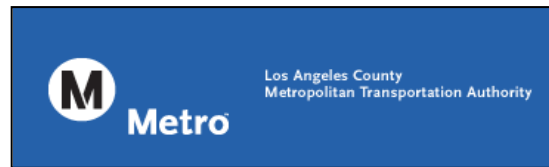


Riding Metro



# Photo Enforcement Program Monthly Executive Summary



**December 2014**

***MTA Blue Line***

***MTA Gold Line***

***MTA Orange Line***

***MTA Expo Line***





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## *Executive Summary*

*ACS is pleased to present this monthly executive summary, along with the monthly metrics and analysis reports, for the Los Angeles County Metropolitan Transportation Authority's Photo Enforcement Services. This summary and the associated monthly metrics reports include photo enforcement related details for the Blue, Expo and Gold Line dedicated light rail corridors as well as the Orange Line dedicated bus route.*

### **MTA Combined**

In December 2014 the combined photo enforcement projects for the MTA captured a total of 31,656 events. Of these 6,396 were recorded as violations and 25,260 were non-violations. A combined total of 1,412 citations have been issued reflecting a combined issuance rate of 22% and a controllable issuance rate of 53%.

The decrease in events related to several locations being down on the Orange Line as a result of city road work, and a training issue with our new Viewer/Processor which has since been resolved.

### **MTA Blue Line**

In December 2014, the photo enforcement project for the MTA Blue Line captured a total of 5,127 events. Of these, 521 were recorded as violations and 4,606 were non-violations. A total number of 54 citations have been issued reflecting an issuance rate of 10% and a controllable issuance rate of 28%.

### **MTA Gold Line**

In December 2014, the photo enforcement project for the MTA Gold Line captured a total of 9,591 events. Of these 794 were recorded as violations while 8,797 were non-violations. A total of 138 citations were issued reflecting an issuance rate of 17% and a controllable issuance rate of 39%.

### **MTA Orange Line**

In December 2014, the photo enforcement project for the MTA Orange Line captured a total of 13,413 events. Of these: 4,482 were recorded as violations and 8,931 were non-violations. A total number of 1,181 citations have been issued reflecting an issuance rate of 26% and a controllable issuance rate of 61%.

### **MTA Expo Line**

In December 2014, the photo enforcement project for the MTA Expo Line captured a total of 3,525 events. Of these: 599 were recorded as violations and 2,926 were non-violations. A total number of 39 citations have been issued reflecting an issuance rate of 7% and a controllable issuance rate of 19%.

## *In the News - Photo Enforcement Around the Country*

### **California Appeal Court Finds Red Light Cameras Unreliable**

*Second highest court in California finds the questionable calibration of a red light camera rendered its evidence unreliable.*

*www.thenewspaper.com*

Legal controversy continues to dog California's automated enforcement programs, despite the best effort of state lawmakers to encourage photo ticketing. The second-highest court in California decided Thursday that the red light camera program in Riverside "did not produce reliable evidence" in rejecting the \$500 citation that Redflex, a private, for-profit vendor, had mailed to Viktors Andris Rekte.

Rekte, a lawyer, challenged the ticket he received for allegedly making a rolling right turn a split-second after the signal turned red at the intersection of Tyler Street and State Route 91 on October 26, 2012. Rekte argued the charge should be thrown out because the yellow light was illegally short; he was not provided a copy of the video evidence before trial; the photo ticketing vendor set up equipment in a way that obscured the view of the traffic signal; and the evidence produced by Redflex lacked a proper foundation.

Don Teagarden, a city employee, testified that he "reviewed" the ticket that Redflex sent to him. Since Redflex bills its service as a "turn key" operation, Teagarden proved to have little to do with the process. His direct knowledge of the evidence was limited.

"On cross-examination, operator Teagarden acknowledged he could not tell if the monthly inspections of the equipment conducted by Redflex included verification of the time intervals for the signal lights, and did not know if anyone employed by the city of Riverside checked to make sure the system was calibrated properly," Justice Manuel A. Ramirez wrote for the Court of Appeal majority.

Video proof showed the yellow time at the location in question lasted just 3.5 seconds, 0.1 seconds short of the minimum allowed for the intersection under California's rules. An expert witness also showed that the red light camera setup obscured 41 percent of the traffic signal light for someone making a turn.

In June, the California Supreme Court rescued red light cameras from a series of evidentiary legal challenges by accepting the state legislature's declaration that photo evidence must be presumed reliable. Here, the court majority was persuaded that Rekte had overcome the presumption with solid evidence of unreliability. The Redflex system said the yellow time was 3.65 seconds, when the video evidence proved the timing was actually 3.5 seconds. The system was, therefore, improperly calibrated.

