllable Non-Issued | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 13% | 0 | 0% |
| Citations | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 38% | 1 | 35% |
| Total: | 1 | 0 | 2 | 1 | 0 | 2 | 1 | 4 | 1 | 2 | 0 | 2 | 1 | 100% | 1 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 1 | 2% |
| Emergency Vehicle | 2 | 0 | 1 | 5 | 0 | 1 | 1 | 5 | 0 | 0 | 0 | 0 | 1 | 2% | 1 | 1% |
| Right Turn | 35 | 0 | 39 | 41 | 0 | 61 | 12 | 113 | 3 | 13 | 0 | 6 | 27 | 33% | 23 | 39% |
| No Violation Occurred | 46 | 0 | 40 | 48 | 0 | 79 | 21 | 124 | 8 | 116 | 18 | 140 | 53 | 65% | 34 | 59% |
| Total: | 84 | 0 | 80 | 94 | 0 | 141 | 34 | 242 | 11 | 129 | 18 | 146 | 82 | 100% | 58 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 13% | 0 | 9% |
| Out of State Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 9% |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Windshield Glare | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 50% | 0 | 0% |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Car Obstructed | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13% | 0 | 0% |
| No DMV Match Found | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 25% | 0 | 0% |
| Police Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Police Return | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Total: | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 2 | 1 | 100% | 1 | 100% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| Dark Interior | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 100% | 0 | 0 |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| Total: | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 100% | 0 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | |
| Daily Ave Vehicle Passes | 3,848 | 0 | 3,895 | 4,115 | 0 | 3,567 | 287 | 4,399 | 304 | 3,883 | 644 | 4,282 | Year to Date Average | | 2010 Average | |
| Average Issued Speed | 31 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,435 | | 3,154 | |
| Average Issued Red | 14.6 | 0.0 | 0.1 | 0 | 0 | 0.0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 13 | | 17 | |
| Citation / Violation Iss Rate | 100% | 0% | 50% | 0% | 0% | 100% | 0% | 50% | 0% | 0% | 0% | 0% | 3 | | 3.2 | |
| Controllable Issuance Rate | 100% | 0% | 100% | 0% | 0% | 100% | 0% | 100% | 0% | 0% | 0% | 0% | 33% | | 35% | |
| | | | | | | | | | | | | | 67% | | 100% | |



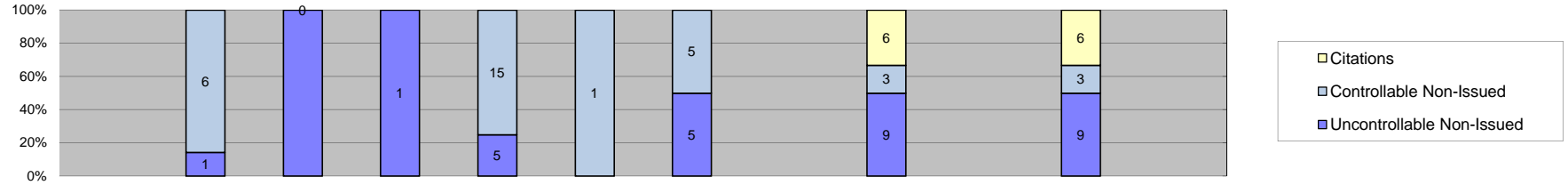
| Events | Jan-11 | Feb-11 | Mar-11 | Apr-11 | May-11 | Jun-11 | Jul-11 | Aug-11 | Sep-11 | Oct-11 | Nov-11 | Dec-11 | Year to Date Average | | 2010 Average | |
|---|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|----------------------|-------------|--------------|-------------|
| | | | | | | | | | | | | | Quantity | % | Quantity | % |
| Non-Violations | 279 | 203 | 311 | 276 | 360 | 373 | 340 | 405 | 384 | 398 | 299 | 394 | 335 | 84% | 290 | 81% |
| Violations | 45 | 48 | 45 | 64 | 75 | 63 | 72 | 79 | 79 | 71 | 70 | 76 | 66 | 16% | 66 | 19% |
| Total: | 324 | 251 | 356 | 340 | 435 | 436 | 412 | 484 | 463 | 469 | 369 | 470 | 401 | 100% | 356 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 19 | 22 | 26 | 33 | 41 | 35 | 47 | 36 | 45 | 36 | 35 | 38 | 34 | 52% | 37 | 55% |
| Controllable Non-Issued | 0 | 0 | 1 | 2 | 0 | 3 | 1 | 4 | 4 | 3 | 3 | 1 | 2 | 3% | 2 | 2% |
| Citations | 26 | 26 | 18 | 29 | 34 | 25 | 24 | 39 | 30 | 32 | 32 | 37 | 29 | 45% | 28 | 42% |
| Total: | 45 | 48 | 45 | 64 | 75 | 63 | 72 | 79 | 79 | 71 | 70 | 76 | 66 | 100% | 66 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Emergency Vehicle | 30 | 23 | 20 | 26 | 40 | 40 | 32 | 39 | 38 | 32 | 23 | 30 | 31 | 9% | 23 | 8% |
| Right Turn | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 3 | 5 | 0 | 2 | 1 | 0% | 1 | 0% |
| No Violation Occurred | 249 | 180 | 291 | 249 | 319 | 333 | 308 | 364 | 343 | 361 | 276 | 362 | 303 | 90% | 289 | 100% |
| Total: | 279 | 203 | 311 | 276 | 360 | 373 | 340 | 405 | 384 | 398 | 299 | 394 | 335 | 100% | 290 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 2 | 2 | 2 | 3 | 3 | 0 | 1 | 4 | 2 | 4 | 6 | 5 | 3 | 8% | 2 | 4% |
| Out of State Plate | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 2 | 0 | 1 | 2% | 0 | 1% |
| Glare on Plate | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Plate Obstructed | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 1% |
| Windshield Glare | 1 | 1 | 9 | 13 | 11 | 16 | 17 | 14 | 15 | 6 | 4 | 2 | 9 | 26% | 4 | 11% |
| Driver Obstructed | 0 | 2 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 2 | 2 | 0 | 1 | 3% | 1 | 1% |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| No DMV Match Found | 14 | 9 | 9 | 11 | 17 | 14 | 18 | 6 | 13 | 14 | 10 | 18 | 13 | 37% | 6 | 16% |
| Police Expired | 2 | 4 | 0 | 0 | 6 | 1 | 2 | 0 | 1 | 2 | 5 | 2 | 2 | 6% | 1 | 2% |
| Police Return | 0 | 3 | 3 | 3 | 2 | 2 | 8 | 10 | 12 | 7 | 6 | 11 | 6 | 16% | 0 | 28% |
| Other | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Total: | 19 | 22 | 26 | 33 | 41 | 35 | 47 | 36 | 45 | 36 | 35 | 38 | 34 | 100% | 37 | 100% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 18% | 0 | 0% |
| Dark Interior | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 1 | 1 | 32% | 1 | 56% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 14% | 0 | 11% |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 14% | 0 | 0% |
| Equipment Malfunction | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 23% | 0 | 6% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Total: | 0 | 0 | 1 | 2 | 0 | 3 | 1 | 4 | 4 | 3 | 3 | 1 | 2 | 100% | 2 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | |
| Daily Ave Vehicle Passes | 5,003 | 5,361 | 5,380 | 4,754 | 5,339 | 4,990 | 4,635 | 4,920 | 5,193 | 4,764 | 4,447 | 4,086 | Year to Date Average | | 2010 Average | |
| Average Issued Speed | 17 | 18 | 17 | 17 | 16 | 20 | 21 | 13 | 17 | 16 | 16 | 14 | 4,906 | | 4,821 | |
| Average Issued Red | 13.8 | 9.6 | 9.3 | 10.0 | 10.8 | 11.6 | 12.1 | 7.4 | 9.7 | 9.0 | 9.0 | 7.8 | 10 | | 9.6 | |
| Citation / Violation Iss Rate | 58% | 54% | 40% | 45% | 45% | 40% | 33% | 49% | 38% | 45% | 46% | 49% | 45% | | 42% | |
| Controllable Issuance Rate | 100% | 100% | 95% | 94% | 100% | 89% | 96% | 91% | 88% | 91% | 91% | 97% | 94% | | 95% | |



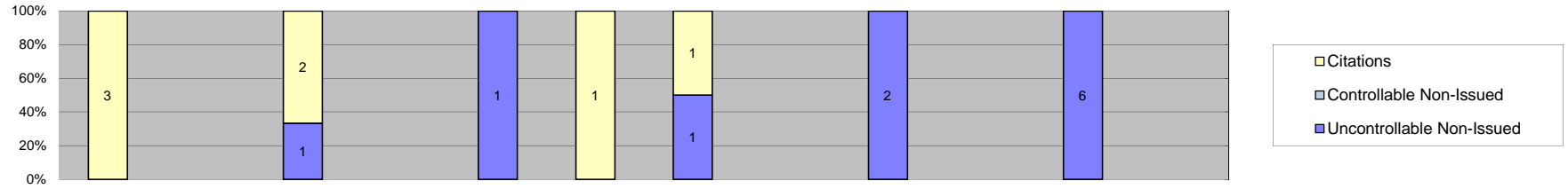
| Events | Jan-11 | Feb-11 | Mar-11 | Apr-11 | May-11 | Jun-11 | Jul-11 | Aug-11 | Sep-11 | Oct-11 | Nov-11 | Dec-11 | Year to Date Average | | 2010 Average | |
|---|-----------|------------|-----------|------------|----------|------------|-----------|------------|-----------|------------|-----------|------------|----------------------|-------------|--------------|-------------|
| | | | | | | | | | | | | | Quantity | % | Quantity | % |
| Non-Violations | 45 | 242 | 30 | 290 | 0 | 243 | 23 | 263 | 20 | 203 | 14 | 213 | 132 | 98% | 69 | 95% |
| Violations | 0 | 4 | 0 | 6 | 0 | 2 | 0 | 6 | 2 | 5 | 1 | 9 | 3 | 2% | 4 | 5% |
| Total: | 45 | 246 | 30 | 296 | 0 | 245 | 23 | 269 | 22 | 208 | 15 | 222 | 135 | 100% | 72 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 0 | 4 | 0 | 6 | 0 | 2 | 0 | 4 | 1 | 4 | 0 | 1 | 2 | 63% | 3 | 67% |
| Controllable Non-Issued | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 7% |
| Citations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 8 | 1 | 37% | 1 | 27% |
| Total: | 0 | 4 | 0 | 6 | 0 | 2 | 0 | 6 | 2 | 5 | 1 | 9 | 3 | 100% | 4 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Emergency Vehicle | 0 | 3 | 0 | 3 | 0 | 3 | 1 | 4 | 0 | 1 | 0 | 3 | 2 | 1% | 2 | 2% |
| Right Turn | 11 | 48 | 5 | 67 | 0 | 56 | 4 | 59 | 6 | 57 | 4 | 83 | 33 | 25% | 12 | 18% |
| No Violation Occurred | 34 | 191 | 25 | 220 | 0 | 183 | 18 | 200 | 14 | 145 | 10 | 127 | 97 | 74% | 56 | 82% |
| Total: | 45 | 242 | 30 | 290 | 0 | 243 | 23 | 263 | 20 | 203 | 14 | 213 | 132 | 100% | 69 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5% | 0 | 7% |
| Out of State Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5% | 0 | 0% |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5% | 0 | 0% |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Windshield Glare | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 14% | 0 | 7% |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Car Obstructed | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 18% | 0 | 3% |
| No DMV Match Found | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 9% | 0 | 0% |
| Police Expired | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 32% | 0 | 0% |
| Police Return | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9% | 0 | 100% |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5% | 0 | 0% |
| Total: | 0 | 4 | 0 | 6 | 0 | 2 | 0 | 4 | 1 | 4 | 0 | 1 | 2 | 100% | 3 | 100% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% |
| Dark Interior | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | |
| Daily Ave Vehicle Passes | 702 | 8,374 | 1,232 | 8,045 | 9,557 | 7,304 | 609 | 8,871 | 635 | 8,062 | 1,237 | 7,379 | Year to Date Average | | 2010 Average | |
| Average Issued Speed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,167 | | 2,490 | |
| Average Issued Red | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | | 11 | |
| Citation / Violation Iss Rate | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 33% | 50% | 20% | 100% | 89% | 37% | | 27% | |
| Controllable Issuance Rate | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 100% | 100% | 100% | 100% | 100% | | 80% | |



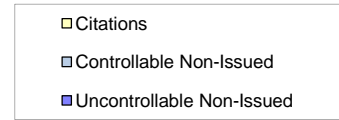
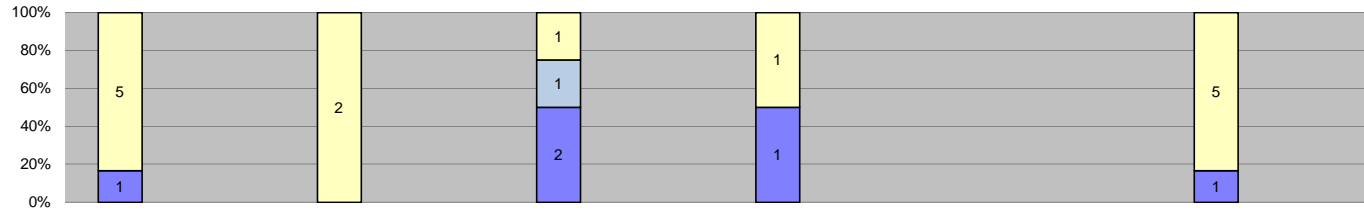
| Events | Jan-11 | Feb-11 | Mar-11 | Apr-11 | May-11 | Jun-11 | Jul-11 | Aug-11 | Sep-11 | Oct-11 | Nov-11 | Dec-11 | Year to Date Average | | 2010 Average | |
|---|-----------|------------|-----------|------------|----------|------------|-----------|------------|-----------|------------|-----------|------------|----------------------|-------------|--------------|-------------|
| | | | | | | | | | | | | | Quantity | % | Quantity | % |
| Non-Violations | 18 | 148 | 18 | 114 | 0 | 145 | 18 | 141 | 10 | 138 | 23 | 139 | 76 | 95% | 78 | 92% |
| Violations | 1 | 3 | 0 | 5 | 0 | 11 | 2 | 7 | 2 | 7 | 0 | 9 | 4 | 5% | 6 | 8% |
| Total: | 19 | 151 | 18 | 119 | 0 | 156 | 20 | 148 | 12 | 145 | 23 | 148 | 80 | 100% | 85 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 1 | 1 | 0 | 3 | 0 | 10 | 1 | 3 | 1 | 2 | 0 | 4 | 2 | 55% | 4 | 62% |
| Controllable Non-Issued | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4% | 0 | 4% |
| Citations | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 4 | 1 | 5 | 0 | 5 | 2 | 40% | 2 | 34% |
| Total: | 1 | 3 | 0 | 5 | 0 | 11 | 2 | 7 | 2 | 7 | 0 | 9 | 4 | 100% | 6 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Emergency Vehicle | 0 | 4 | 0 | 4 | 0 | 2 | 0 | 1 | 0 | 1 | 1 | 4 | 1 | 2% | 2 | 2% |
| Right Turn | 13 | 80 | 6 | 54 | 0 | 63 | 13 | 64 | 5 | 66 | 8 | 55 | 36 | 47% | 34 | 43% |
| No Violation Occurred | 5 | 64 | 12 | 56 | 0 | 80 | 5 | 76 | 5 | 71 | 14 | 80 | 39 | 51% | 44 | 56% |
| Total: | 18 | 148 | 18 | 114 | 0 | 145 | 18 | 141 | 10 | 138 | 23 | 139 | 76 | 100% | 78 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8% | 0 | 6% |
| Out of State Plate | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8% | 0 | 2% |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Windshield Glare | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 8% | 0 | 4% |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4% | 0 | 6% |
| No DMV Match Found | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 23% | 1 | 25% |
| Police Expired | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 1 | 1 | 0 | 0 | 3 | 1 | 46% | 0 | 6% |
| Police Return | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4% | 0 | 33% |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Total: | 1 | 1 | 0 | 3 | 0 | 10 | 1 | 3 | 1 | 2 | 0 | 4 | 2 | 100% | 4 | 100% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Dark Interior | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 33% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Data/Operator Error | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50% | 0 | 0% |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 33% |
| Equipment Malfunction | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50% | 0 | 0% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Total: | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100% | 0 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | |
| Daily Ave Vehicle Passes | 674 | 8,098 | 1,187 | 6,994 | 0 | 6,437 | 572 | 8,708 | 615 | 7,709 | 1,204 | 7,059 | Year to Date Average | | 2010 Average | |
| Average Issued Speed | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,105 | | 8,044 | |
| Average Issued Red | 0.0 | 16.1 | 0.0 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0 | 0.0 | 2 | | 8.7 | |
| Citation / Violation Iss Rate | 0% | 67% | 0% | 0% | 0% | 9% | 50% | 57% | 50% | 71% | 0% | 56% | 40% | | 34% | |
| Controllable Issuance Rate | 0% | 100% | 0% | 0% | 0% | 100% | 100% | 100% | 100% | 100% | 0% | 100% | 88% | | 90% | |



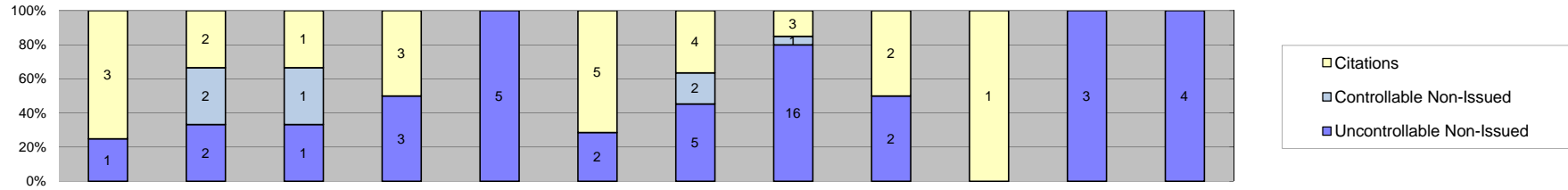
| Events | Jan-11 | Feb-11 | Mar-11 | Apr-11 | May-11 | Jun-11 | Jul-11 | Aug-11 | Sep-11 | Oct-11 | Nov-11 | Dec-11 | Year to Date Average | | 2010 Average | |
|---|-----------|------------|-----------|-----------|------------|----------|------------|----------|------------|----------|------------|-----------|----------------------|-------------|--------------|-------------|
| | | | | | | | | | | | | | Quantity | % | Quantity | % |
| Non-Violations | 19 | 118 | 9 | 15 | 160 | 5 | 155 | 0 | 176 | 0 | 115 | 18 | 66 | 91% | 56 | 86% |
| Violations | 0 | 7 | 1 | 1 | 20 | 1 | 10 | 0 | 18 | 0 | 18 | 0 | 6 | 9% | 10 | 14% |
| Total: | 19 | 125 | 10 | 16 | 180 | 6 | 165 | 0 | 194 | 0 | 133 | 18 | 72 | 100% | 66 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 0 | 1 | 1 | 1 | 5 | 0 | 5 | 0 | 9 | 0 | 9 | 0 | 3 | 41% | 5 | 55% |
| Controllable Non-Issued | 0 | 6 | 0 | 0 | 15 | 1 | 5 | 0 | 3 | 0 | 3 | 0 | 3 | 43% | 3 | 27% |
| Citations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 1 | 16% | 2 | 18% |
| Total: | 0 | 7 | 1 | 1 | 20 | 1 | 10 | 0 | 18 | 0 | 18 | 0 | 6 | 100% | 10 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Emergency Vehicle | 0 | 16 | 0 | 0 | 7 | 0 | 5 | 0 | 12 | 0 | 7 | 2 | 4 | 6% | 5 | 8% |
| Right Turn | 9 | 40 | 5 | 4 | 65 | 1 | 75 | 0 | 74 | 0 | 43 | 6 | 27 | 41% | 20 | 36% |
| No Violation Occurred | 10 | 62 | 4 | 11 | 88 | 4 | 75 | 0 | 90 | 0 | 63 | 10 | 35 | 53% | 36 | 64% |
| Total: | 19 | 118 | 9 | 15 | 160 | 5 | 155 | 0 | 176 | 0 | 115 | 18 | 66 | 100% | 56 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 6% | 0 | 3% |
| Out of State Plate | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 6% | 0 | 0% |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Windshield Glare | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 23% | 0 | 2% |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3% | 0 | 0% |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| No DMV Match Found | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 6% | 0 | 0% |
| Police Expired | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 3 | 0 | 5 | 0 | 1 | 35% | 0 | 2% |
| Police Return | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 16% | 1 | 39% |
| Other | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3% | 0 | 2% |
| Total: | 0 | 1 | 1 | 1 | 5 | 0 | 5 | 0 | 9 | 0 | 9 | 0 | 3 | 100% | 5 | 100% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 3% |
| Dark Interior | 0 | 6 | 0 | 0 | 13 | 1 | 5 | 0 | 1 | 0 | 2 | 0 | 2 | 85% | 1 | 42% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 6% | 0 | 3% |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Exposure | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3% | 0 | 0% |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6% | 0 | 13% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Total: | 0 | 6 | 0 | 0 | 15 | 1 | 5 | 0 | 3 | 0 | 3 | 0 | 3 | 100% | 3 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | |
| Daily Ave Vehicle Passes | 812 | 8,136 | 1,308 | 573 | 0 | 1,046 | 8,279 | 0 | 8,547 | 0 | 6,589 | 650 | Year to Date Average | | 2010 Average | |
| Average Issued Speed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,995 | | 8,962 | |
| Average Issued Red | 0.0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.0 | 0 | 0 | | 23 | |
| Citation / Violation Iss Rate | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 33% | 0% | 33% | 0% | 0 | | 7.6 | |
| Controllable Issuance Rate | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 67% | 0% | 67% | 0% | 8% | | 18% | |
| | | | | | | | | | | | | | 22% | | 39% | |