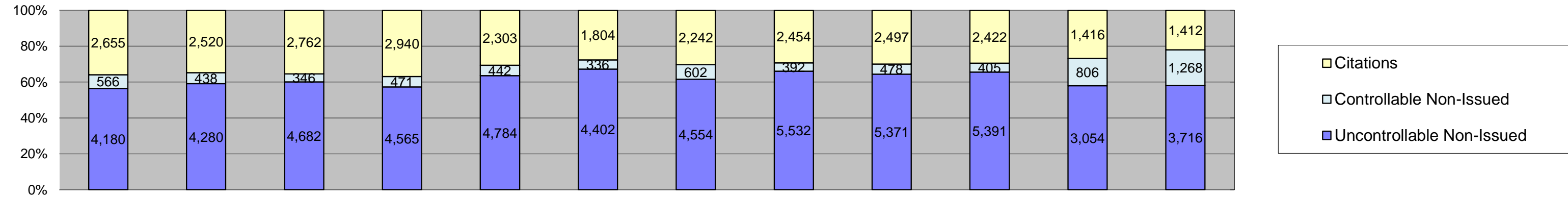
"Where the opposing party produces evidence undermining the presumption, the presumption is disregarded and the trier of fact must decide the question without regard to it," Justice Ramirez wrote. "In other words, the other party is no longer aided by the presumption and must prove the fact in question."

The majority also expressed disapproval of the dangerous state of the intersection and declared the evidence produced by a questionably calibrated device inadmissible.

"An inadequate yellow light interval renders a safe stop impossible, and constitutes an emergency justifying the entry into an intersection when the signal turns red," Justice Ramirez wrote. "Because the digital images were previewed by Redflex before being forwarded to the Riverside Police Department, and because digital images are susceptible to manipulation, it was incumbent upon the city to introduce evidence that the printed representations were accurate. Otherwise, the images were inadmissible because they were not properly authenticated."



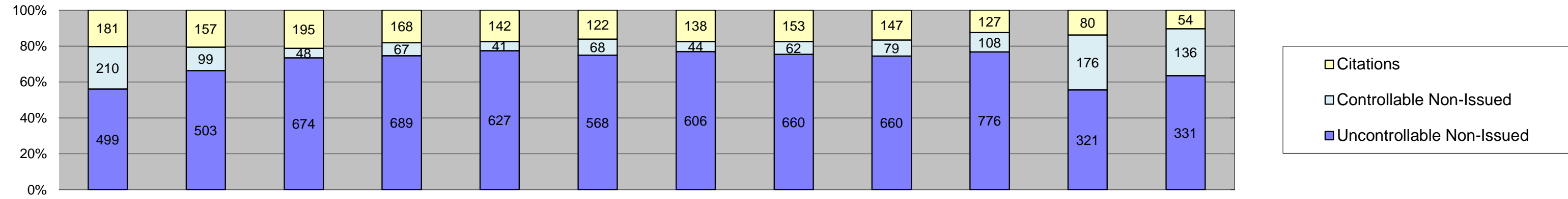
# Los Angeles County MTA (All) Approach Summary Report All Locations