| Events | Jan-11 | Feb-11 | Mar-11 | Apr-11 | May-11 | Jun-11 | Jul-11 | Aug-11 | Sep-11 | Oct-11 | Nov-11 | Dec-11 | Year to Date Average | | 2010 Average | |
|---|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|----------------------|-------------|--------------|-------------|
| | | | | | | | | | | | | | Quantity | % | Quantity | % |
| Non-Violations | 40 | 0 | 19 | 3 | 58 | 2 | 43 | 0 | 52 | 0 | 48 | 8 | 23 | 94% | 38 | 95% |
| Violations | 3 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 6 | 0 | 2 | 6% | 2 | 5% |
| Total: | 43 | 0 | 22 | 3 | 59 | 3 | 45 | 0 | 54 | 0 | 54 | 8 | 24 | 100% | 40 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 6 | 0 | 1 | 61% | 1 | 52% |
| Controllable Non-Issued | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 4% |
| Citations | 3 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 39% | 1 | 44% |
| Total: | 3 | 0 | 3 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 6 | 0 | 2 | 100% | 2 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Emergency Vehicle | 0 | 0 | 1 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 4% | 1 | 2% |
| Right Turn | 15 | 0 | 6 | 1 | 18 | 1 | 15 | 0 | 5 | 0 | 2 | 0 | 5 | 23% | 11 | 30% |
| No Violation Occurred | 25 | 0 | 12 | 2 | 31 | 1 | 27 | 0 | 47 | 0 | 45 | 8 | 17 | 73% | 27 | 70% |
| Total: | 40 | 0 | 19 | 3 | 58 | 2 | 43 | 0 | 52 | 0 | 48 | 8 | 23 | 100% | 38 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Out of State Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 8% |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Windshield Glare | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18% | 0 | 8% |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 1 | 73% | 0 | 0% |
| No DMV Match Found | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Police Expired | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9% | 0 | 0% |
| Police Return | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Total: | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 6 | 0 | 1 | 100% | 1 | 100% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% |
| Dark Interior | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100% |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | |
| Daily Ave Vehicle Passes | 5,984 | 0 | 7,694 | 485 | 6,967 | 735 | 5,551 | 0 | 5,912 | 0 | 5,416 | 259 | Year to Date Average | | 2010 Average | |
| Average Issued Speed | 40 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,250 | | 5,633 | |
| Average Issued Red | 42.5 | 0.0 | 0.2 | 0 | 0 | 0.0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 16 | | 23 | |
| Citation / Violation Iss Rate | 100% | 0% | 67% | 0% | 0% | 100% | 50% | 0% | 0% | 0% | 0% | 0% | 9 | | 7.4 | |
| Controllable Issuance Rate | 100% | 0% | 100% | 0% | 0% | 100% | 100% | 0% | 0% | 0% | 0% | 0% | 45% | | 44% | |
| | | | | | | | | | | | | | 100% | | 92% | |



| Events | Jan-11 | Feb-11 | Mar-11 | Apr-11 | May-11 | Jun-11 | Jul-11 | Aug-11 | Sep-11 | Oct-11 | Nov-11 | Dec-11 | Year to Date Average | | 2010 Average | |
|---|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|----------------------|-------------|--------------|-------------|
| | | | | | | | | | | | | | Quantity | % | Quantity | % |
| Non-Violations | 22 | 0 | 13 | 1 | 41 | 2 | 42 | 0 | 38 | 0 | 41 | 1 | 17 | 91% | 17 | 86% |
| Violations | 6 | 0 | 2 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 6 | 0 | 2 | 9% | 3 | 14% |
| Total: | 28 | 0 | 15 | 1 | 45 | 2 | 44 | 0 | 38 | 0 | 47 | 1 | 18 | 100% | 20 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 25% | 2 | 72% |
| Controllable Non-Issued | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5% | 0 | 0% |
| Citations | 5 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 1 | 70% | 1 | 28% |
| Total: | 6 | 0 | 2 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 6 | 0 | 2 | 100% | 3 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Emergency Vehicle | 3 | 0 | 2 | 0 | 3 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 1 | 7% | 2 | 9% |
| Right Turn | 4 | 0 | 7 | 1 | 16 | 0 | 17 | 0 | 13 | 0 | 16 | 0 | 6 | 37% | 7 | 43% |
| No Violation Occurred | 15 | 0 | 4 | 0 | 22 | 2 | 23 | 0 | 24 | 0 | 22 | 1 | 9 | 56% | 10 | 57% |
| Total: | 22 | 0 | 13 | 1 | 41 | 2 | 42 | 0 | 38 | 0 | 41 | 1 | 17 | 100% | 17 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 20% | 0 | 4% |
| Out of State Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Windshield Glare | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| No DMV Match Found | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 60% | 0 | 0% |
| Police Expired | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20% | 0 | 9% |
| Police Return | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Total: | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 100% | 2 | 100% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| Dark Interior | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| Exposure | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100% | 0 | 0 |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| Total: | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100% | 0 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | |
| Daily Ave Vehicle Passes | 5,759 | 0 | 4,856 | 455 | 6,763 | 735 | 5,519 | 0 | 5,743 | 0 | 5,365 | 169 | Year to Date Average | | 2010 Average | |
| Average Issued Speed | 35 | 0 | 38 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,947 | | 4,823 | |
| Average Issued Red | 10.2 | 0.0 | 0.5 | 0 | 0.6 | 0 | 0.0 | 0 | 0 | 0 | 0.0 | 0 | 19 | | 19 | |
| Citation / Violation Iss Rate | 83% | 0% | 100% | 0% | 25% | 0% | 50% | 0% | 0% | 0% | 83% | 0% | 2 | | 7.9 | |
| Controllable Issuance Rate | 100% | 0% | 100% | 0% | 50% | 0% | 100% | 0% | 0% | 0% | 100% | 0% | 68% | | 28% | |
| | | | | | | | | | | | | | 90% | | 100% | |



| Events | Jan-11 | Feb-11 | Mar-11 | Apr-11 | May-11 | Jun-11 | Jul-11 | Aug-11 | Sep-11 | Oct-11 | Nov-11 | Dec-11 | Year to Date Average | | 2010 Average | |
|---|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|----------------------|-------------|--------------|-------------|
| | | | | | | | | | | | | | Quantity | % | Quantity | % |
| Non-Violations | 185 | 134 | 154 | 162 | 162 | 190 | 148 | 169 | 195 | 219 | 159 | 203 | 173 | 97% | 202 | 96% |
| Violations | 4 | 6 | 3 | 6 | 5 | 7 | 11 | 20 | 4 | 1 | 3 | 4 | 6 | 3% | 7 | 4% |
| Total: | 189 | 140 | 157 | 168 | 167 | 197 | 159 | 189 | 199 | 220 | 162 | 207 | 180 | 100% | 210 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 1 | 2 | 1 | 3 | 5 | 2 | 5 | 16 | 2 | 0 | 3 | 4 | 4 | 59% | 4 | 47% |
| Controllable Non-Issued | 0 | 2 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 8% | 0 | 1% |
| Citations | 3 | 2 | 1 | 3 | 0 | 5 | 4 | 3 | 2 | 1 | 0 | 0 | 2 | 32% | 4 | 52% |
| Total: | 4 | 6 | 3 | 6 | 5 | 7 | 11 | 20 | 4 | 1 | 3 | 4 | 6 | 100% | 7 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Emergency Vehicle | 3 | 0 | 3 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 2 | 3 | 1 | 1% | 2 | 1% |
| Right Turn | 86 | 54 | 59 | 76 | 60 | 66 | 67 | 70 | 83 | 88 | 64 | 74 | 71 | 41% | 70 | 35% |
| No Violation Occurred | 96 | 80 | 92 | 85 | 100 | 123 | 81 | 98 | 112 | 131 | 93 | 126 | 101 | 59% | 132 | 65% |
| Total: | 185 | 134 | 154 | 162 | 162 | 190 | 148 | 169 | 195 | 219 | 159 | 203 | 173 | 100% | 202 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5% | 0 | 7% |
| Out of State Plate | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 9% | 0 | 12% |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Windshield Glare | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5% | 0 | 0% |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 5% |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| No DMV Match Found | 0 | 2 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 16% | 1 | 29% |
| Police Expired | 0 | 0 | 0 | 2 | 3 | 1 | 1 | 2 | 0 | 0 | 2 | 4 | 1 | 34% | 0 | 7% |
| Police Return | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 1 | 32% | 0 | 0% |
| Total: | 1 | 2 | 1 | 3 | 5 | 2 | 5 | 16 | 2 | 0 | 3 | 4 | 4 | 100% | 4 | 100% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Focus / Clarity of Plate | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 50% | 0 | 0% |
| Dark Interior | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 33% | 0 | 0% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 100% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Equipment Malfunction | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17% | 0 | 0% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Total: | 0 | 2 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 100% | 0 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | |
| Daily Ave Vehicle Passes | 2,985 | 830 | 3,274 | 3,057 | 3,469 | 3,715 | 3,362 | 3,680 | 3,563 | 3,026 | 3,143 | 3,396 | Year to Date Average | | 2010 Average | |
| Average Issued Speed | 30 | 43 | 26 | 39 | 0 | 24 | 30 | 39 | 59 | 118 | 0 | 0 | 3,125 | | 3,467 | |
| Average Issued Red | 6.9 | 12.0 | 21.2 | 42.2 | 0 | 25.3 | 31.7 | 42.2 | 63.3 | 126.6 | 0 | 0 | 45 | | 41 | |
| Citation / Violation Iss Rate | 75% | 33% | 33% | 50% | 0% | 71% | 36% | 15% | 50% | 100% | 0% | 0% | 41 | | 23.5 | |
| Controllable Issuance Rate | 100% | 50% | 50% | 100% | 0% | 100% | 67% | 75% | 100% | 100% | 0% | 0% | 39% | | 52% | |
| | | | | | | | | | | | | | 82% | | 98% | |

Calls For Information

| Reason for Call | Dec-11 | 3 Month Average | Year to Date Average | Year to Date Total | 2010 Average |
|--|--------|-----------------|----------------------|--------------------|--------------|
| <i>Appointment</i> | 0 | 1 | 2 | 20 | 9 |
| <i>Bail</i> | 0 | 2 | 2 | 26 | 9 |
| <i>Complaint</i> | 0 | 0 | 0 | 0 | 0 |
| <i>Contest Violation</i> | 2 | 4 | 5 | 61 | 9 |
| <i>Courtesy Notice</i> | 1 | 0 | 0 | 1 | 0 |
| <i>Explain Citation</i> | 1 | 0 | 1 | 8 | 3 |
| <i>Explain Court</i> | 0 | 0 | 0 | 1 | 0 |
| <i>Explain the Project</i> | 0 | 0 | 0 | 1 | 0 |
| <i>Extension</i> | 1 | 0 | 1 | 17 | 2 |
| <i>Other</i> | 0 | 0 | 0 | 1 | 0 |
| <i>Affidavit of Non-Liability</i> | 5 | 3 | 3 | 39 | 9 |
| <i>Affidavit of Non-Liability Status</i> | 0 | 1 | 1 | 9 | 1 |
| <i>Traffic School</i> | 1 | 0 | 1 | 13 | 3 |
| Total Calls | 11 | 12 | 16 | 197 | 44 |
| Appointments Scheduled | 1 | 0 | 1 | 16 | 5 |
| Affidavits of Non-Liability Processed | 20 | 19 | 37 | 444 | 62 |
| Court Packets Prepared | 24 | 18 | 30 | 359 | 30 |



A **xerox**  Company

Los Angeles County
Monthly Citation Yield - By Location
December 2011

| Direction | Location | Code | Days of Enforcement | Events | Violations | Citations | Yield* |
|---------------|-------------------------|------|---------------------|--------------|------------|------------|------------|
| EB | Colima & Batson | 113 | 31 | 75 | 24 | 18 | 0.58 |
| WB | Colima & Batson | 114 | 31 | 105 | 51 | 22 | 0.71 |
| EB | Whittier & Atlantic | 153 | 31 | 58 | 12 | 7 | 0.23 |
| WB | Whittier & Atlantic | 154 | 31 | 40 | 26 | 13 | 0.42 |
| EB | 1st & Eastern | 163 | 31 | 148 | 2 | 0 | 0.00 |
| WB | 1st & Eastern | 164 | 31 | 470 | 76 | 37 | 1.19 |
| NB | Carmenita & Leffingwell | 171 | 31 | 222 | 9 | 8 | 0.26 |
| SB | Carmenita & Leffingwell | 172 | 31 | 148 | 9 | 5 | 0.16 |
| EB | Telegraph & Colima | 183 | 1 | 18 | 0 | 0 | 0.00 |
| NB | Hollenbeck & Cypress | 201 | 1 | 8 | 0 | 0 | 0.00 |
| SB | Hollenbeck & Cypress | 202 | 1 | 1 | 0 | 0 | 0.00 |
| SB | La Cienega & 120th | 212 | 31 | 207 | 4 | 0 | 0.00 |
| Totals | | | 31 | 1,500 | 213 | 110 | 3.5 |

*Yield is the average number of citations issued per day of enforcement.

| | Dec-11 | | 3 Month Average | | YTD Total | | YTD Average | | 2010 Average | |
|----------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|--------------------|--------------------|--------------------|--------------------|
| Disposition Type | Count /Amount Paid | | Count /Amount Paid | | Count /Amount Paid | | Count /Amount Paid | | Count /Amount Paid | |
| <i>Bail Forfeiture</i> | 20 | \$9,726.00 | 22 | \$11,852.00 | 485 | \$250,372.00 | 40 | \$20,864.33 | 76 | \$36,640.50 |
| <i>Fine Paid</i> | 7 | \$3,568.00 | 8 | \$3,859.00 | 140 | \$65,528.00 | 12 | \$5,460.67 | 11 | \$4,970.50 |
| <i>Others</i> | 66 | \$2,880.00 | 35 | \$1,593.33 | 629 | \$34,132.00 | 52 | \$2,844.33 | 96 | \$2,894.58 |
| <i>Traffic School</i> | 20 | \$8,054.00 | 21 | \$9,830.67 | 584 | \$255,837.00 | 49 | \$21,319.75 | 66 | \$28,648.58 |
| Court Gross Total | 113 | \$24,228.00 | 85 | \$27,135.00 | 1,838 | \$605,869.00 | 153 | \$50,489.08 | 249 | \$73,154.17 |
| County Gross Total* | 47 | \$12,848.20 | 50 | \$13,659.13 | 1209 | \$339,775.00 | 101 | \$28,314.58 | 152 | \$41,773.38 |

*Logic built on following model (assuming the new 2009 fine and fee structure):

County receives \$ 216.60 of \$446 citation where bail forfeiture and fine paid occurs

County receives \$350 of \$510 citation when traffic school option is paid for



Los Angeles County
Performance Report
December 2011

| | <u>Total</u> <u>Events</u> | <u>Non</u> <u>Violations</u> | <u>Potential</u> <u>Violations</u> | <u>Percent</u> <u>Citable</u> | <u>Non Issued</u> <u>Violations</u> | <u>No DMV</u> <u>Match</u> | <u>Police/</u> <u>Client</u> <u>Rejected</u> | <u>Citations</u> <u>Issued</u> | <u>DMV</u> <u>Match</u> <u>Rate</u> | <u>Issuance</u> <u>Rate</u> | <u>Dispo</u> <u>Paid</u> | <u>Pay</u> <u>Rate</u> | <u>Closed</u> <u>No Pay</u> | <u>Pending</u> | <u>Closure</u> <u>Rate</u> | <u>Court</u> <u>Packs</u> | <u>Contest</u> <u>Rate</u> |
|--------|-------------------------------|---------------------------------|---------------------------------------|----------------------------------|--|-------------------------------|--|-----------------------------------|---|--------------------------------|-----------------------------|---------------------------|--------------------------------|----------------|-------------------------------|------------------------------|-------------------------------|
| Jan-05 | 1,485 | 1,357 | 128 | 8.62% | 52 | 13 | 0 | 76 | 85.39% | 59.38% | 6 | 8% | 33 | 37 | 51% | - | - |
| Feb-05 | 1,184 | 1,038 | 146 | 12.33% | 53 | 14 | 0 | 93 | 86.92% | 63.70% | 8 | 9% | 38 | 47 | 49% | - | - |
| Mar-05 | 2,765 | 2,513 | 252 | 9.11% | 88 | 26 | 0 | 164 | 86.32% | 65.08% | 33 | 20% | 45 | 86 | 48% | - | - |
| Apr-05 | 3,495 | 3,247 | 248 | 7.10% | 88 | 11 | 0 | 160 | 93.57% | 64.52% | 27 | 36% | 89 | 44 | 73% | - | - |
| May-05 | 5,811 | 5,368 | 443 | 7.62% | 156 | 17 | 0 | 287 | 94.41% | 64.79% | 103 | 111% | 105 | 79 | 72% | - | - |
| Jun-05 | 6,137 | 5,609 | 528 | 8.60% | 192 | 24 | 0 | 336 | 93.33% | 63.64% | 137 | 84% | 134 | 65 | 81% | - | - |
| Jul-05 | 5,896 | 5,461 | 435 | 7.38% | 241 | 32 | 11 | 194 | 86.50% | 44.60% | 148 | 93% | 14 | 32 | 84% | - | - |
| Aug-05 | 6,377 | 5,864 | 513 | 8.04% | 291 | 30 | 17 | 222 | 88.85% | 43.27% | 172 | 60% | 18 | 32 | 86% | - | - |
| Sep-05 | 5,936 | 5,418 | 518 | 8.73% | 284 | 23 | 9 | 234 | 91.35% | 45.17% | 195 | 58% | 13 | 26 | 89% | - | - |
| Oct-05 | 6,317 | 5,750 | 567 | 8.98% | 347 | 34 | 16 | 220 | 87.41% | 38.80% | 171 | 88% | 17 | 32 | 97% | - | - |
| Nov-05 | 5,448 | 4,950 | 498 | 9.14% | 263 | 16 | 2 | 235 | 93.68% | 47.19% | 189 | 85% | 13 | 33 | 91% | - | - |
| Dec-05 | 3,686 | 3,203 | 483 | 13.10% | 251 | 32 | 6 | 232 | 88.15% | 48.03% | 184 | 79% | 17 | 31 | 86% | - | - |
| Jan-06 | 3,489 | 3,108 | 381 | 10.92% | 163 | 19 | 4 | 218 | 92.12% | 57.22% | 170 | 77% | 18 | 30 | 85% | 17 | 9% |
| Feb-06 | 3,497 | 3,144 | 353 | 10.09% | 137 | 20 | 6 | 216 | 91.74% | 61.19% | 173 | 74% | 13 | 30 | 79% | 19 | 11% |
| Mar-06 | 4,358 | 3,832 | 526 | 12.07% | 231 | 40 | 19 | 295 | 88.70% | 56.08% | 224 | 97% | 25 | 46 | 107% | 30 | 16% |
| Apr-06 | 4,492 | 3,716 | 776 | 17.28% | 501 | 37 | 27 | 275 | 89.09% | 35.44% | 218 | 100% | 23 | 34 | 111% | 19 | 10% |
| May-06 | 4,249 | 3,453 | 796 | 18.73% | 529 | 21 | 10 | 267 | 92.95% | 33.54% | 207 | 96% | 22 | 38 | 106% | 27 | 16% |
| Jun-06 | 4,129 | 3,298 | 831 | 20.13% | 553 | 52 | 23 | 278 | 85.27% | 33.45% | 219 | 74% | 27 | 32 | 83% | 21 | 12% |
| Jul-06 | 4,213 | 3,342 | 871 | 20.67% | 549 | 42 | 7 | 322 | 88.68% | 36.97% | 236 | 86% | 31 | 55 | 97% | 18 | 8% |
| Aug-06 | 4,123 | 3,249 | 874 | 21.20% | 574 | 31 | 12 | 300 | 90.96% | 34.32% | 231 | 87% | 31 | 38 | 98% | 30 | 14% |
| Sep-06 | 3,618 | 2,820 | 798 | 22.06% | 538 | 37 | 21 | 260 | 88.36% | 32.58% | 205 | 74% | 15 | 40 | 79% | 24 | 12% |
| Oct-06 | 3,248 | 2,468 | 780 | 24.01% | 619 | 30 | 15 | 161 | 85.44% | 20.64% | 108 | 34% | 23 | 30 | 41% | 29 | 13% |
| Nov-06 | 3,387 | 2,711 | 676 | 19.96% | 505 | 29 | 9 | 171 | 86.12% | 25.30% | 123 | 41% | 13 | 35 | 45% | 36 | 15% |
| Dec-06 | 3,539 | 2,741 | 798 | 22.55% | 599 | 28 | 14 | 199 | 88.38% | 24.94% | 158 | 61% | 18 | 23 | 68% | 23 | 10% |
| Jan-07 | 3,164 | 2,437 | 727 | 22.98% | 539 | 28 | 15 | 188 | 87.88% | 25.86% | 152 | 94% | 17 | 19 | 105% | 22 | 11% |
| Feb-07 | 3,204 | 2,357 | 847 | 26.44% | 705 | 37 | 26 | 142 | 81.95% | 16.77% | 108 | 63% | 18 | 16 | 74% | 12 | 11% |
| Mar-07 | 3,144 | 2,266 | 878 | 27.93% | 630 | 34 | 19 | 248 | 88.70% | 28.25% | 192 | 96% | 24 | 32 | 109% | 13 | 11% |
| Apr-07 | 2,849 | 2,431 | 418 | 14.67% | 205 | 30 | 15 | 213 | 88.37% | 50.96% | 151 | 80% | 27 | 35 | 95% | 14 | 9% |
| May-07 | 2,966 | 2,519 | 447 | 15.07% | 231 | 39 | 23 | 216 | 85.97% | 48.32% | 151 | 106% | 22 | 43 | 122% | 10 | 7% |
| Jun-07 | 2,479 | 2,070 | 409 | 16.50% | 212 | 30 | 33 | 198 | 88.85% | 48.41% | 132 | 53% | 21 | 45 | 62% | 7 | 6% |
| Jul-07 | 2,308 | 1,938 | 370 | 16.03% | 237 | 35 | 10 | 133 | 80.34% | 35.95% | 89 | 42% | 11 | 33 | 47% | 16 | 8% |
| Aug-07 | 2,707 | 2,270 | 437 | 16.14% | 276 | 39 | 9 | 161 | 81.34% | 36.84% | 98 | 45% | 11 | 52 | 50% | 13 | 9% |
| Sep-07 | 2,581 | 2,204 | 377 | 14.61% | 197 | 23 | 2 | 180 | 88.78% | 47.75% | 119 | 60% | 16 | 45 | 68% | 12 | 8% |
| Oct-07 | 2,706 | 2,334 | 372 | 13.75% | 194 | 22 | 6 | 178 | 89.32% | 47.85% | 118 | 89% | 9 | 51 | 95% | 18 | 14% |
| Nov-07 | 2,405 | 2,054 | 351 | 14.59% | 177 | 31 | 1 | 174 | 84.95% | 49.57% | 113 | 70% | 14 | 47 | 79% | 13 | 15% |
| Dec-07 | 2,780 | 2,359 | 421 | 15.14% | 252 | 26 | 10 | 169 | 87.32% | 40.14% | 118 | 66% | 12 | 39 | 72% | 12 | 12% |
| Jan-08 | 2,143 | 1,829 | 314 | 14.65% | 174 | 25 | 2 | 140 | 85.03% | 44.59% | 109 | 61% | 10 | 21 | 67% | 32 | 27% |
| Feb-08 | 2,135 | 1,819 | 316 | 14.80% | 146 | 21 | 1 | 170 | 89.06% | 53.80% | 128 | 74% | 15 | 27 | 82% | 9 | 8% |
| Mar-08 | 2,461 | 2,105 | 356 | 14.47% | 184 | 25 | 0 | 172 | 87.31% | 48.31% | 131 | 78% | 11 | 30 | 84% | 15 | 13% |
| Apr-08 | 2,145 | 1,835 | 310 | 14.45% | 182 | 14 | 5 | 128 | 90.48% | 41.29% | 98 | 70% | 7 | 23 | 75% | 19 | 16% |
| May-08 | 2,499 | 2,122 | 377 | 15.09% | 219 | 29 | 0 | 158 | 84.49% | 41.91% | 119 | 70% | 10 | 29 | 76% | 13 | 12% |
| Jun-08 | 2,385 | 2,023 | 362 | 15.18% | 240 | 17 | 3 | 122 | 88.03% | 33.70% | 92 | 53% | 9 | 21 | 59% | 9 | 7% |
| Jul-08 | 2,873 | 2,546 | 327 | 11.38% | 204 | 19 | 4 | 123 | 86.99% | 37.61% | 79 | 62% | 10 | 34 | 70% | 28 | 21% |
| Aug-08 | 2,833 | 2,450 | 383 | 13.52% | 235 | 17 | 2 | 148 | 89.82% | 38.64% | 104 | 66% | 14 | 30 | 75% | 7 | 7% |
| Sep-08 | 2,531 | 2,173 | 358 | 14.14% | 179 | 18 | 0 | 179 | 90.86% | 50.00% | 124 | 102% | 26 | 29 | 123% | 13 | 11% |
| Oct-08 | 2,812 | 2,409 | 403 | 14.33% | 214 | 28 | 1 | 189 | 87.16% | 46.90% | 137 | 111% | 24 | 28 | 131% | 16 | 17% |
| Nov-08 | 2,434 | 2,098 | 336 | 13.80% | 158 | 22 | 3 | 178 | 89.16% | 52.98% | 137 | 93% | 10 | 31 | 99% | 11 | 14% |
| Dec-08 | 2,478 | 2,087 | 391 | 15.78% | 186 | 28 | 8 | 205 | 88.38% | 52.43% | 162 | 91% | 12 | 31 | 97% | 9 | 9% |



Los Angeles County
Performance Report
December 2011

| | <u>Total</u> <u>Events</u> | <u>Non</u> <u>Violations</u> | <u>Potential</u> <u>Violations</u> | <u>Percent</u> <u>Citable</u> | <u>Non Issued</u> <u>Violations</u> | <u>No DMV</u> <u>Match</u> | <u>Police/</u> <u>Client</u> <u>Rejected</u> | <u>Citations</u> <u>Issued</u> | <u>DMV</u> <u>Match</u> <u>Rate</u> | <u>Issuance</u> <u>Rate</u> | <u>Dispo</u> <u>Paid</u> | <u>Pay</u> <u>Rate</u> | <u>Closed</u> <u>No Pay</u> | <u>Pending</u> | <u>Closure</u> <u>Rate</u> | <u>Court</u> <u>Packs</u> | <u>Contest</u> <u>Rate</u> |
|--------------|-------------------------------|---------------------------------|---------------------------------------|----------------------------------|--|-------------------------------|--|-----------------------------------|---|--------------------------------|-----------------------------|---------------------------|--------------------------------|----------------|-------------------------------|------------------------------|-------------------------------|
| Jan-09 | 2,103 | 1,801 | 302 | 14.36% | 128 | 15 | 0 | 174 | 92.06% | 57.62% | 133 | 70% | 13 | 28 | 77% | 18 | 15% |
| Feb-09 | 1,960 | 1,655 | 305 | 15.56% | 143 | 11 | 5 | 162 | 93.82% | 53.11% | 129 | 72% | 14 | 19 | 80% | 11 | 8% |
| Mar-09 | 2,506 | 2,184 | 322 | 12.85% | 186 | 25 | 1 | 136 | 84.57% | 42.24% | 99 | 48% | 9 | 28 | 53% | 11 | 8% |
| Apr-09 | 2,318 | 1,961 | 357 | 15.40% | 211 | 23 | 2 | 146 | 86.55% | 40.90% | 111 | 64% | 15 | 20 | 72% | 12 | 7% |
| May-09 | 2,660 | 2,323 | 337 | 12.67% | 187 | 16 | 1 | 150 | 90.42% | 44.51% | 109 | 67% | 13 | 28 | 75% | 8 | 6% |
| Jun-09 | 2,243 | 1,930 | 313 | 13.95% | 196 | 21 | 5 | 117 | 85.31% | 37.38% | 86 | 63% | 16 | 15 | 75% | 10 | 8% |
| Jul-09 | 2,453 | 2,127 | 326 | 13.29% | 186 | 25 | 5 | 140 | 85.29% | 42.94% | 90 | 62% | 22 | 28 | 77% | 21 | 21% |
| Aug-09 | 2,496 | 2,115 | 381 | 15.26% | 210 | 21 | 2 | 171 | 89.18% | 44.88% | 125 | 83% | 18 | 28 | 95% | 11 | 10% |
| Sep-09 | 2,925 | 2,500 | 425 | 14.53% | 249 | 37 | 7 | 176 | 83.18% | 41.41% | 118 | 101% | 30 | 28 | 126% | 0 | 0% |
| Oct-09 | 5,345 | 4,604 | 741 | 13.86% | 648 | 41 | 22 | 93 | 73.72% | 12.55% | 75 | 54% | 10 | 8 | 61% | 2 | 2% |
| Nov-09 | 2,350 | 1,867 | 483 | 20.55% | 293 | 31 | 1 | 190 | 86.04% | 39.34% | 126 | 74% | 32 | 32 | 92% | 9 | 10% |
| Dec-09 | 2,218 | 1,751 | 467 | 21.06% | 286 | 30 | 5 | 181 | 86.11% | 38.76% | 134 | 76% | 12 | 35 | 83% | 13 | 10% |
| Jan-10 | 1,967 | 1,433 | 534 | 27.15% | 276 | 31 | 5 | 258 | 89.46% | 48.31% | 183 | 197% | 28 | 44 | 227% | 5 | 4% |
| Feb-10 | 2,073 | 1,554 | 519 | 25.04% | 241 | 33 | 8 | 278 | 89.66% | 53.56% | 180 | 95% | 47 | 50 | 119% | 27 | 36% |
| Mar-10 | 2,225 | 1,623 | 602 | 27.06% | 298 | 52 | 3 | 304 | 85.52% | 50.50% | 199 | 110% | 41 | 60 | 133% | 23 | 18% |
| Apr-10 | 2,408 | 1,788 | 620 | 25.75% | 318 | 31 | 1 | 302 | 90.72% | 48.71% | 212 | 82% | 36 | 54 | 96% | 23 | 17% |
| May-10 | 2,440 | 1,778 | 662 | 27.13% | 309 | 44 | 5 | 353 | 89.05% | 53.32% | 225 | 81% | 35 | 74 | 94% | 24 | 13% |
| Jun-10 | 2,151 | 1,581 | 570 | 26.50% | 349 | 29 | 0 | 221 | 88.40% | 38.77% | 155 | 51% | 22 | 39 | 58% | 25 | 14% |
| Jul-10 | 1,918 | 1,341 | 577 | 30.08% | 279 | 26 | 0 | 298 | 91.98% | 51.65% | 180 | 60% | 26 | 78 | 68% | 27 | 14% |
| Aug-10 | 2,328 | 1,660 | 668 | 28.69% | 374 | 40 | 1 | 294 | 88.06% | 44.01% | 182 | 52% | 18 | 72 | 57% | 32 | 15% |
| Sep-10 | 2,175 | 1,609 | 566 | 26.02% | 315 | 28 | 1 | 251 | 90.00% | 44.35% | 155 | 70% | 23 | 47 | 81% | 38 | 17% |
| Oct-10 | 2,258 | 1,731 | 527 | 23.34% | 311 | 36 | 1 | 216 | 85.77% | 40.99% | 139 | 47% | 7 | 52 | 49% | 35 | 23% |
| Nov-10 | 1,998 | 1,486 | 512 | 25.63% | 254 | 37 | 2 | 258 | 87.54% | 50.39% | 151 | 51% | 3 | 81 | 52% | 34 | 19% |
| Dec-10 | 2,380 | 1,784 | 596 | 25.04% | 291 | 51 | 8 | 305 | 85.99% | 51.17% | 182 | 73% | 6 | 76 | 75% | 54 | 30% |
| Jan-11 | 935 | 806 | 129 | 13.80% | 41 | 22 | 0 | 88 | 80.00% | 68.22% | 84 | 39% | 2 | 2 | 40% | 31 | 20% |
| Feb-11 | 1,119 | 979 | 140 | 12.51% | 74 | 23 | 0 | 66 | 74.16% | 47.14% | 24 | 9% | 13 | 29 | 14% | 48 | 35% |
| Mar-11 | 891 | 760 | 131 | 14.70% | 59 | 15 | 0 | 72 | 82.76% | 54.96% | 34 | 11% | 8 | 30 | 14% | 40 | 26% |
| Apr-11 | 1,266 | 1,098 | 168 | 13.27% | 85 | 19 | 0 | 83 | 81.37% | 49.40% | 35 | 40% | 12 | 36 | 53% | 41 | 23% |
| May-11 | 1,129 | 957 | 172 | 15.23% | 107 | 26 | 2 | 65 | 72.04% | 37.79% | 18 | 27% | 10 | 37 | 42% | 33 | 39% |
| Jun-11 | 1,417 | 1,246 | 171 | 12.07% | 98 | 24 | 0 | 73 | 75.26% | 42.69% | 23 | 32% | 15 | 35 | 53% | 48 | 200% |
| Jul-11 | 1,194 | 1,003 | 191 | 16.00% | 105 | 27 | 1 | 86 | 76.32% | 45.03% | 22 | 27% | 14 | 50 | 43% | 26 | 76% |
| Aug-11 | 1,571 | 1,372 | 199 | 12.67% | 105 | 15 | 0 | 94 | 86.24% | 47.24% | 19 | 29% | 11 | 64 | 46% | 14 | 40% |
| Sep-11 | 1,230 | 1,026 | 204 | 16.59% | 114 | 25 | 0 | 90 | 78.26% | 44.12% | 13 | 18% | 0 | 77 | 18% | 17 | 94% |
| Oct-11 | 1,419 | 1,229 | 190 | 13.39% | 94 | 24 | 2 | 96 | 80.33% | 50.53% | 11 | 15% | 5 | 80 | 22% | 26 | 144% |
| Nov-11 | 1,075 | 882 | 193 | 17.95% | 107 | 16 | 2 | 86 | 84.62% | 44.56% | 2 | 3% | 0 | 84 | 3% | 11 | 61% |
| Dec-11 | 1,500 | 1,287 | 213 | 14.20% | 103 | 29 | 1 | 110 | 79.29% | 51.64% | 1 | 1% | 9 | 100 | 12% | 20 | 87% |
| Total | 236,545 | 199,226 | 37,319 | 16% | 21,610 | 2,294 | 525 | 15,710 | 88% | 42% | 10,370 | 66% | 1,750 | 3,414 | 76% | 1,464 | 22% |

* Pay Rate and Closure Rate percentages are based on a 3 month (90 day) lag
 ** Contested Citations Data Available from January 2006 to present
 *** Contested Citations take into account a 3 month (90 day) lag from the violation date to the trail date.

Executive Summary

ACS is pleased to present the monthly report for the County of Los Angeles' Automated Traffic Safety Program. This report has been designed to effectively communicate and reflect useful monthly operations statistics and overall performance. The report covers a detailed activity profile of ALL the approaches for the automated traffic enforcement system.

In January 2012, the photo enforcement program for the county captured a total of 1,176 events. Of these: 184 were recorded as violations and 992 were non-violations. A total number of 103 citations were issued reflecting a 54% issuance rate and a controllable issuance rate of 78%.

In the News - Photo Enforcement Around the Country

Monday, February 13, 2012

California Court of Appeal Throws Out Red Light Camera Ticket

www.thenewspaper.com

Red light cameras are coming under increasing legal fire in the Golden State. On Friday, California's second-highest court published a ruling that struck down red light camera evidence as insufficient to convict a motorist. On June 3, 2009, a camera belonging to the Australian firm Redflex Traffic Systems accused Annette Borzakian of entering the Beverly Hills intersection of Beverly Drive and Wilshire Boulevard 0.28 seconds after the light hand turned red. Borzakian, a former deputy public defender, decided to fight the citation. During her January 2010 trial, Officer Mike Butkus provided the standard testimony that introduces Redflex evidence in all jurisdictions. Commissioner Carol J. Hallowitz ignored Borzakian's objections, admitted the evidence and found Borzakian guilty, imposing a \$435 fine plus a twelve-hour traffic school. Borzakian immediately appealed, citing the US Supreme Court case *Melendez-Diaz v. Massachusetts*, which the traffic camera industry has feared since it was decided in 2009. That case clarified that the Constitution's Confrontation Clause gave defendants the right to question the actual technicians responsible for analyzing forensic evidence. Here, Officer Butkus played no role in the operation or maintenance of the red light camera system. He merely read the sheet of paper that Redflex handed him. Borzakian argued that this made the photo ticketing evidence inadmissible hearsay. The superior court's appellate division insisted *Melendez-Diaz* did not apply. "The people have never been required to have Redflex employees such as the custodian of records or the field service technicians present in court in order for the people's exhibits to be admissible," the three-judge appellate panel found. "Officer Butkus is perfectly capable of authenticating the documents and laying the necessary foundation for their admissibility and in the court's opinion had done both in this matter. It was explained to [Borzakian] that she could have filed a discovery motion or issued her own subpoenas, as many motorists do, had she cared to do so." The three-judge Court of Appeal panel did not agree. Instead, it sided with the Orange County Superior Court's Khaled decision. State law allows the use of red light camera evidence, but it does so only if certain standards are met. Among these is that the prosecution must establish the yellow light duration at the intersection meets the minimum state standards. Here, Officer Butkus concluded the light had been yellow for 3.15 seconds and that this was sufficient. "Even assuming a 3.15 second interval meets the mandatory minimum yellow light interval as mandated by the legislature, according to Officer Butkus's testimony then, he relied upon text typed across the top of two photos, stating 'Amber: 3.15,'" Justice Fred Woods wrote for the Court of Appeal. "Accordingly, where the evidence was being presented to show the duration of the yellow traffic signal met the minimum interval mandated by the legislature -- measured to the hundredth of a second -- the record does not support the conclusion Officer Butkus was otherwise qualified to state that the representation was accurate." The three-judge panel did not find credible the argument that the red light camera photographs and maintenance logs were merely routine governmental business records that did not require authentication. The court noted that the records were created by Redflex, not the government. "Without the proper testimony, the maintenance logs (and therefore the photographs with text typed across the top) were not properly admitted," Justice Woods concluded. "Without these documents, as in Khaled, there is a total lack of evidence to support the Vehicle Code violation in question." The Court of Appeal reversed Borzakian's conviction in a decision originally handed down on January 26. The three-judge panel on Friday decided that the decision should hold precedential value and ordered it to be published.

Executive Summary

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In February 2012, the photo enforcement program for the county captured a total of 1,218 events. Of these: 173 were recorded as violations and 1,045 were non-violations. A total number of 76 citations were issued reflecting a 45% issuance rate and a controllable issuance rate of 99%.

In the News - Photo Enforcement Around the Country

Thursday, March 15, 2012

Glendale, California Dumps Red Light Cameras

An increasing number of California cities are giving up on photo enforcement out of a frustration with legal challenges and disappointing revenue totals. The city of Glendale announced Tuesday that it had dropped its red light camera program after four years of operation. The city told Redflex Traffic Systems of Australia to stop issuing tickets on February 24.

Last year, Redflex mailed 5857 tickets worth \$2,811,360. Though the state and county governments pocketed a substantial slice of this amount, Glendale did not. The city's share of revenue was taken up by expenses and a \$32,100 monthly payment to Redflex. The total amount actually collected plummeted after it became widely known that the Los Angeles County courts refused to prosecute vehicle owners who refused to pay a Redflex notice. Freed from fear of any consequences, ticket recipients balked at paying the \$480 citations (\$544 for those who avoid license points by attending traffic school) most often levied for a slow, rolling right turn on red. When news of the Los Angeles court policy leaked last year, Glendale rushed to defend its program.

"In response to the recent media regarding 'photo enforcement,' The City of Glendale and the Glendale Police Department are committed to the photo enforcement program and *will not* be canceling our photo enforcement program and/or any issued citations," the city posted on its website on July 11, 2011. The notice has since been removed.

Glendale officials cited as the official reason for terminating the program a number of court decisions that have put photo enforcement evidence in a legal limbo. In the past several weeks, the state Court of Appeal, Second District issued a series of contradictory rulings, the first against cameras and the next supporting them. The most successful argument against cameras is based on the US Supreme Court's recent interpretation of the Confrontation Clause that requires individuals who create technical evidence be subject to cross-examination at trial.

Glendale found it easier to drop the program than to deal with these issues. Glendale police will no longer attempt to prosecute any unpaid violation. Glendale joins Gardena, Grand Terrace, Loma Linda and Whittier, Los Angeles, Moreno Valley, Pasadena, Rocklin, San Carlos, Union City, Yucaipa and Costa Mesa in dumping red light cameras. Berkeley, Burlingame, Cupertino, Compton, El Monte, Fairfield, Fresno, Fullerton, Indian Wells, Irvine, Maywood, Montclair, Paramount, Rancho Cucamonga, Redlands, Roseville, San Jose (photo radar), Santa Fe Springs, Santa Maria, Santa Rosa, and Upland have also rejected their automated ticketing programs.

Executive Summary

ACS is pleased to present the monthly report for the County of Los Angeles' Automated Traffic Safety Program. This report has been designed to effectively communicate and reflect useful monthly operations statistics and overall performance. The report covers a detailed activity profile of ALL the approaches for the automated traffic enforcement system.

In March 2012, the photo enforcement program for the county captured a total of 1,123 events. Of these: 201 were recorded as violations and 922 were non-violations. A total number of 83 citations were issued reflecting a 46% issuance rate and a controllable issuance rate of 91%.

In the News - Photo Enforcement Around the Country

Friday, April 13, 2012

Missouri: Traffic Camera company Invests in Attorney General

www.thenewspaper.com

Arizona-based red light camera firm American Traffic Solutions (ATS) handed another \$5,000 check to Missouri Attorney General Chris Koster on March 29. Such donations are key because the Show Me State remains one of the last jurisdictions where automated ticketing machines are in use without the sanction of the legislature. That has put the systems in a precarious legal position.

In February, Circuit Judge Mark H. Neill ruled that the St. Louis city ordinance granting ATS the franchise to issue traffic tickets was "void" because cities do not have police power unless it is granted to them by the state. Neill clarified that once his decision is finalized, ATS will not be able to operate in the city. Attorney general opinions on such disputed matters are key because municipalities interested in whether or not they can install red light cameras look to the office for legal advice. Koster's predecessor, then-Attorney General Jay Nixon stated when the city of Arnold started using red light cameras in 2005 that he believed tickets sent in the mail were not valid. Koster officially reversed that stance last year. Since taking office in January 2009 Koster, has kept a cozy relationship with the automated ticketing industry. ATS has a dozen registered lobbyists working Missouri lawmakers, and special attention has been given to Koster.

On January 10 this year, ATS lobbyist Jorgen Schlemeier bought Koster breakfast. In September 2010, he took Koster golfing -- just three days before ATS formally registered as Schlemeier's client. ATS Lobbyist William A. Gamble wined and dined Koster in June 2009. On March 28, 2012, ATS lobbyist Jane Dueker handed Koster a \$1000 check. Ed Martin, the Republican candidate for attorney general, believes the connections between companies like ATS and Koster are unethical. "Whether it's trial lawyers seeking no-bid contracts to represent Missourians or campaign supporters selling a czar-like job, Chris Koster has made it clear: like the Obama administration, Koster believes in pay-to-play corruption" Ed Martin told TheNewspaper. "So it comes as no surprise that red-light camera supporters know the way to get Koster's attention -- and approval -- is to shower him with campaign contributions. This is the exact type of Obama-like corruption we need to stop." Martin, an attorney, was chief of staff to former Governor Matt Blunt (R). He also co-founded the group Missourians Against Red Light Cameras.

Executive Summary

ACS is pleased to present the monthly report for the County of Los Angeles' Automated Traffic Safety Program. This report has been designed to effectively communicate and reflect useful monthly operations statistics and overall performance. The report covers a detailed activity profile of ALL the approaches for the automated traffic enforcement system.

In April 2012, the photo enforcement program for the county captured a total of 1,376 events. Of these: 204 were recorded as violations and 1,172 were non-violations. A total number of 70 citations were issued reflecting a 31% issuance rate and a controllable issuance rate of 93%.

In the News - Photo Enforcement Around the Country

CORONA: Firefighter Challenges Demotion Over Gesture With Hands

He was cited after a red light camera caught him giving a thumbs up while driving an engine.

BY BRIAN ROKOS The Press Enterprise STAFF WRITER
Published: 25 April 2012 05:15 PM

A Cal Fire employee based in Riverside County is challenging a demotion for taking his hands off the steering wheel and flashing two thumbs up to a traffic-enforcement camera as his fire engine, with its emergency lights and siren on, sped through a red light at a Corona intersection.

Patrick O'Donoghue appeared at a state personnel board hearing Monday and Tuesday in Rancho Cucamonga, hoping to reverse his demotion from engineer to firefighter. The administrative law judge has 90 days to render a decision, which the personnel board can reject or modify, Cal Fire staff services analyst Kim Spire wrote in an email. O'Donoghue could then appeal the board's decision to Superior Court.

The incident occurred in November 2010. O'Donoghue was based at Station 38 in Rubidoux but on that day was assigned to Station 15 in Corona, Cal Fire spokeswoman Janet Upton said.

O'Donoghue's attorney, David J. Givot, said O'Donoghue acknowledges using poor judgment with his gesture and going through the red light around 60 mph when Cal Fire policy states he should have been driving at 5 mph.

Givot said he argued during the hearing, however, that the punishment was excessive. "While he didn't comply with Cal Fire's policy with regard to speed of travel through an intersection, his actions didn't put anyone directly in danger," Givot said in a phone interview. "There were two vehicles clearly stopped."

An excerpt from its driver's policy provided by Cal Fire states: "The safety of the general public must take precedence in all cases over the response speed of the emergency vehicle. The law requires that the driver of an authorized emergency vehicle which is responding to an emergency use good judgment. It does not relieve the driver from the duty to drive with due regard for the safety of all persons using the highway, nor does it protect the driver from the consequences of an arbitrary and careless exercise of exemption privileges..."

LOS ANGELES COUNTY

Automated Traffic Safety Program



Monthly Report



May 2012



Prepared by: Transportation Solutions
Confidential

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Executive Summary

ACS is pleased to present the monthly report for the County of Los Angeles' Automated Traffic Safety Program. This report has been designed to effectively communicate and reflect useful monthly operations statistics and overall performance. The report covers a detailed activity profile of ALL the approaches for the automated traffic enforcement system.

In May 2012, the photo enforcement program for the county captured a total of 556 events. Of these: 108 were recorded as violations and 448 were non-violations. A total number of 52 citations were issued reflecting a 52% issuance rate and a controllable issuance rate of 89%.

At the end of April construction work at Whittier and Atlantic resulted in the disconnection of the EB approach (Location 153) at this intersection. All equipment was removed from the housings and the private construction company working on the CVS project removed the camera poles and presence loops. The location was completely offline during the month of May.

On May 14th the County of Los Angeles instructed Xerox State and Local Solutions to shut down all legacy film locations in preparation for the conclusion to the existing photo enforcement contract. These locations are to be decommissioned and Xerox State and Local will continue to handle back end processing through August 2012 for any citations issued prior to 5/15/2012.

In the News - Photo Enforcement Around the Country

In Los Angeles, demand-based pricing for curbside parking goes live

By [Andrew Nusca](#) | May 21, 2012, 7:13 AM PDT

www.smartplanet.com

There's a good chance you didn't know that **Xerox** — yes, the office printer people — are also responsible for developing transportation infrastructure.

Perhaps(it will make a bit more sense, then, to hear that the company's LA Express Park system — a demand-based pricing system fueled by technology and deployed in partnership with the city's department of transportation, LADOT — is now officially live, after first being announced last October.

The one-year pilot program intends to relieve traffic congestion, reduce air pollution and improve city transit operations by adjusting the price of a parking spot based on driver demand for spaces and availability.

In other words, add a dash of economic impact to the basic law of supply and demand.

The idea: by increasing rates on high-demand spots (and lowering them in low-demand areas) there is the potential for more parking spaces to become available on each block, reducing the congestion and pollution generated by drivers hunting for curbside parking.

When parking spaces become too expensive, carpooling, bicycling and public transportation — oh yeah, that! — become more attractive alternatives.

The one-year pilot is funded by a \$15 million grant from the U.S. Department of Transportation and could total \$29 million if two option years are added.

The project includes the installation of:

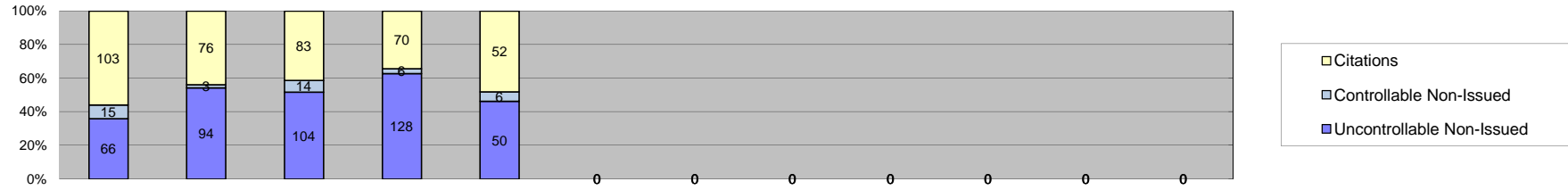
- Real-time parking guidance systems, which display information about open spaces via street-side signs and mobile apps directing drivers to available spaces.

- The sensors themselves, embedded in about 6,000 on-street parking spaces in the downtown area to track occupancy.

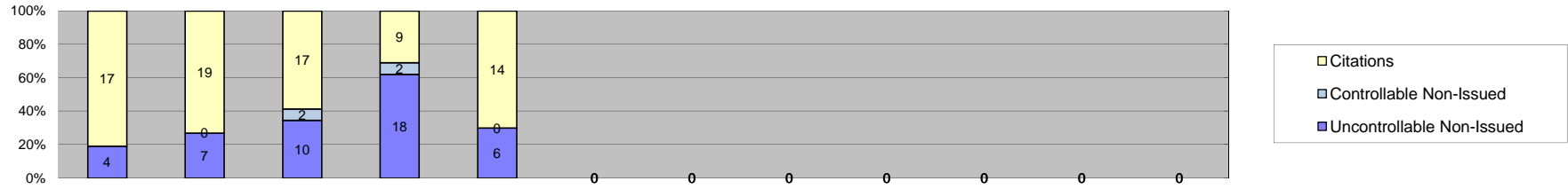
- New parking meters and multi-space pay stations, which will accept credit cards, coins and payments made by phone.

- The back-end parking management system, called ACS Merge, which processes all parking-related transactions and provides real-time parking data analytics to LADOT and drivers.

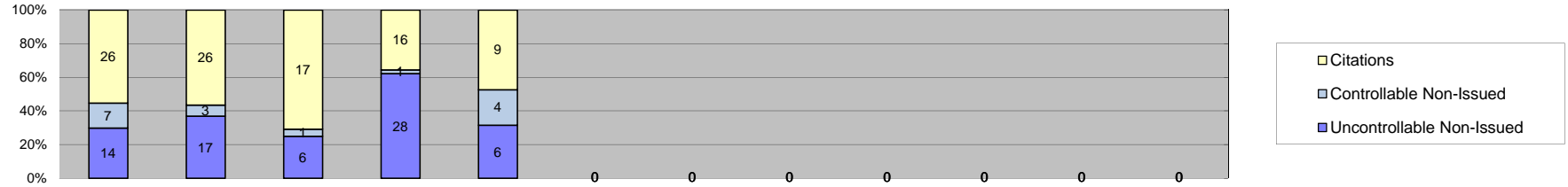
Now that the system is in place, the rest of the country will be watching as Los Angeles, known for its car-first attitude, deals with this new dynamic.



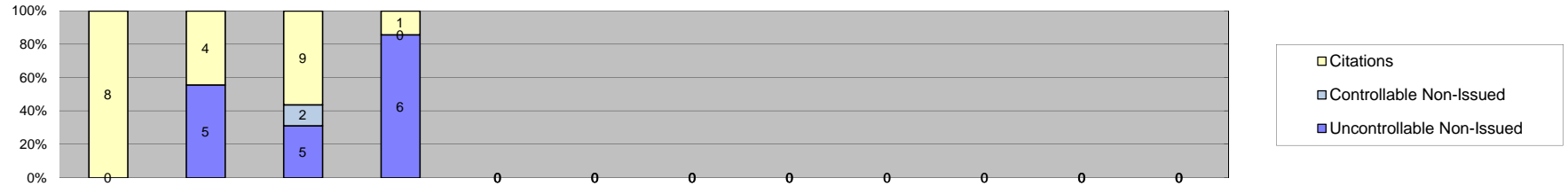
| Events | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Year to Date Average | | 2011 Average | | |
|---|--------------|--------------|--------------|--------------|------------|--------|--------|--------|--------|--------|--------|--------|----------------------|----------------------|--------------|--------------|-------------|
| | | | | | | | | | | | | | Quantity | % | Quantity | % | |
| Non-Violations | 992 | 1,045 | 922 | 1,172 | 448 | | | | | | | | | 916 | 84% | 1,054 | 86% |
| Violations | 184 | 173 | 201 | 204 | 108 | | | | | | | | | 174 | 16% | 175 | 14% |
| Total: | 1,176 | 1,218 | 1,123 | 1,376 | 556 | | | | | | | | | 1,090 | 100% | 1,229 | 100% |
| Violations | | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 66 | 94 | 104 | 128 | 50 | | | | | | | | | 88 | 51% | 78 | 44% |
| Controllable Non-Issued | 15 | 3 | 14 | 6 | 6 | | | | | | | | | 9 | 5% | 13 | 8% |
| Citations | 103 | 76 | 83 | 70 | 52 | | | | | | | | | 77 | 44% | 84 | 48% |
| Total: | 184 | 173 | 201 | 204 | 108 | | | | | | | | | 174 | 100% | 175 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 1 | 3 | 0 | 0 | | | | | | | | | 2 | 0% | 0 | 0% |
| Emergency Vehicle | 82 | 67 | 96 | 77 | 29 | | | | | | | | | 70 | 8% | 86 | 8% |
| Right Turn | 221 | 252 | 239 | 309 | 107 | | | | | | | | | 226 | 25% | 260 | 25% |
| No Violation Occurred | 689 | 725 | 584 | 786 | 312 | | | | | | | | | 619 | 68% | 707 | 67% |
| Total: | 992 | 1,045 | 922 | 1,172 | 448 | | | | | | | | | 917 | 100% | 1,054 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| No Plate | 13 | 13 | 9 | 21 | 7 | | | | | | | | | 13 | 14% | 0 | 0% |
| Out of State Plate | 0 | 5 | 0 | 2 | 0 | | | | | | | | | 4 | 4% | 7 | 10% |
| Glare on Plate | 1 | 1 | 0 | 3 | 0 | | | | | | | | | 2 | 2% | 3 | 4% |
| Illegible Plate | 1 | 4 | 0 | 2 | 1 | | | | | | | | | 2 | 2% | 1 | 1% |
| Plate Obstructed | 1 | 0 | 0 | 0 | 1 | | | | | | | | | 1 | 1% | 1 | 1% |
| Windshield Glare | 18 | 20 | 16 | 27 | 20 | | | | | | | | | 20 | 22% | 1 | 1% |
| Driver Obstructed | 4 | 1 | 2 | 1 | 4 | | | | | | | | | 2 | 3% | 20 | 29% |
| Car Obstructed | 2 | 1 | 4 | 0 | 0 | | | | | | | | | 2 | 3% | 2 | 3% |
| No DMV Match Found | 12 | 24 | 25 | 32 | 11 | | | | | | | | | 21 | 22% | 22 | 32% |
| Police Expired | 8 | 17 | 37 | 35 | 2 | | | | | | | | | 20 | 21% | 11 | 15% |
| Police Return | 6 | 7 | 10 | 4 | 3 | | | | | | | | | 6 | 6% | 1 | 1% |
| Other | 0 | 1 | 1 | 1 | 1 | | | | | | | | | 1 | 1% | 2 | 2% |
| Total: | 66 | 94 | 104 | 128 | 50 | | | | | | | | | 93 | 100% | 68 | 100% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| Framing of Plate | 1 | 0 | 0 | 0 | 0 | | | | | | | | | 1 | 6% | 78 | 87% |
| Focus / Clarity of Plate | 1 | 0 | 2 | 0 | 0 | | | | | | | | | 2 | 10% | 0 | 0% |
| Dark Interior | 10 | 2 | 12 | 3 | 3 | | | | | | | | | 6 | 39% | 0 | 0% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 1 | 1% |
| Focus / Clarity of Driver | 1 | 1 | 0 | 0 | 0 | | | | | | | | | 1 | 6% | 9 | 10% |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 1 | 1% |
| Exposure | 0 | 0 | 0 | 0 | 3 | | | | | | | | | 3 | 19% | 0 | 0% |
| Equipment Malfunction | 1 | 0 | 0 | 0 | 0 | | | | | | | | | 1 | 6% | 0 | 0% |
| ACS Expired | 1 | 0 | 0 | 3 | 0 | | | | | | | | | 2 | 13% | 0 | 0% |
| Total: | 15 | 3 | 14 | 6 | 6 | | | | | | | | | 16 | 100% | 89 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | | |
| Daily Ave Vehicle Passes | 80,342 | 74,278 | 76,531 | 69,622 | 45,664 | | | | | | | | | Year to Date Average | | 2011 Average | |
| Average Issued Speed | 34 | 34 | 34 | 36 | 37 | | | | | | | | | 69,287 | | 76,609 | |
| Average Issued Red | 11.4 | 7.5 | 3.2 | 8.6 | 12.3 | | | | | | | | | 35 | | 22 | |
| Citation / Violation Iss Rate | 54% | 45% | 46% | 31% | 52% | | | | | | | | | 9 | | 7.8 | |
| Controllable Issuance Rate | 78% | 99% | 91% | 93% | 89% | | | | | | | | | 45% | | 48% | |
| | | | | | | | | | | | | | | 90% | | 86% | |



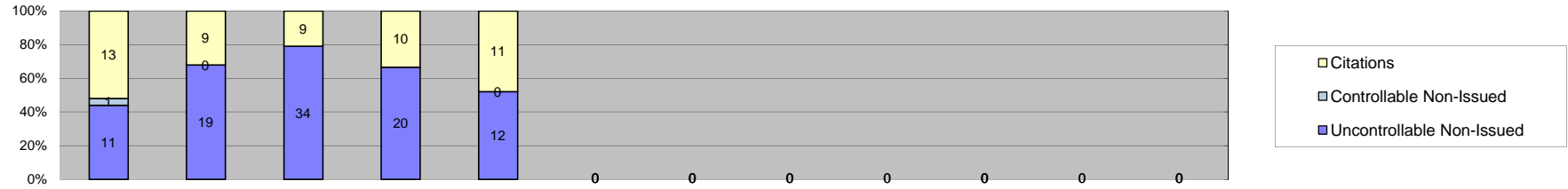
| Events | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Year to Date Average | | 2011 Average | | |
|---|-----------|-----------|-----------|-----------|-----------|--------|--------|--------|--------|--------|--------|--------|----------------------|----------------------|--------------|--------------|-------------|
| | | | | | | | | | | | | | Quantity | % | Quantity | % | |
| Non-Violations | 36 | 45 | 44 | 32 | 21 | | | | | | | | | 36 | 59% | 44 | 68% |
| Violations | 21 | 26 | 29 | 29 | 20 | | | | | | | | | 25 | 41% | 21 | 32% |
| Total: | 57 | 71 | 73 | 61 | 41 | | | | | | | | | 61 | 100% | 65 | 100% |
| Violations | | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 4 | 7 | 10 | 18 | 6 | | | | | | | | | 9 | 34% | 5 | 25% |
| Controllable Non-Issued | 0 | 0 | 2 | 2 | 0 | | | | | | | | | 2 | 8% | 2 | 9% |
| Citations | 17 | 19 | 17 | 9 | 14 | | | | | | | | | 15 | 58% | 14 | 66% |
| Total: | 21 | 26 | 29 | 29 | 20 | | | | | | | | | 26 | 100% | 21 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 3 | 0 | 0 | | | | | | | | | 3 | 8% | 0 | 0% |
| Emergency Vehicle | 6 | 7 | 5 | 6 | 3 | | | | | | | | | 5 | 14% | 8 | 19% |
| Right Turn | 17 | 32 | 28 | 17 | 11 | | | | | | | | | 21 | 55% | 24 | 54% |
| No Violation Occurred | 13 | 6 | 8 | 9 | 7 | | | | | | | | | 9 | 23% | 12 | 27% |
| Total: | 36 | 45 | 44 | 32 | 21 | | | | | | | | | 38 | 100% | 44 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| No Plate | 2 | 1 | 3 | 3 | 2 | | | | | | | | | 2 | 14% | 1 | 19% |
| Out of State Plate | 0 | 1 | 0 | 0 | 0 | | | | | | | | | 1 | 6% | 0 | 6% |
| Glare on Plate | 0 | 0 | 0 | 1 | 0 | | | | | | | | | 1 | 6% | 0 | 2% |
| Illegible Plate | 0 | 2 | 0 | 1 | 0 | | | | | | | | | 2 | 9% | 0 | 0% |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 2% |
| Windshield Glare | 0 | 0 | 1 | 0 | 2 | | | | | | | | | 2 | 9% | 0 | 8% |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 8% |
| Car Obstructed | 0 | 1 | 0 | 0 | 0 | | | | | | | | | 1 | 6% | 0 | 2% |
| No DMV Match Found | 0 | 2 | 4 | 5 | 2 | | | | | | | | | 3 | 20% | 2 | 29% |
| Police Expired | 1 | 0 | 2 | 8 | 0 | | | | | | | | | 4 | 23% | 1 | 25% |
| Police Return | 1 | 0 | 0 | 0 | 0 | | | | | | | | | 1 | 6% | 0 | 0% |
| Other | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Total: | 4 | 7 | 10 | 18 | 6 | | | | | | | | | 16 | 100% | 5 | 100% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 5% |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 9% |
| Dark Interior | 0 | 0 | 2 | 2 | 0 | | | | | | | | | 2 | 100% | 1 | 73% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 5% |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Exposure | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 9% |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Total: | 0 | 0 | 2 | 2 | 0 | | | | | | | | | 2 | 100% | 2 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | | |
| Daily Ave Vehicle Passes | 17,147 | 15,519 | 14,753 | 14,797 | 13,625 | | | | | | | | | Year to Date Average | | 2011 Average | |
| Average Issued Speed | 38 | 37 | 35 | 35 | 36 | | | | | | | | | 15,168 | | 15,836 | |
| Average Issued Red | 7.2 | 9.4 | 7.3 | 0.4 | 5.3 | | | | | | | | | 36 | | 46 | |
| Citation / Violation Iss Rate | 81% | 73% | 59% | 31% | 70% | | | | | | | | | 6 | | 17.8 | |
| Controllable Issuance Rate | 100% | 100% | 89% | 82% | 100% | | | | | | | | | 63% | | 66% | |
| | | | | | | | | | | | | | | 94% | | 88% | |



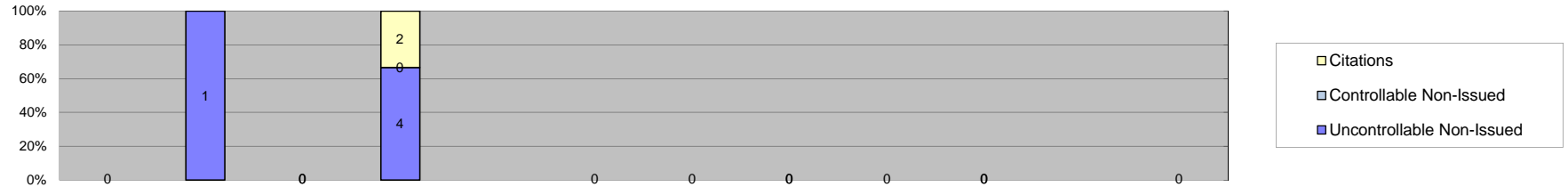
| Events | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Year to Date Average | | 2011 Average | | |
|---|-----------|-----------|-----------|-----------|-----------|--------|--------|--------|--------|--------|--------|--------|----------------------|-----------|--------------|-----------|-------------|
| | | | | | | | | | | | | | Quantity | % | Quantity | % | |
| Non-Violations | 48 | 46 | 51 | 46 | 17 | | | | | | | | | 42 | 53% | 48 | 57% |
| Violations | 47 | 46 | 24 | 45 | 19 | | | | | | | | | 36 | 47% | 35 | 43% |
| Total: | 95 | 92 | 75 | 91 | 36 | | | | | | | | | 78 | 100% | 83 | 100% |
| Violations | | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 14 | 17 | 6 | 28 | 6 | | | | | | | | | 14 | 39% | 13 | 37% |
| Controllable Non-Issued | 7 | 3 | 1 | 1 | 4 | | | | | | | | | 3 | 9% | 5 | 13% |
| Citations | 26 | 26 | 17 | 16 | 9 | | | | | | | | | 19 | 52% | 18 | 50% |
| Total: | 47 | 46 | 24 | 45 | 19 | | | | | | | | | 36 | 100% | 35 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Emergency Vehicle | 17 | 19 | 32 | 17 | 6 | | | | | | | | | 18 | 44% | 18 | 38% |
| Right Turn | 16 | 13 | 8 | 22 | 9 | | | | | | | | | 14 | 33% | 15 | 32% |
| No Violation Occurred | 15 | 14 | 11 | 7 | 2 | | | | | | | | | 10 | 24% | 14 | 30% |
| Total: | 48 | 46 | 51 | 46 | 17 | | | | | | | | | 42 | 100% | 48 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| No Plate | 2 | 4 | 1 | 2 | 0 | | | | | | | | | 2 | 11% | 1 | 8% |
| Out of State Plate | 0 | 2 | 0 | 0 | 0 | | | | | | | | | 2 | 10% | 1 | 5% |
| Glare on Plate | 1 | 1 | 0 | 0 | 0 | | | | | | | | | 1 | 5% | 0 | 1% |
| Illegible Plate | 1 | 0 | 0 | 0 | 1 | | | | | | | | | 1 | 5% | 0 | 1% |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 2% |
| Windshield Glare | 6 | 8 | 1 | 16 | 5 | | | | | | | | | 7 | 36% | 7 | 51% |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 2% |
| Car Obstructed | 0 | 0 | 1 | 0 | 0 | | | | | | | | | 1 | 5% | 0 | 2% |
| No DMV Match Found | 2 | 1 | 1 | 3 | 0 | | | | | | | | | 2 | 9% | 2 | 14% |
| Police Expired | 2 | 1 | 1 | 7 | 0 | | | | | | | | | 3 | 14% | 2 | 13% |
| Police Return | 0 | 0 | 1 | 0 | 0 | | | | | | | | | 1 | 5% | 0 | 1% |
| Other | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Total: | 14 | 17 | 6 | 28 | 6 | | | | | | | | | 20 | 100% | 13 | 100% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| Framing of Plate | 1 | 0 | 0 | 0 | 0 | | | | | | | | | 1 | 16% | 0 | 4% |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 7% |
| Dark Interior | 5 | 2 | 1 | 1 | 2 | | | | | | | | | 2 | 35% | 4 | 82% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 4% |
| Focus / Clarity of Driver | 1 | 1 | 0 | 0 | 0 | | | | | | | | | 1 | 16% | 0 | 2% |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Exposure | 0 | 0 | 0 | 0 | 2 | | | | | | | | | 2 | 32% | 0 | 0% |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 2% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Total: | 7 | 3 | 1 | 1 | 4 | | | | | | | | | 6 | 100% | 5 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | Year to Date Average | | 2011 Average | | |
| Daily Ave Vehicle Passes | 15,274 | 14,208 | 13,498 | 13,175 | 13,422 | | | | | | | | | 13,915 | | 14,973 | |
| Average Issued Speed | 36 | 37 | 37 | 34 | 34 | | | | | | | | | 35 | | 42 | |
| Average Issued Red | 4.6 | 5.2 | 2.9 | 1.9 | 0.3 | | | | | | | | | 3 | | 8.0 | |
| Citation / Violation Iss Rate | 55% | 57% | 71% | 36% | 47% | | | | | | | | | 53% | | 51% | |
| Controllable Issuance Rate | 79% | 90% | 94% | 94% | 69% | | | | | | | | | 85% | | 80% | |



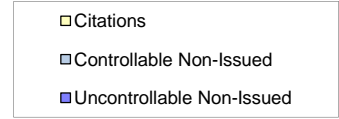
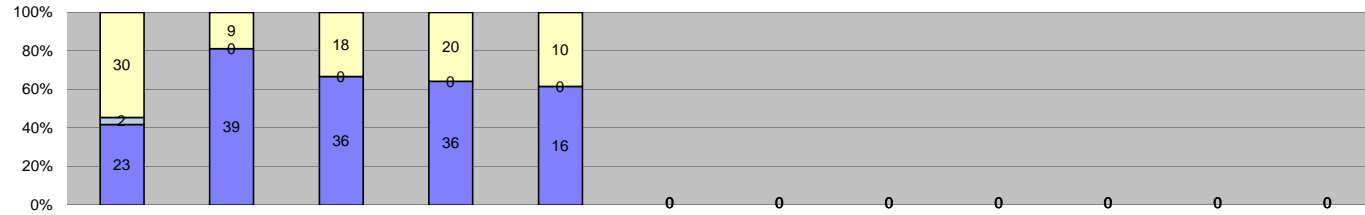
| Events | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Year to Date Average | | 2011 Average | | |
|---|-----------|-----------|-----------|-----------|----------|--------|--------|--------|--------|--------|--------|--------|----------------------|-----------|--------------|-----------|-------------|
| | | | | | | | | | | | | | Quantity | % | Quantity | % | |
| Non-Violations | 36 | 32 | 34 | 17 | 0 | | | | | | | | | 30 | 75% | 37 | 75% |
| Violations | 8 | 9 | 16 | 7 | 0 | | | | | | | | | 10 | 25% | 12 | 25% |
| Total: | 44 | 41 | 50 | 24 | 0 | | | | | | | | | 40 | 100% | 49 | 100% |
| Violations | | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 0 | 5 | 5 | 6 | 0 | | | | | | | | | 5 | 42% | 5 | 43% |
| Controllable Non-Issued | 0 | 0 | 2 | 0 | 0 | | | | | | | | | 2 | 16% | 1 | 9% |
| Citations | 8 | 4 | 9 | 1 | 0 | | | | | | | | | 6 | 43% | 6 | 48% |
| Total: | 8 | 9 | 16 | 7 | 0 | | | | | | | | | 13 | 100% | 12 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 1 | 0 | 0 | 0 | | | | | | | | | 1 | 3% | 0 | 0% |
| Emergency Vehicle | 6 | 4 | 11 | 0 | 0 | | | | | | | | | 7 | 22% | 8 | 22% |
| Right Turn | 12 | 12 | 11 | 3 | 0 | | | | | | | | | 10 | 29% | 11 | 29% |
| No Violation Occurred | 18 | 15 | 12 | 14 | 0 | | | | | | | | | 15 | 46% | 18 | 49% |
| Total: | 36 | 32 | 34 | 17 | 0 | | | | | | | | | 32 | 100% | 37 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| No Plate | 0 | 0 | 0 | 1 | 0 | | | | | | | | | 1 | 13% | 1 | 10% |
| Out of State Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 2% |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 3% |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 5% |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 2% |
| Windshield Glare | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 1 | 22% |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 2% |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 6% |
| No DMV Match Found | 0 | 4 | 0 | 1 | 0 | | | | | | | | | 3 | 33% | 2 | 35% |
| Police Expired | 0 | 1 | 5 | 3 | 0 | | | | | | | | | 3 | 40% | 0 | 8% |
| Police Return | 0 | 0 | 0 | 1 | 0 | | | | | | | | | 1 | 13% | 0 | 5% |
| Other | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 2% |
| Total: | 0 | 5 | 5 | 6 | 0 | | | | | | | | | 8 | 100% | 5 | 100% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Focus / Clarity of Plate | 0 | 0 | 1 | 0 | 0 | | | | | | | | | 1 | 50% | 0 | 15% |
| Dark Interior | 0 | 0 | 1 | 0 | 0 | | | | | | | | | 1 | 50% | 0 | 38% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Exposure | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 8% |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 38% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Total: | 0 | 0 | 2 | 0 | 0 | | | | | | | | | 2 | 100% | 1 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | Year to Date Average | | 2011 Average | | |
| Daily Ave Vehicle Passes | 9,029 | 7,857 | 8,229 | 5,129 | 0 | | | | | | | | | 7,561 | | 8,252 | |
| Average Issued Speed | 34 | 39 | 33 | 43 | 0 | | | | | | | | | 37 | | 26 | |
| Average Issued Red | 0.4 | 0.5 | 0.5 | 0.6 | 0 | | | | | | | | | 0 | | 0.3 | |
| Citation / Violation Iss Rate | 100% | 44% | 56% | 14% | 0% | | | | | | | | | 54% | | 50% | |
| Controllable Issuance Rate | 100% | 100% | 82% | 100% | 0% | | | | | | | | | 95% | | 84% | |



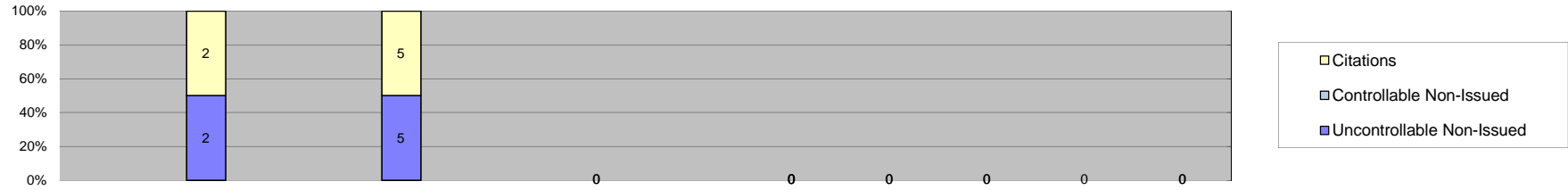
| Events | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Year to Date Average | | 2011 Average | | |
|---|-----------|-----------|-----------|-----------|-----------|--------|--------|--------|--------|--------|--------|--------|----------------------|----------------------|--------------|--------------|-------------|
| | | | | | | | | | | | | | Quantity | % | Quantity | % | |
| Non-Violations | 12 | 13 | 13 | 24 | 13 | | | | | | | | | 15 | 33% | 22 | 56% |
| Violations | 25 | 28 | 43 | 30 | 23 | | | | | | | | | 30 | 67% | 17 | 44% |
| Total: | 37 | 41 | 56 | 54 | 36 | | | | | | | | | 45 | 100% | 39 | 100% |
| Violations | | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 11 | 19 | 34 | 20 | 12 | | | | | | | | | 19 | 63% | 7 | 43% |
| Controllable Non-Issued | 1 | 0 | 0 | 0 | 0 | | | | | | | | | 1 | 3% | 0 | 2% |
| Citations | 13 | 9 | 9 | 10 | 11 | | | | | | | | | 10 | 34% | 9 | 54% |
| Total: | 25 | 28 | 43 | 30 | 23 | | | | | | | | | 31 | 100% | 17 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Emergency Vehicle | 4 | 5 | 4 | 9 | 2 | | | | | | | | | 5 | 32% | 8 | 39% |
| Right Turn | 1 | 1 | 1 | 2 | 5 | | | | | | | | | 2 | 13% | 5 | 23% |
| No Violation Occurred | 7 | 7 | 8 | 13 | 6 | | | | | | | | | 8 | 55% | 8 | 38% |
| Total: | 12 | 13 | 13 | 24 | 13 | | | | | | | | | 15 | 100% | 22 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| No Plate | 1 | 3 | 1 | 2 | 1 | | | | | | | | | 2 | 6% | 1 | 7% |
| Out of State Plate | 0 | 1 | 0 | 0 | 0 | | | | | | | | | 1 | 4% | 0 | 3% |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 1% |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 1% |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 3% |
| Windshield Glare | 5 | 5 | 3 | 1 | 2 | | | | | | | | | 3 | 13% | 1 | 12% |
| Driver Obstructed | 0 | 0 | 0 | 0 | 1 | | | | | | | | | 1 | 4% | 0 | 4% |
| Car Obstructed | 0 | 0 | 3 | 0 | 0 | | | | | | | | | 3 | 12% | 0 | 6% |
| No DMV Match Found | 2 | 7 | 11 | 11 | 5 | | | | | | | | | 7 | 29% | 2 | 31% |
| Police Expired | 2 | 3 | 11 | 5 | 2 | | | | | | | | | 5 | 18% | 1 | 15% |
| Police Return | 1 | 0 | 4 | 0 | 0 | | | | | | | | | 3 | 10% | 1 | 11% |
| Other | 0 | 0 | 1 | 1 | 1 | | | | | | | | | 1 | 4% | 0 | 4% |
| Total: | 11 | 19 | 34 | 20 | 12 | | | | | | | | | 25 | 100% | 7 | 100% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Focus / Clarity of Plate | 1 | 0 | 0 | 0 | 0 | | | | | | | | | 1 | 100% | 0 | 0% |
| Dark Interior | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 20% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 20% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Exposure | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 60% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Total: | 1 | 0 | 0 | 0 | 0 | | | | | | | | | 1 | 100% | 0 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | | |
| Daily Ave Vehicle Passes | 8,957 | 8,232 | 8,187 | 7,699 | 7,373 | | | | | | | | | Year to Date Average | | 2011 Average | |
| Average Issued Speed | 38 | 30 | 35 | 43 | 41 | | | | | | | | | 8,090 | | 8,617 | |
| Average Issued Red | 0.3 | 0.3 | 0.6 | 0.4 | 0.3 | | | | | | | | | 37 | | 35 | |
| Citation / Violation Iss Rate | 52% | 32% | 21% | 33% | 48% | | | | | | | | | 0 | | 1 | |
| Controllable Issuance Rate | 93% | 100% | 100% | 100% | 100% | | | | | | | | | 37% | | 55% | |
| | | | | | | | | | | | | | | 99% | | 96% | |



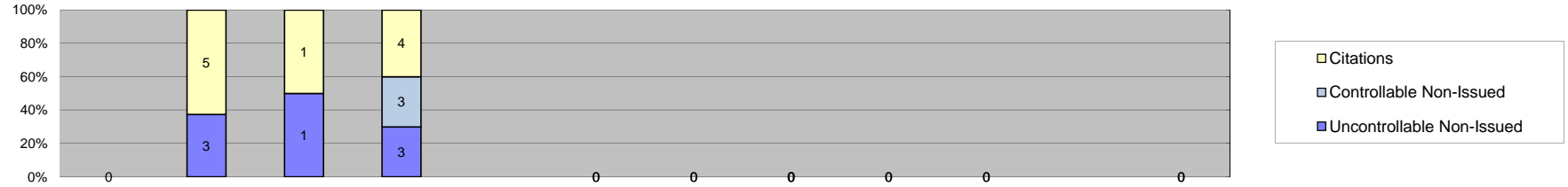
| Events | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Year to Date Average | | 2011 Average | | |
|---|----------|------------|----------|------------|----------|----------|----------|----------|----------|----------|----------|----------|----------------------|----------------------|--------------|--------------|-------------|
| | Quantity | Quantity | Quantity | Quantity | Quantity | Quantity | Quantity | Quantity | Quantity | Quantity | Quantity | Quantity | Quantity | % | % | % | |
| Non-Violations | 0 | 148 | 5 | 152 | 0 | | | | | | | | | 102 | 97% | 82 | 98% |
| Violations | 0 | 1 | 0 | 6 | 0 | | | | | | | | | 4 | 3% | 1 | 2% |
| Total: | 0 | 149 | 5 | 158 | 0 | | | | | | | | | 105 | 100% | 83 | 100% |
| Violations | | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 0 | 1 | 0 | 4 | 0 | | | | | | | | | 3 | 56% | 1 | 50% |
| Controllable Non-Issued | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 13% |
| Citations | 0 | 0 | 0 | 2 | 0 | | | | | | | | | 2 | 44% | 1 | 38% |
| Total: | 0 | 1 | 0 | 6 | 0 | | | | | | | | | 5 | 100% | 1 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Emergency Vehicle | 0 | 0 | 1 | 2 | 0 | | | | | | | | | 2 | 1% | 1 | 2% |
| Right Turn | 0 | 48 | 2 | 71 | 0 | | | | | | | | | 40 | 39% | 27 | 33% |
| No Violation Occurred | 0 | 100 | 2 | 79 | 0 | | | | | | | | | 60 | 59% | 53 | 65% |
| Total: | 0 | 148 | 5 | 152 | 0 | | | | | | | | | 102 | 100% | 82 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| No Plate | 0 | 0 | 0 | 3 | 0 | | | | | | | | | 3 | 60% | 0 | 13% |
| Out of State Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Illegible Plate | 0 | 1 | 0 | 0 | 0 | | | | | | | | | 1 | 20% | 0 | 0% |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Windshield Glare | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 50% |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 13% |
| No DMV Match Found | 0 | 0 | 0 | 1 | 0 | | | | | | | | | 1 | 20% | 0 | 25% |
| Police Expired | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Police Return | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Other | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Total: | 0 | 1 | 0 | 4 | 0 | | | | | | | | | 5 | 100% | 1 | 100% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0% |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0% |
| Dark Interior | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 100% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0% |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0% |
| Exposure | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0% |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0% |
| Total: | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | | |
| Daily Ave Vehicle Passes | 0 | 4,465 | 766 | 3,619 | 0 | | | | | | | | | Year to Date Average | | 2011 Average | |
| Average Issued Speed | 0 | 0 | 0 | 33 | 0 | | | | | | | | | 2,950 | | 2,435 | |
| Average Issued Red | 0 | 0 | 0 | 13.4 | 0 | | | | | | | | | 33 | | 13 | |
| Citation / Violation Iss Rate | 0% | 0% | 0% | 33% | 0% | | | | | | | | | 13 | | 2.9 | |
| Controllable Issuance Rate | 0% | 0% | 0% | 100% | 0% | | | | | | | | | 33% | | 33% | |
| | | | | | | | | | | | | | | 100% | | 67% | |



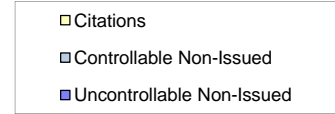
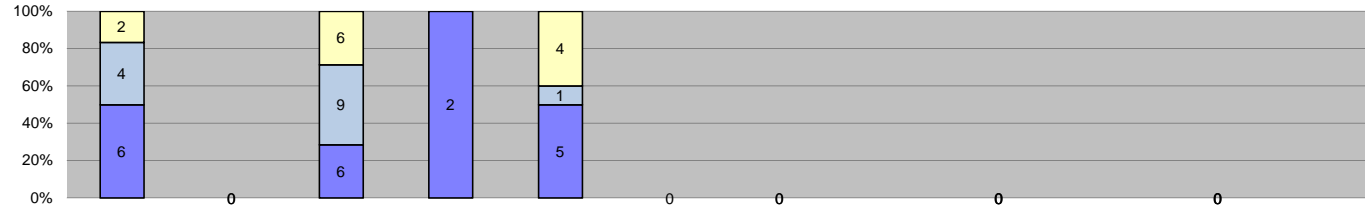
| Events | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Year to Date Average | | 2011 Average | | |
|---|------------|------------|------------|------------|------------|--------|--------|--------|--------|--------|--------|--------|----------------------|------------|--------------|------------|-------------|
| | | | | | | | | | | | | | Quantity | % | Quantity | % | |
| Non-Violations | 360 | 334 | 313 | 387 | 178 | | | | | | | | | 314 | 87% | 335 | 84% |
| Violations | 55 | 48 | 54 | 56 | 26 | | | | | | | | | 48 | 13% | 66 | 16% |
| Total: | 415 | 382 | 367 | 443 | 204 | | | | | | | | | 362 | 100% | 401 | 100% |
| Violations | | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 23 | 39 | 36 | 36 | 16 | | | | | | | | | 30 | 61% | 34 | 52% |
| Controllable Non-Issued | 2 | 0 | 0 | 0 | 0 | | | | | | | | | 2 | 4% | 2 | 3% |
| Citations | 30 | 9 | 18 | 20 | 10 | | | | | | | | | 17 | 35% | 29 | 45% |
| Total: | 55 | 48 | 54 | 56 | 26 | | | | | | | | | 49 | 100% | 66 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Emergency Vehicle | 34 | 24 | 20 | 34 | 12 | | | | | | | | | 25 | 8% | 31 | 9% |
| Right Turn | 0 | 0 | 1 | 1 | 0 | | | | | | | | | 1 | 0% | 1 | 0% |
| No Violation Occurred | 326 | 310 | 292 | 352 | 166 | | | | | | | | | 289 | 92% | 303 | 90% |
| Total: | 360 | 334 | 313 | 387 | 178 | | | | | | | | | 315 | 100% | 335 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| No Plate | 5 | 4 | 2 | 8 | 2 | | | | | | | | | 4 | 12% | 3 | 8% |
| Out of State Plate | 0 | 1 | 0 | 1 | 0 | | | | | | | | | 1 | 3% | 1 | 2% |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Illegible Plate | 0 | 1 | 0 | 1 | 0 | | | | | | | | | 1 | 3% | 0 | 0% |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Windshield Glare | 4 | 6 | 7 | 10 | 9 | | | | | | | | | 7 | 21% | 9 | 26% |
| Driver Obstructed | 3 | 1 | 2 | 0 | 0 | | | | | | | | | 2 | 6% | 1 | 3% |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| No DMV Match Found | 5 | 9 | 7 | 9 | 4 | | | | | | | | | 7 | 20% | 13 | 37% |
| Police Expired | 2 | 9 | 15 | 5 | 0 | | | | | | | | | 8 | 23% | 2 | 6% |
| Police Return | 4 | 7 | 3 | 2 | 1 | | | | | | | | | 3 | 10% | 6 | 16% |
| Other | 0 | 1 | 0 | 0 | 0 | | | | | | | | | 1 | 3% | 0 | 0% |
| Total: | 23 | 39 | 36 | 36 | 16 | | | | | | | | | 34 | 100% | 34 | 100% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 18% |
| Dark Interior | 1 | 0 | 0 | 0 | 0 | | | | | | | | | 1 | 50% | 1 | 32% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 14% |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Exposure | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 14% |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 23% |
| ACS Expired | 1 | 0 | 0 | 0 | 0 | | | | | | | | | 1 | 50% | 0 | 0% |
| Total: | 2 | 0 | 0 | 0 | 0 | | | | | | | | | 2 | 100% | 2 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | Year to Date Average | | 2011 Average | | |
| Daily Ave Vehicle Passes | 5,077 | 4,899 | 5,047 | 4,945 | 4,666 | | | | | | | | | 4,927 | | 4,906 | |
| Average Issued Speed | 17 | 17 | 17 | 17 | 19 | | | | | | | | | 17 | | 17 | |
| Average Issued Red | 13.1 | 9.8 | 12.2 | 12.6 | 12.5 | | | | | | | | | 12 | | 10.0 | |
| Citation / Violation Iss Rate | 55% | 19% | 33% | 36% | 38% | | | | | | | | | 36% | | 45% | |
| Controllable Issuance Rate | 94% | 100% | 100% | 100% | 100% | | | | | | | | | 99% | | 94% | |



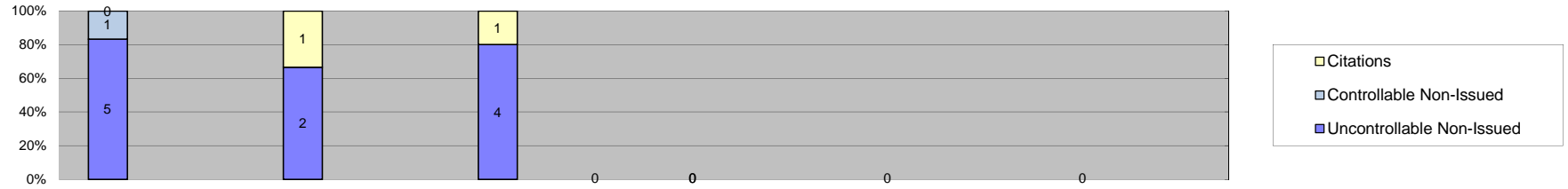
| Events | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Year to Date Average | | 2011 Average | |
|---|----------|------------|----------|------------|----------|----------|----------|----------|----------|----------|----------|----------|----------------------|-------------|--------------|-------------|
| | Quantity | Quantity | Quantity | Quantity | Quantity | Quantity | Quantity | Quantity | Quantity | Quantity | Quantity | Quantity | Quantity | % | Quantity | % |
| Non-Violations | 0 | 147 | 7 | 135 | 0 | | | | | | | | 96 | 93% | 132 | 98% |
| Violations | 0 | 4 | 0 | 10 | 0 | | | | | | | | 7 | 7% | 3 | 2% |
| Total: | 0 | 151 | 7 | 145 | 0 | | | | | | | | 103 | 100% | 135 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 0 | 2 | 0 | 5 | 0 | | | | | | | | 4 | 50% | 2 | 63% |
| Controllable Non-Issued | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0% | 0 | 0% |
| Citations | 0 | 2 | 0 | 5 | 0 | | | | | | | | 4 | 50% | 1 | 37% |
| Total: | 0 | 4 | 0 | 10 | 0 | | | | | | | | 7 | 100% | 3 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0% | 0 | 0% |
| Emergency Vehicle | 0 | 0 | 0 | 1 | 0 | | | | | | | | 1 | 1% | 2 | 1% |
| Right Turn | 0 | 38 | 2 | 36 | 0 | | | | | | | | 25 | 26% | 33 | 25% |
| No Violation Occurred | 0 | 109 | 5 | 98 | 0 | | | | | | | | 71 | 73% | 97 | 74% |
| Total: | 0 | 147 | 7 | 135 | 0 | | | | | | | | 97 | 100% | 132 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 0 | 1 | 0 | 1 | 0 | | | | | | | | 1 | 17% | 0 | 5% |
| Out of State Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0% | 0 | 5% |
| Glare on Plate | 0 | 0 | 0 | 1 | 0 | | | | | | | | 1 | 17% | 0 | 0% |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0% | 0 | 5% |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0% | 0 | 0% |
| Windshield Glare | 0 | 1 | 0 | 0 | 0 | | | | | | | | 1 | 17% | 0 | 14% |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0% | 0 | 0% |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0% | 0 | 18% |
| No DMV Match Found | 0 | 0 | 0 | 2 | 0 | | | | | | | | 2 | 33% | 0 | 9% |
| Police Expired | 0 | 0 | 0 | 1 | 0 | | | | | | | | 1 | 17% | 1 | 32% |
| Police Return | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0% | 0 | 9% |
| Other | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0% | 0 | 5% |
| Total: | 0 | 2 | 0 | 5 | 0 | | | | | | | | 6 | 100% | 2 | 100% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 |
| Dark Interior | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 |
| Exposure | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 |
| Total: | 0 | 0 | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 |
| Summary Metrics | | | | | | | | | | | | | | | | |
| Daily Ave Vehicle Passes | 0 | 8,064 | 1,450 | 6,845 | 0 | | | | | | | | Year to Date Average | | 2011 Average | |
| Average Issued Speed | 0 | 39 | 0 | 34 | 0 | | | | | | | | 5,453 | | 5,167 | |
| Average Issued Red | 0 | 19.6 | 0 | 11.0 | 0 | | | | | | | | 37 | | 0 | |
| Citation / Violation Iss Rate | 0% | 50% | 0% | 50% | 0% | | | | | | | | 15 | | 0.0 | |
| Controllable Issuance Rate | 0% | 100% | 0% | 100% | 0% | | | | | | | | 50% | | 37% | |
| | | | | | | | | | | | | | 100% | | 100% | |



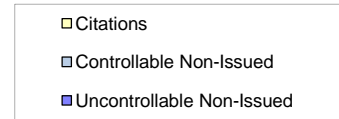
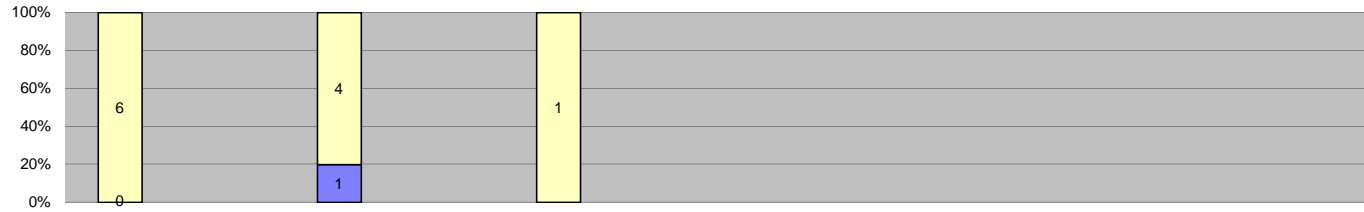
| Events | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Year to Date Average | | 2011 Average | | |
|---|----------|------------|----------|------------|----------|--------|--------|--------|--------|--------|--------|--------|----------------------|----------------------|--------------|--------------|-------------|
| | | | | | | | | | | | | | Quantity | % | Quantity | % | |
| Non-Violations | 0 | 94 | 7 | 114 | 0 | | | | | | | | | 72 | 91% | 76 | 95% |
| Violations | 0 | 8 | 2 | 10 | 0 | | | | | | | | | 7 | 9% | 4 | 5% |
| Total: | 0 | 102 | 9 | 124 | 0 | | | | | | | | | 78 | 100% | 80 | 100% |
| Violations | | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 0 | 3 | 1 | 3 | 0 | | | | | | | | | 2 | 27% | 2 | 55% |
| Controllable Non-Issued | 0 | 0 | 0 | 3 | 0 | | | | | | | | | 3 | 35% | 0 | 4% |
| Citations | 0 | 5 | 1 | 4 | 0 | | | | | | | | | 3 | 38% | 2 | 40% |
| Total: | 0 | 8 | 2 | 10 | 0 | | | | | | | | | 9 | 100% | 4 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Emergency Vehicle | 0 | 5 | 0 | 3 | 0 | | | | | | | | | 4 | 5% | 1 | 2% |
| Right Turn | 0 | 48 | 5 | 58 | 0 | | | | | | | | | 37 | 51% | 36 | 47% |
| No Violation Occurred | 0 | 41 | 2 | 53 | 0 | | | | | | | | | 32 | 44% | 39 | 51% |
| Total: | 0 | 94 | 7 | 114 | 0 | | | | | | | | | 73 | 100% | 76 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| No Plate | 0 | 0 | 0 | 1 | 0 | | | | | | | | | 1 | 14% | 0 | 8% |
| Out of State Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 8% |
| Glare on Plate | 0 | 0 | 0 | 1 | 0 | | | | | | | | | 1 | 14% | 0 | 0% |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Windshield Glare | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 8% |
| Driver Obstructed | 0 | 0 | 0 | 1 | 0 | | | | | | | | | 1 | 14% | 0 | 0% |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 4% |
| No DMV Match Found | 0 | 1 | 0 | 0 | 0 | | | | | | | | | 1 | 14% | 1 | 23% |
| Police Expired | 0 | 2 | 0 | 0 | 0 | | | | | | | | | 2 | 29% | 1 | 46% |
| Police Return | 0 | 0 | 1 | 0 | 0 | | | | | | | | | 1 | 14% | 0 | 4% |
| Other | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Total: | 0 | 3 | 1 | 3 | 0 | | | | | | | | | 7 | 100% | 2 | 100% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Dark Interior | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 50% |
| Exposure | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 50% |
| ACS Expired | 0 | 0 | 0 | 3 | 0 | | | | | | | | | 3 | 100% | 0 | 0% |
| Total: | 0 | 0 | 0 | 3 | 0 | | | | | | | | | 3 | 100% | 0 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | | |
| Daily Ave Vehicle Passes | 0 | 7,551 | 1,395 | 6,659 | 0 | | | | | | | | | Year to Date Average | | 2011 Average | |
| Average Issued Speed | 0 | 35 | 55 | 39 | 0 | | | | | | | | | 5,202 | | 4,105 | |
| Average Issued Red | 0 | 14.2 | 0.2 | 13.9 | 0 | | | | | | | | | 43 | | 4 | |
| Citation / Violation Iss Rate | 0% | 63% | 50% | 40% | 0% | | | | | | | | | 9 | | 1.8 | |
| Controllable Issuance Rate | 0% | 100% | 100% | 57% | 0% | | | | | | | | | 51% | | 40% | |
| | | | | | | | | | | | | | | 86% | | 88% | |



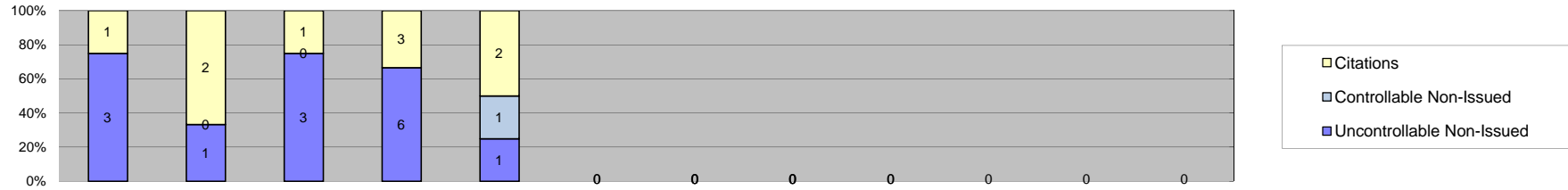
| Events | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Year to Date Average | | 2011 Average | | |
|---|------------|----------|------------|-----------|-----------|--------|--------|--------|--------|--------|--------|--------|----------------------|----------------------|--------------|--------------|-------------|
| | | | | | | | | | | | | | Quantity | % | Quantity | % | |
| Non-Violations | 176 | 0 | 146 | 33 | 68 | | | | | | | | | 106 | 90% | 66 | 91% |
| Violations | 12 | 0 | 21 | 2 | 10 | | | | | | | | | 11 | 10% | 6 | 9% |
| Total: | 188 | 0 | 167 | 35 | 78 | | | | | | | | | 117 | 100% | 72 | 100% |
| Violations | | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 6 | 0 | 6 | 2 | 5 | | | | | | | | | 5 | 35% | 3 | 41% |
| Controllable Non-Issued | 4 | 0 | 9 | 0 | 1 | | | | | | | | | 5 | 35% | 3 | 43% |
| Citations | 2 | 0 | 6 | 0 | 4 | | | | | | | | | 4 | 30% | 1 | 16% |
| Total: | 12 | 0 | 21 | 2 | 10 | | | | | | | | | 13 | 100% | 6 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Emergency Vehicle | 8 | 0 | 12 | 2 | 1 | | | | | | | | | 6 | 5% | 4 | 6% |
| Right Turn | 64 | 0 | 58 | 13 | 22 | | | | | | | | | 39 | 37% | 27 | 41% |
| No Violation Occurred | 104 | 0 | 76 | 18 | 45 | | | | | | | | | 61 | 57% | 35 | 53% |
| Total: | 176 | 0 | 146 | 33 | 68 | | | | | | | | | 106 | 100% | 66 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| No Plate | 2 | 0 | 1 | 0 | 1 | | | | | | | | | 1 | 15% | 0 | 6% |
| Out of State Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 6% |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Plate Obstructed | 0 | 0 | 0 | 0 | 1 | | | | | | | | | 1 | 11% | 0 | 0% |
| Windshield Glare | 2 | 0 | 2 | 0 | 1 | | | | | | | | | 2 | 19% | 1 | 23% |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 3% |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| No DMV Match Found | 2 | 0 | 0 | 0 | 0 | | | | | | | | | 2 | 23% | 0 | 6% |
| Police Expired | 0 | 0 | 2 | 1 | 0 | | | | | | | | | 2 | 17% | 1 | 35% |
| Police Return | 0 | 0 | 1 | 1 | 2 | | | | | | | | | 1 | 15% | 0 | 16% |
| Other | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 3% |
| Total: | 6 | 0 | 6 | 2 | 5 | | | | | | | | | 9 | 100% | 3 | 100% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Focus / Clarity of Plate | 0 | 0 | 1 | 0 | 0 | | | | | | | | | 1 | 17% | 0 | 0% |
| Dark Interior | 3 | 0 | 8 | 0 | 1 | | | | | | | | | 4 | 67% | 2 | 85% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 6% |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Exposure | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 3% |
| Equipment Malfunction | 1 | 0 | 0 | 0 | 0 | | | | | | | | | 1 | 17% | 0 | 6% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Total: | 4 | 0 | 9 | 0 | 1 | | | | | | | | | 6 | 100% | 3 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | | |
| Daily Ave Vehicle Passes | 8,980 | 0 | 8,009 | 1,531 | 1,499 | | | | | | | | | Year to Date Average | | 2011 Average | |
| Average Issued Speed | 34 | 0 | 38 | 0 | 38 | | | | | | | | | 5,005 | | 2,995 | |
| Average Issued Red | 0.9 | 0 | 7.6 | 0 | 10.5 | | | | | | | | | 36 | | 0 | |
| Citation / Violation Iss Rate | 17% | 0% | 29% | 0% | 40% | | | | | | | | | 6 | | 0.0 | |
| Controllable Issuance Rate | 33% | 0% | 40% | 0% | 80% | | | | | | | | | 28% | | 8% | |
| | | | | | | | | | | | | | | 51% | | 22% | |



| Events | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Year to Date Average | | 2011 Average | | |
|---|-----------|----------|-----------|----------|-----------|--------|--------|--------|--------|--------|--------|--------|----------------------|----------------------|--------------|--------------|-------------|
| | | | | | | | | | | | | | Quantity | % | Quantity | % | |
| Non-Violations | 83 | 0 | 66 | 8 | 34 | | | | | | | | | 48 | 91% | 23 | 94% |
| Violations | 6 | 0 | 3 | 0 | 5 | | | | | | | | | 5 | 9% | 2 | 6% |
| Total: | 89 | 0 | 69 | 8 | 39 | | | | | | | | | 52 | 100% | 24 | 100% |
| Violations | | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 5 | 0 | 2 | 0 | 4 | | | | | | | | | 4 | 65% | 1 | 61% |
| Controllable Non-Issued | 1 | 0 | 0 | 0 | 0 | | | | | | | | | 1 | 18% | 0 | 0% |
| Citations | 0 | 0 | 1 | 0 | 1 | | | | | | | | | 1 | 18% | 1 | 39% |
| Total: | 6 | 0 | 3 | 0 | 5 | | | | | | | | | 6 | 100% | 2 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Emergency Vehicle | 2 | 0 | 2 | 0 | 1 | | | | | | | | | 2 | 3% | 1 | 4% |
| Right Turn | 19 | 0 | 31 | 1 | 7 | | | | | | | | | 15 | 30% | 5 | 23% |
| No Violation Occurred | 62 | 0 | 33 | 7 | 26 | | | | | | | | | 32 | 66% | 17 | 73% |
| Total: | 83 | 0 | 66 | 8 | 34 | | | | | | | | | 48 | 100% | 23 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| No Plate | 1 | 0 | 0 | 0 | 0 | | | | | | | | | 1 | 16% | 0 | 0% |
| Out of State Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Windshield Glare | 1 | 0 | 2 | 0 | 1 | | | | | | | | | 1 | 21% | 0 | 18% |
| Driver Obstructed | 1 | 0 | 0 | 0 | 3 | | | | | | | | | 2 | 32% | 0 | 0% |
| Car Obstructed | 2 | 0 | 0 | 0 | 0 | | | | | | | | | 2 | 32% | 1 | 73% |
| No DMV Match Found | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Police Expired | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 9% |
| Police Return | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Other | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Total: | 5 | 0 | 2 | 0 | 4 | | | | | | | | | 6 | 100% | 1 | 100% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0 |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0 |
| Dark Interior | 1 | 0 | 0 | 0 | 0 | | | | | | | | | 1 | 100% | 0 | 0 |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0 |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0 |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0 |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0 |
| Exposure | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0 |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0 |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0 |
| Total: | 1 | 0 | 0 | 0 | 0 | | | | | | | | | 1 | 100% | 0 | 0 |
| Summary Metrics | | | | | | | | | | | | | | | | | |
| Daily Ave Vehicle Passes | 6,566 | 0 | 5,849 | 1,018 | 944 | | | | | | | | | Year to Date Average | | 2011 Average | |
| Average Issued Speed | 0 | 0 | 42 | 0 | 58 | | | | | | | | | 3,594 | | 3,250 | |
| Average Issued Red | 0 | 0 | 0.2 | 0 | 0.3 | | | | | | | | | 50 | | 16 | |
| Citation / Violation Iss Rate | 0% | 0% | 33% | 0% | 20% | | | | | | | | | 0 | | 8.5 | |
| Controllable Issuance Rate | 0% | 0% | 100% | 0% | 100% | | | | | | | | | 27% | | 45% | |
| | | | | | | | | | | | | | | 100% | | 100% | |



| Events | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Year to Date Average | | 2011 Average | | |
|---|-----------|----------|-----------|----------|-----------|--------|--------|--------|--------|--------|--------|--------|----------------------|----------------------|--------------|--------------|-------------|
| | | | | | | | | | | | | | Quantity | % | Quantity | % | |
| Non-Violations | 51 | 0 | 48 | 6 | 34 | | | | | | | | | 35 | 90% | 17 | 91% |
| Violations | 6 | 0 | 5 | 0 | 1 | | | | | | | | | 4 | 10% | 2 | 9% |
| Total: | 57 | 0 | 53 | 6 | 35 | | | | | | | | | 39 | 100% | 18 | 100% |
| Violations | | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 0 | 0 | 1 | 0 | 0 | | | | | | | | | 1 | 21% | 0 | 25% |
| Controllable Non-Issued | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 5% |
| Citations | 6 | 0 | 4 | 0 | 1 | | | | | | | | | 4 | 79% | 1 | 70% |
| Total: | 6 | 0 | 5 | 0 | 1 | | | | | | | | | 5 | 100% | 2 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Emergency Vehicle | 4 | 0 | 5 | 0 | 2 | | | | | | | | | 4 | 10% | 1 | 7% |
| Right Turn | 20 | 0 | 18 | 3 | 17 | | | | | | | | | 15 | 41% | 6 | 37% |
| No Violation Occurred | 27 | 0 | 25 | 3 | 15 | | | | | | | | | 18 | 49% | 9 | 56% |
| Total: | 51 | 0 | 48 | 6 | 34 | | | | | | | | | 36 | 100% | 17 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| No Plate | 0 | 0 | 1 | 0 | 0 | | | | | | | | | 1 | 100% | 0 | 20% |
| Out of State Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Windshield Glare | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| No DMV Match Found | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 60% |
| Police Expired | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 20% |
| Police Return | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Other | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Total: | 0 | 0 | 1 | 0 | 0 | | | | | | | | | 1 | 100% | 0 | 100% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0% |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0% |
| Dark Interior | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0% |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0% |
| Exposure | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 100% |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 0% |
| Total: | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0 | 0 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | | |
| Daily Ave Vehicle Passes | 6,355 | 0 | 5,736 | 801 | 787 | | | | | | | | | Year to Date Average | | 2011 Average | |
| Average Issued Speed | 41 | 0 | 43 | 0 | 41 | | | | | | | | | 3,420 | | 2,947 | |
| Average Issued Red | 17.1 | 0 | 0.5 | 0 | 50.8 | | | | | | | | | 42 | | 19 | |
| Citation / Violation Iss Rate | 100% | 0% | 80% | 0% | 100% | | | | | | | | | 23 | | 1.9 | |
| Controllable Issuance Rate | 100% | 0% | 100% | 0% | 100% | | | | | | | | | 93% | | 68% | |
| | | | | | | | | | | | | | | 100% | | 90% | |



| Events | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Year to Date Average | | 2011 Average | | |
|---|------------|------------|------------|------------|-----------|----------|----------|----------|----------|----------|----------|----------|----------------------|----------------------|--------------|--------------|-------------|
| | Quantity | Quantity | Quantity | Quantity | Quantity | Quantity | Quantity | Quantity | Quantity | Quantity | Quantity | Quantity | Quantity | % | Quantity | % | |
| Non-Violations | 190 | 186 | 188 | 218 | 83 | | | | | | | | | 173 | 97% | 173 | 97% |
| Violations | 4 | 3 | 4 | 9 | 4 | | | | | | | | | 5 | 3% | 6 | 3% |
| Total: | 194 | 189 | 192 | 227 | 87 | | | | | | | | | 178 | 100% | 180 | 100% |
| Violations | | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 3 | 1 | 3 | 6 | 1 | | | | | | | | | 3 | 50% | 4 | 59% |
| Controllable Non-Issued | 0 | 0 | 0 | 0 | 1 | | | | | | | | | 1 | 18% | 1 | 8% |
| Citations | 1 | 2 | 1 | 3 | 2 | | | | | | | | | 2 | 32% | 2 | 32% |
| Total: | 4 | 3 | 4 | 9 | 4 | | | | | | | | | 6 | 100% | 6 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Emergency Vehicle | 1 | 3 | 4 | 3 | 2 | | | | | | | | | 3 | 2% | 1 | 1% |
| Right Turn | 72 | 60 | 74 | 82 | 36 | | | | | | | | | 65 | 37% | 71 | 41% |
| No Violation Occurred | 117 | 123 | 110 | 133 | 45 | | | | | | | | | 106 | 61% | 101 | 59% |
| Total: | 190 | 186 | 188 | 218 | 83 | | | | | | | | | 173 | 100% | 173 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| No Plate | 0 | 0 | 0 | 0 | 1 | | | | | | | | | 1 | 15% | 0 | 5% |
| Out of State Plate | 0 | 0 | 0 | 1 | 0 | | | | | | | | | 1 | 15% | 0 | 9% |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Plate Obstructed | 1 | 0 | 0 | 0 | 0 | | | | | | | | | 1 | 15% | 0 | 0% |
| Windshield Glare | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 5% |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| No DMV Match Found | 1 | 0 | 2 | 0 | 0 | | | | | | | | | 2 | 23% | 1 | 16% |
| Police Expired | 1 | 1 | 1 | 5 | 0 | | | | | | | | | 2 | 31% | 1 | 34% |
| Police Return | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Other | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 1 | 32% |
| Total: | 3 | 1 | 3 | 6 | 1 | | | | | | | | | 7 | 100% | 4 | 100% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 50% |
| Dark Interior | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 33% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Exposure | 0 | 0 | 0 | 0 | 1 | | | | | | | | | 1 | 100% | 0 | 0% |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 17% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0% | 0 | 0% |
| Total: | 0 | 0 | 0 | 0 | 1 | | | | | | | | | 1 | 100% | 1 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | | |
| Daily Ave Vehicle Passes | 2,956 | 3,483 | 3,613 | 3,406 | 3,348 | | | | | | | | | Year to Date Average | | 2011 Average | |
| Average Issued Speed | 33 | 41 | 0 | 42 | 31 | | | | | | | | | 3,361 | | 3,125 | |
| Average Issued Red | 47.8 | 0.9 | 0.0 | 23.2 | 18.1 | | | | | | | | | 37 | | 45 | |
| Citation / Violation Iss Rate | 25% | 67% | 25% | 33% | 50% | | | | | | | | | 23 | | 41.3 | |
| Controllable Issuance Rate | 100% | 100% | 100% | 100% | 67% | | | | | | | | | 40% | | 39% | |
| | | | | | | | | | | | | | | 93% | | 82% | |

Calls For Information

| Reason for Call | May-12 | 3 Month Average | Year to Date Average | Year to Date Total | 2011 Average |
|--|--------|-----------------|----------------------|--------------------|--------------|
| <i>Appointment</i> | 0 | 0 | 0 | 1 | 2 |
| <i>Bail</i> | 0 | 1 | 1 | 3 | 2 |
| <i>Complaint</i> | 0 | 0 | 0 | 0 | 0 |
| <i>Contest Violation</i> | 2 | 3 | 3 | 17 | 5 |
| <i>Courtesy Notice</i> | 1 | 2 | 1 | 7 | 0 |
| <i>Explain Citation</i> | 0 | 0 | 1 | 3 | 1 |
| <i>Explain Court</i> | 0 | 0 | 0 | 0 | 0 |
| <i>Explain the Project</i> | 0 | 0 | 0 | 0 | 0 |
| <i>Extension</i> | 0 | 0 | 0 | 1 | 1 |
| <i>Other</i> | 0 | 0 | 0 | 0 | 0 |
| <i>Affidavit of Non-Liability</i> | 1 | 2 | 2 | 9 | 3 |
| <i>Affidavit of Non-Liability Status</i> | 1 | 0 | 0 | 1 | 1 |
| <i>Traffic School</i> | 0 | 0 | 0 | 0 | 1 |
| Total Calls | 5 | 9 | 8 | 42 | 16 |
| Appointments Scheduled | 0 | 0 | 0 | 1 | 1 |
| Affidavits of Non-Liability Processed | 21 | 16 | 18 | 88 | 37 |
| Court Packets Prepared | 11 | 12 | 13 | 64 | 30 |



A **xerox**  Company

Los Angeles County
Monthly Citation Yield - By Location
May 2012

| Direction | Location | Code | Days of Enforcement | Events | Violations | Citations | Yield* |
|---------------|-------------------------|------|---------------------|------------|------------|-----------|------------|
| EB | Colima & Batson | 113 | 14 | 41 | 20 | 14 | 1.00 |
| WB | Colima & Batson | 114 | 14 | 36 | 19 | 9 | 0.64 |
| EB | Whittier & Atlantic | 153 | 0 | 0 | 0 | 0 | NA |
| WB | Whittier & Atlantic | 154 | 14 | 36 | 23 | 11 | 0.79 |
| EB | 1st & Eastern | 163 | 14 | 0 | 0 | 0 | 0.00 |
| WB | 1st & Eastern | 164 | 14 | 204 | 26 | 10 | 0.71 |
| NB | Carmenita & Leffingwell | 171 | 14 | 0 | 0 | 0 | 0.00 |
| SB | Carmenita & Leffingwell | 172 | 14 | 0 | 0 | 0 | 0.00 |
| EB | Telegraph & Colima | 183 | 0 | 78 | 10 | 4 | NA |
| NB | Hollenbeck & Cypress | 201 | 0 | 39 | 5 | 1 | NA |
| SB | Hollenbeck & Cypress | 202 | 0 | 35 | 1 | 1 | NA |
| SB | La Cienega & 120th | 212 | 14 | 87 | 4 | 2 | 0.14 |
| Totals | | | 8 | 556 | 108 | 52 | 6.7 |

*Yield is the average number of citations issued per day of enforcement.

| | May-12 | | 3 Month Average | | YTD Total | | YTD Average | | 2011 Average | |
|----------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|--------------------|--------------------|--------------------|--------------------|
| Disposition Type | Count /Amount Paid | | Count /Amount Paid | | Count /Amount Paid | | Count /Amount Paid | | Count /Amount Paid | |
| <i>Bail Forfeiture</i> | 26 | \$13,306.00 | 29 | \$14,305.67 | 133 | \$67,543.00 | 27 | \$13,508.60 | 40 | \$20,864.33 |
| <i>Fine Paid</i> | 3 | \$1,351.00 | 9 | \$4,766.33 | 41 | \$21,440.00 | 8 | \$4,288.00 | 12 | \$5,460.67 |
| <i>Others</i> | 30 | \$480.00 | 39 | \$1,013.75 | 181 | \$4,961.25 | 36 | \$992.25 | 52 | \$2,844.33 |
| <i>Traffic School</i> | 11 | \$5,624.00 | 23 | \$11,032.67 | 102 | \$48,966.00 | 20 | \$9,793.20 | 49 | \$21,319.75 |
| Court Gross Total | 70 | \$20,761.00 | 99 | \$31,118.42 | 457 | \$142,910.25 | 91 | \$28,582.05 | 153 | \$50,489.08 |
| County Gross Total* | 40 | \$10,131.40 | 60 | \$16,136.40 | 276 | \$73,388.40 | 55 | \$14,677.68 | 101 | \$28,314.58 |

*Logic built on following model (assuming the new 2009 fine and fee structure):

County receives \$ 216.60 of \$446 citation where bail forfeiture and fine paid occurs

County receives \$350 of \$510 citation when traffic school option is paid for

| | <u>Total</u> <u>Events</u> | <u>Non</u> <u>Violations</u> | <u>Potential</u> <u>Violations</u> | <u>Percent</u> <u>Citable</u> | <u>Non Issued</u> <u>Violations</u> | <u>No DMV</u> <u>Match</u> | <u>Police/</u> <u>Client</u> <u>Rejected</u> | <u>Citations</u> <u>Issued</u> | <u>DMV</u> <u>Match</u> <u>Rate</u> | <u>Issuance</u> <u>Rate</u> | <u>Dispo</u> <u>Paid</u> | <u>Pay</u> <u>Rate</u> | <u>Closed</u> <u>No Pay</u> | <u>Pending</u> | <u>Closure</u> <u>Rate</u> | <u>Court</u> <u>Packs</u> | <u>Contest</u> <u>Rate</u> |
|--------|-------------------------------|---------------------------------|---------------------------------------|----------------------------------|--|-------------------------------|--|-----------------------------------|---|--------------------------------|-----------------------------|---------------------------|--------------------------------|----------------|-------------------------------|------------------------------|-------------------------------|
| Jan-05 | 1,485 | 1,357 | 128 | 8.6% | 52 | 13 | 0 | 76 | 85.4% | 59.4% | 6 | 7.9% | 33 | 37 | 51.3% | - | - |
| Feb-05 | 1,184 | 1,038 | 146 | 12.3% | 53 | 14 | 0 | 93 | 86.9% | 63.7% | 8 | 8.6% | 38 | 47 | 49.5% | - | - |
| Mar-05 | 2,765 | 2,513 | 252 | 9.1% | 88 | 26 | 0 | 164 | 86.3% | 65.1% | 33 | 20.1% | 45 | 86 | 47.6% | - | - |
| Apr-05 | 3,495 | 3,247 | 248 | 7.1% | 88 | 11 | 0 | 160 | 93.6% | 64.5% | 27 | 16.9% | 89 | 44 | 72.5% | - | - |
| May-05 | 5,811 | 5,368 | 443 | 7.6% | 156 | 17 | 0 | 287 | 94.4% | 64.8% | 103 | 35.9% | 105 | 79 | 72.5% | - | - |
| Jun-05 | 6,137 | 5,609 | 528 | 8.6% | 192 | 24 | 0 | 336 | 93.3% | 63.6% | 137 | 40.8% | 134 | 65 | 80.7% | - | - |
| Jul-05 | 5,896 | 5,461 | 435 | 7.4% | 241 | 32 | 11 | 194 | 86.5% | 44.6% | 148 | 76.3% | 14 | 32 | 83.5% | - | - |
| Aug-05 | 6,377 | 5,864 | 513 | 8.0% | 291 | 30 | 17 | 222 | 88.8% | 43.3% | 172 | 77.5% | 18 | 32 | 85.6% | - | - |
| Sep-05 | 5,936 | 5,418 | 518 | 8.7% | 284 | 23 | 9 | 234 | 91.4% | 45.2% | 195 | 83.3% | 13 | 26 | 88.9% | - | - |
| Oct-05 | 6,317 | 5,750 | 567 | 9.0% | 347 | 34 | 16 | 220 | 87.4% | 38.8% | 171 | 77.7% | 17 | 32 | 85.5% | - | - |
| Nov-05 | 5,448 | 4,950 | 498 | 9.1% | 263 | 16 | 2 | 235 | 93.7% | 47.2% | 189 | 80.4% | 13 | 33 | 86.0% | - | - |
| Dec-05 | 3,686 | 3,203 | 483 | 13.1% | 251 | 32 | 6 | 232 | 88.1% | 48.0% | 184 | 79.3% | 17 | 31 | 86.6% | - | - |
| Jan-06 | 3,489 | 3,108 | 381 | 10.9% | 163 | 19 | 4 | 218 | 92.1% | 57.2% | 170 | 78.0% | 18 | 30 | 86.2% | 17 | 8.8% |
| Feb-06 | 3,497 | 3,144 | 353 | 10.1% | 137 | 20 | 6 | 216 | 91.7% | 61.2% | 173 | 80.1% | 13 | 30 | 86.1% | 19 | 8.6% |
| Mar-06 | 4,358 | 3,832 | 526 | 12.1% | 231 | 40 | 19 | 295 | 88.7% | 56.1% | 224 | 75.9% | 26 | 45 | 84.7% | 30 | 12.8% |
| Apr-06 | 4,492 | 3,716 | 776 | 17.3% | 501 | 37 | 27 | 275 | 89.1% | 35.4% | 219 | 79.6% | 23 | 33 | 88.0% | 19 | 8.6% |
| May-06 | 4,249 | 3,453 | 796 | 18.7% | 529 | 21 | 10 | 267 | 93.0% | 33.5% | 207 | 77.5% | 22 | 38 | 85.8% | 27 | 11.5% |
| Jun-06 | 4,129 | 3,298 | 831 | 20.1% | 553 | 52 | 23 | 278 | 85.3% | 33.5% | 219 | 78.8% | 27 | 32 | 88.5% | 21 | 9.1% |
| Jul-06 | 4,213 | 3,342 | 871 | 20.7% | 549 | 42 | 7 | 322 | 88.7% | 37.0% | 236 | 73.3% | 31 | 55 | 82.9% | 18 | 8.3% |
| Aug-06 | 4,123 | 3,249 | 874 | 21.2% | 574 | 31 | 12 | 300 | 91.0% | 34.3% | 231 | 77.0% | 31 | 38 | 87.3% | 30 | 13.9% |
| Sep-06 | 3,618 | 2,820 | 798 | 22.1% | 538 | 37 | 21 | 260 | 88.4% | 32.6% | 207 | 79.6% | 15 | 38 | 85.4% | 24 | 8.1% |
| Oct-06 | 3,248 | 2,468 | 780 | 24.0% | 619 | 30 | 15 | 161 | 85.4% | 20.6% | 109 | 67.7% | 23 | 29 | 82.0% | 29 | 10.5% |
| Nov-06 | 3,387 | 2,711 | 676 | 20.0% | 505 | 29 | 9 | 171 | 86.1% | 25.3% | 123 | 71.9% | 14 | 34 | 80.1% | 36 | 13.5% |
| Dec-06 | 3,539 | 2,741 | 798 | 22.5% | 599 | 28 | 14 | 199 | 88.4% | 24.9% | 158 | 79.4% | 18 | 23 | 88.4% | 23 | 8.3% |
| Jan-07 | 3,164 | 2,437 | 727 | 23.0% | 539 | 28 | 15 | 188 | 87.9% | 25.9% | 152 | 80.9% | 17 | 19 | 89.9% | 22 | 6.8% |
| Feb-07 | 3,204 | 2,357 | 847 | 26.4% | 705 | 37 | 26 | 142 | 82.0% | 16.8% | 108 | 76.1% | 18 | 16 | 88.7% | 12 | 4.0% |
| Mar-07 | 3,144 | 2,266 | 878 | 27.9% | 630 | 34 | 19 | 248 | 88.7% | 28.2% | 192 | 77.4% | 25 | 31 | 87.5% | 13 | 5.0% |
| Apr-07 | 2,849 | 2,431 | 418 | 14.7% | 205 | 30 | 15 | 213 | 88.4% | 51.0% | 152 | 71.4% | 27 | 34 | 84.0% | 14 | 8.7% |
| May-07 | 2,966 | 2,519 | 447 | 15.1% | 231 | 39 | 23 | 216 | 86.0% | 48.3% | 151 | 69.9% | 23 | 42 | 80.6% | 10 | 5.8% |
| Jun-07 | 2,479 | 2,070 | 409 | 16.5% | 212 | 30 | 33 | 198 | 88.8% | 48.4% | 133 | 67.2% | 22 | 43 | 78.3% | 7 | 3.5% |
| Jul-07 | 2,308 | 1,938 | 370 | 16.0% | 237 | 35 | 10 | 133 | 80.3% | 35.9% | 89 | 66.9% | 11 | 33 | 75.2% | 16 | 8.5% |
| Aug-07 | 2,707 | 2,270 | 437 | 16.1% | 276 | 39 | 9 | 161 | 81.3% | 36.8% | 98 | 60.9% | 11 | 52 | 67.7% | 13 | 9.2% |
| Sep-07 | 2,581 | 2,204 | 377 | 14.6% | 197 | 23 | 2 | 180 | 88.8% | 47.7% | 119 | 66.1% | 16 | 45 | 75.0% | 12 | 4.8% |
| Oct-07 | 2,706 | 2,334 | 372 | 13.7% | 194 | 22 | 6 | 178 | 89.3% | 47.8% | 119 | 66.9% | 10 | 49 | 72.5% | 18 | 8.5% |
| Nov-07 | 2,405 | 2,054 | 351 | 14.6% | 177 | 31 | 1 | 174 | 85.0% | 49.6% | 113 | 64.9% | 14 | 47 | 73.0% | 13 | 6.0% |
| Dec-07 | 2,780 | 2,359 | 421 | 15.1% | 252 | 26 | 10 | 169 | 87.3% | 40.1% | 118 | 69.8% | 12 | 39 | 76.9% | 12 | 6.1% |
| Jan-08 | 2,143 | 1,829 | 314 | 14.7% | 174 | 25 | 2 | 140 | 85.0% | 44.6% | 109 | 77.9% | 10 | 21 | 85.0% | 32 | 24.1% |
| Feb-08 | 2,135 | 1,819 | 316 | 14.8% | 146 | 21 | 1 | 170 | 89.1% | 53.8% | 129 | 75.9% | 15 | 26 | 84.7% | 9 | 5.6% |
| Mar-08 | 2,461 | 2,105 | 356 | 14.5% | 184 | 25 | 0 | 172 | 87.3% | 48.3% | 131 | 76.2% | 11 | 30 | 82.6% | 15 | 8.3% |
| Apr-08 | 2,145 | 1,835 | 310 | 14.5% | 182 | 14 | 5 | 128 | 90.5% | 41.3% | 98 | 76.6% | 7 | 23 | 82.0% | 19 | 10.7% |
| May-08 | 2,499 | 2,122 | 377 | 15.1% | 219 | 29 | 0 | 158 | 84.5% | 41.9% | 119 | 75.3% | 10 | 29 | 81.6% | 13 | 7.5% |
| Jun-08 | 2,385 | 2,023 | 362 | 15.2% | 240 | 17 | 3 | 122 | 88.0% | 33.7% | 92 | 75.4% | 9 | 21 | 82.8% | 9 | 5.3% |
| Jul-08 | 2,873 | 2,546 | 327 | 11.4% | 204 | 19 | 4 | 123 | 87.0% | 37.6% | 80 | 65.0% | 10 | 33 | 73.2% | 28 | 20.0% |
| Aug-08 | 2,833 | 2,450 | 383 | 13.5% | 235 | 17 | 2 | 148 | 89.8% | 38.6% | 105 | 70.9% | 14 | 29 | 80.4% | 7 | 4.1% |
| Sep-08 | 2,531 | 2,173 | 358 | 14.1% | 179 | 18 | 0 | 179 | 90.9% | 50.0% | 124 | 69.3% | 26 | 29 | 83.8% | 13 | 7.6% |
| Oct-08 | 2,812 | 2,409 | 403 | 14.3% | 214 | 28 | 1 | 189 | 87.2% | 46.9% | 138 | 73.0% | 24 | 27 | 85.7% | 16 | 12.5% |
| Nov-08 | 2,434 | 2,098 | 336 | 13.8% | 158 | 22 | 3 | 178 | 89.2% | 53.0% | 137 | 77.0% | 10 | 31 | 82.6% | 11 | 7.0% |
| Dec-08 | 2,478 | 2,087 | 391 | 15.8% | 186 | 28 | 8 | 205 | 88.4% | 52.4% | 164 | 80.0% | 12 | 29 | 85.9% | 9 | 7.4% |



Los Angeles County Performance Report May 2012

| | <u>Total</u> <u>Events</u> | <u>Non</u> <u>Violations</u> | <u>Potential</u> <u>Violations</u> | <u>Percent</u> <u>Citable</u> | <u>Non Issued</u> <u>Violations</u> | <u>No DMV</u> <u>Match</u> | <u>Police/</u> <u>Client</u> <u>Rejected</u> | <u>Citations</u> <u>Issued</u> | <u>DMV</u> <u>Match</u> <u>Rate</u> | <u>Issuance</u> <u>Rate</u> | <u>Dispo</u> <u>Paid</u> | <u>Pay</u> <u>Rate</u> | <u>Closed</u> <u>No Pay</u> | <u>Pending</u> | <u>Closure</u> <u>Rate</u> | <u>Court</u> <u>Packs</u> | <u>Contest</u> <u>Rate</u> |
|--------------|-------------------------------|---------------------------------|---------------------------------------|----------------------------------|--|-------------------------------|--|-----------------------------------|---|--------------------------------|-----------------------------|---------------------------|--------------------------------|----------------|-------------------------------|------------------------------|-------------------------------|
| Jan-09 | 2,103 | 1,801 | 302 | 14.4% | 128 | 15 | 0 | 174 | 92.1% | 57.6% | 134 | 77.0% | 13 | 27 | 84.5% | 18 | 14.6% |
| Feb-09 | 1,960 | 1,655 | 305 | 15.6% | 143 | 11 | 5 | 162 | 93.8% | 53.1% | 131 | 80.9% | 14 | 17 | 89.5% | 11 | 7.4% |
| Mar-09 | 2,506 | 2,184 | 322 | 12.8% | 186 | 25 | 1 | 136 | 84.6% | 42.2% | 101 | 74.3% | 9 | 26 | 80.9% | 11 | 6.1% |
| Apr-09 | 2,318 | 1,961 | 357 | 15.4% | 211 | 23 | 2 | 146 | 86.5% | 40.9% | 112 | 76.7% | 15 | 19 | 87.0% | 12 | 6.3% |
| May-09 | 2,660 | 2,323 | 337 | 12.7% | 187 | 16 | 1 | 150 | 90.4% | 44.5% | 109 | 72.7% | 13 | 28 | 81.3% | 8 | 4.5% |
| Jun-09 | 2,243 | 1,930 | 313 | 14.0% | 196 | 21 | 5 | 117 | 85.3% | 37.4% | 87 | 74.4% | 16 | 14 | 88.0% | 10 | 4.9% |
| Jul-09 | 2,453 | 2,127 | 326 | 13.3% | 186 | 25 | 5 | 140 | 85.3% | 42.9% | 91 | 65.0% | 22 | 27 | 80.7% | 21 | 12.1% |
| Aug-09 | 2,496 | 2,115 | 381 | 15.3% | 210 | 21 | 2 | 171 | 89.2% | 44.9% | 125 | 73.1% | 18 | 28 | 83.6% | 11 | 6.8% |
| Sep-09 | 2,925 | 2,500 | 425 | 14.5% | 249 | 37 | 7 | 176 | 83.2% | 41.4% | 119 | 67.6% | 30 | 27 | 84.7% | 0 | 0.0% |
| Oct-09 | 5,345 | 4,604 | 741 | 13.9% | 648 | 41 | 22 | 93 | 73.7% | 12.6% | 75 | 80.6% | 10 | 8 | 91.4% | 2 | 1.4% |
| Nov-09 | 2,350 | 1,867 | 483 | 20.6% | 293 | 31 | 1 | 190 | 86.0% | 39.3% | 128 | 67.4% | 32 | 30 | 84.2% | 9 | 6.0% |
| Dec-09 | 2,218 | 1,751 | 467 | 21.1% | 286 | 30 | 5 | 181 | 86.1% | 38.8% | 135 | 74.6% | 12 | 34 | 81.2% | 13 | 11.1% |
| Jan-10 | 1,967 | 1,433 | 534 | 27.1% | 276 | 31 | 5 | 258 | 89.5% | 48.3% | 185 | 71.7% | 31 | 42 | 83.7% | 5 | 3.6% |
| Feb-10 | 2,073 | 1,554 | 519 | 25.0% | 241 | 33 | 8 | 278 | 89.7% | 53.6% | 182 | 65.5% | 49 | 47 | 83.1% | 27 | 15.8% |
| Mar-10 | 2,225 | 1,623 | 602 | 27.1% | 298 | 52 | 3 | 304 | 85.5% | 50.5% | 202 | 66.4% | 46 | 56 | 81.6% | 23 | 13.1% |
| Apr-10 | 2,408 | 1,788 | 620 | 25.7% | 318 | 31 | 1 | 302 | 90.7% | 48.7% | 213 | 70.5% | 36 | 53 | 82.5% | 23 | 24.7% |
| May-10 | 2,440 | 1,778 | 662 | 27.1% | 309 | 44 | 5 | 353 | 89.1% | 53.3% | 228 | 64.6% | 54 | 71 | 79.9% | 24 | 12.6% |
| Jun-10 | 2,151 | 1,581 | 570 | 26.5% | 349 | 29 | 0 | 221 | 88.4% | 38.8% | 157 | 71.0% | 27 | 37 | 83.3% | 25 | 13.8% |
| Jul-10 | 1,918 | 1,341 | 577 | 30.1% | 279 | 26 | 0 | 298 | 92.0% | 51.6% | 183 | 61.4% | 41 | 74 | 75.2% | 27 | 10.5% |
| Aug-10 | 2,328 | 1,660 | 668 | 28.7% | 374 | 40 | 1 | 294 | 88.1% | 44.0% | 188 | 63.9% | 40 | 66 | 77.6% | 32 | 11.5% |
| Sep-10 | 2,175 | 1,609 | 566 | 26.0% | 315 | 28 | 1 | 251 | 90.0% | 44.3% | 160 | 63.7% | 49 | 42 | 83.3% | 38 | 12.5% |
| Oct-10 | 2,258 | 1,731 | 527 | 23.3% | 311 | 36 | 1 | 216 | 85.8% | 41.0% | 142 | 65.7% | 26 | 48 | 77.8% | 35 | 11.6% |
| Nov-10 | 1,998 | 1,486 | 512 | 25.6% | 254 | 37 | 2 | 258 | 87.5% | 50.4% | 158 | 61.2% | 31 | 69 | 73.3% | 34 | 9.6% |
| Dec-10 | 2,380 | 1,784 | 596 | 25.0% | 291 | 51 | 8 | 305 | 86.0% | 51.2% | 184 | 60.3% | 48 | 73 | 76.1% | 54 | 24.4% |
| Jan-11 | 1,116 | 839 | 277 | 24.8% | 141 | 25 | 0 | 131 | 81.4% | 47.3% | 90 | 68.7% | 15 | 26 | 80.2% | 31 | 10.4% |
| Feb-11 | 1,119 | 979 | 140 | 12.5% | 74 | 23 | 0 | 66 | 74.2% | 47.1% | 28 | 42.4% | 14 | 24 | 63.6% | 48 | 16.3% |
| Mar-11 | 891 | 760 | 131 | 14.7% | 59 | 15 | 0 | 72 | 82.8% | 55.0% | 41 | 56.9% | 9 | 22 | 69.4% | 40 | 15.9% |
| Apr-11 | 1,266 | 1,098 | 168 | 13.3% | 85 | 19 | 0 | 83 | 81.4% | 49.4% | 38 | 45.8% | 12 | 33 | 60.2% | 41 | 19.0% |
| May-11 | 1,129 | 957 | 172 | 15.2% | 107 | 26 | 2 | 65 | 72.0% | 37.8% | 24 | 36.9% | 14 | 27 | 58.5% | 33 | 12.8% |
| Jun-11 | 1,417 | 1,246 | 171 | 12.1% | 98 | 24 | 0 | 73 | 75.3% | 42.7% | 32 | 43.8% | 15 | 26 | 64.4% | 48 | 15.7% |
| Jul-11 | 1,194 | 1,003 | 191 | 16.0% | 105 | 27 | 1 | 86 | 76.3% | 45.0% | 34 | 39.5% | 14 | 38 | 55.8% | 26 | 19.8% |
| Aug-11 | 1,571 | 1,372 | 199 | 12.7% | 105 | 15 | 0 | 94 | 86.2% | 47.2% | 36 | 38.3% | 19 | 39 | 58.5% | 14 | 21.2% |
| Sep-11 | 1,230 | 1,026 | 204 | 16.6% | 114 | 25 | 0 | 90 | 78.3% | 44.1% | 36 | 40.0% | 8 | 46 | 48.9% | 17 | 23.6% |
| Oct-11 | 1,419 | 1,229 | 190 | 13.4% | 94 | 24 | 2 | 96 | 80.3% | 50.5% | 30 | 31.3% | 19 | 47 | 51.0% | 26 | 31.3% |
| Nov-11 | 1,075 | 882 | 193 | 18.0% | 107 | 16 | 2 | 86 | 84.6% | 44.6% | 23 | 26.7% | 6 | 57 | 33.7% | 11 | 16.9% |
| Dec-11 | 1,500 | 1,287 | 213 | 14.2% | 103 | 29 | 1 | 110 | 79.3% | 51.6% | 31 | 28.2% | 20 | 59 | 46.4% | 20 | 27.4% |
| Jan-12 | 1,176 | 992 | 184 | 15.6% | 81 | 12 | 6 | 103 | 90.1% | 56.0% | 30 | 29.1% | 8 | 65 | 36.9% | 16 | 18.6% |
| Feb-12 | 1,218 | 1,045 | 173 | 14.2% | 97 | 24 | 7 | 76 | 77.6% | 43.9% | 18 | 23.7% | 2 | 56 | 26.3% | 15 | 16.0% |
| Mar-12 | 1,123 | 922 | 201 | 17.9% | 118 | 25 | 10 | 83 | 78.8% | 41.3% | 7 | 8.4% | 3 | 73 | 12.0% | 15 | 16.0% |
| Apr-12 | 1,376 | 1,172 | 204 | 14.8% | 134 | 32 | 4 | 70 | 69.8% | 34.3% | 3 | 4.3% | 0 | 67 | 4.3% | 7 | 7.4% |
| May-12 | 556 | 448 | 108 | 19.4% | 56 | 11 | 3 | 52 | 83.3% | 48.1% | 1 | 1.9% | 0 | 51 | 1.9% | 11 | 12.2% |
| Total | 242,175 | 203,838 | 38,337 | 15.8% | 22,196 | 2,401 | 555 | 16,137 | 86.3% | 42.1% | 10,650 | 67.0% | 2,021 | 3,466 | 79.7% | 1,528 | 11.2% |

* Pay Rate and Closure Rate percentages are based on a 4 month lag

** Contested Citations Data Available from January 2006 to present

*** Contested Citations take into account a 6 month lag from the violation date to the trail date.