Events	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Year to Date Average		2013 Average	
													Quantity	%	Quantity	%
Non-Violations	27,774	25,410	27,740	27,120	26,543	25,597	25,060	28,503	26,672	27,043	21,653	25,260	26,198	78%	28,803	79%
Violations	7,401	7,238	7,790	7,976	7,529	6,542	7,398	8,378	8,346	8,218	5,276	6,396	7,374	22%	7,618	21%
<b>Total:</b>	<b>35,175</b>	<b>32,648</b>	<b>35,530</b>	<b>35,096</b>	<b>34,072</b>	<b>32,139</b>	<b>32,458</b>	<b>36,881</b>	<b>35,018</b>	<b>35,261</b>	<b>26,929</b>	<b>31,656</b>	<b>33,572</b>	<b>100%</b>	<b>36,421</b>	<b>100%</b>
<b>Violations</b>																
Uncontrollable Non-Issued	4,180	4,280	4,682	4,565	4,784	4,402	4,554	5,532	5,371	5,391	3,054	3,716	4,543	62%	4,447	58%
Controllable Non-Issued	566	438	346	471	442	336	602	392	478	405	806	1,268	546	7%	289	4%
Citations	2,655	2,520	2,762	2,940	2,303	1,804	2,242	2,454	2,497	2,422	1,416	1,412	2,286	31%	2,912	38%
<b>Total:</b>	<b>7,401</b>	<b>7,238</b>	<b>7,790</b>	<b>7,976</b>	<b>7,529</b>	<b>6,542</b>	<b>7,398</b>	<b>8,378</b>	<b>8,346</b>	<b>8,218</b>	<b>5,276</b>	<b>6,396</b>	<b>7,374</b>	<b>100%</b>	<b>7,648</b>	<b>100%</b>
<b>Non-Violations</b>																
Rear Axle Violation	36	18	26	22	31	17	22	32	38	9	3	3	21	0%	56	0%
Gate Down - No Train	1	0	4	70	1	1	2	3	0	4	0	0	11	0%	15	0%
Train Activation	0	0	1	0	0	0	0	0	4	0	0	0	3	0%	36	0%
Emergency Vehicle	518	427	372	328	368	358	517	479	410	284	304	353	393	2%	481	2%
Right Turn	51	37	38	43	51	44	50	41	45	28	292	266	82	0%	48	0%
No Violation Occurred	27,168	24,928	27,299	26,657	26,092	25,177	24,469	27,948	26,175	26,718	21,054	24,638	25,694	98%	28,206	98%
<b>Total:</b>	<b>27,774</b>	<b>25,410</b>	<b>27,740</b>	<b>27,120</b>	<b>26,543</b>	<b>25,597</b>	<b>25,060</b>	<b>28,503</b>	<b>26,672</b>	<b>27,043</b>	<b>21,653</b>	<b>25,260</b>	<b>26,204</b>	<b>100%</b>	<b>28,841</b>	<b>100%</b>
<b>Uncontrollable Non-Issued Violations</b>																
No Plate	770	863	939	962	880	807	981	1,138	1,074	1,115	694	811	920	20%	845	18%
Out of State Plate	130	146	153	134	150	111	156	179	171	172	100	112	143	3%	141	3%
Glare on Plate	265	179	39	62	73	69	56	80	76	64	31	2	83	2%	118	3%
Illegible Plate	256	171	147	189	147	102	164	221	207	219	150	122	175	4%	272	6%
Plate Obstructed	39	38	43	61	57	56	64	49	75	102	33	29	54	1%	65	1%
Windshield Glare	268	280	370	404	664	621	654	813	607	346	267	267	463	10%	515	11%
Driver Obstructed	121	83	119	106	150	162	172	128	127	168	207	753	191	4%	165	4%
Car Obstructed	62	76	74	74	68	41	49	77	61	83	27	43	61	1%	188	4%
No DMV Match Found	547	560	637	660	583	488	512	580	691	702	376	329	555	12%	594	13%
LASD Expired	1	1	0	0	0	1	0	1	14	4	15	11	6	0%	102	2%
LASD Return	1,720	1,883	2,157	1,881	2,009	1,816	1,457	1,847	1,841	1,957	827	820	1,685	37%	1,507	32%
Other	1	0	4	32	3	128	289	419	427	459	327	417	228	5%	149	3%
<b>Total:</b>	<b>4,180</b>	<b>4,280</b>	<b>4,682</b>	<b>4,565</b>	<b>4,784</b>	<b>4,402</b>	<b>4,554</b>	<b>5,532</b>	<b>5,371</b>	<b>5,391</b>	<b>3,054</b>	<b>3,716</b>	<b>4,564</b>	<b>100%</b>	<b>4,660</b>	<b>100%</b>
<b>Controllable Non-Issued Violations</b>																
Framing of Plate	6	8	9	4	5	4	6	8	7	2	0	0	6	1%	14	3%
Focus / Clarity of Plate	6	95	19	13	2	14	3	0	0	14	105	123	39	7%	19	4%
Dark Interior	100	116	99	147	100	109	42	75	68	162	304	270	133	22%	92	21%
Framing of Driver	6	3	5	4	5	2	4	5	12	0	0	0	5	1%	11	3%
Focus / Clarity of Driver	4	0	3	3	8	20	9	0	0	41	322	667	120	20%	13	3%
Framing of Car	8	4	8	7	9	5	4	8	9	7	0	1	6	1%	21	5%
Data Error	17	10	6	3	7	6	14	33	9	13	7	24	12	2%	34	8%
Exposure	99	74	17	18	33	73	31	108	49	29	15	4	46	8%	39	9%
Equipment Malfunction	320	124	176	272	273	103	489	155	290	131	27	126	207	35%	182	42%
ACS Expired	0	4	4	0	0	0	0	0	34	6	26	53	21	4%	8	2%
<b>Total:</b>	<b>566</b>	<b>438</b>	<b>346</b>	<b>471</b>	<b>442</b>	<b>336</b>	<b>602</b>	<b>392</b>	<b>478</b>	<b>405</b>	<b>806</b>	<b>1,268</b>	<b>596</b>	<b>100%</b>	<b>432</b>	<b>100%</b>
<b>Summary Metrics</b>													<b>Year to Date Average</b>		<b>2013 Average</b>	
Daily Average Vehicle Passes	482,794	436,549	463,650	457,068	470,709	421,909	419,918	416,908	383,627	376,255	374,543	303,377	417,276		449,623	
Average Issued Speed	20	20	20	20	22	21	20	20	20	19	19	19	20		20	
Average Issued Red Seconds	24.1	15.8	17.1	37.7	21.8	17.7	18.7	18.8	14.3	19.3	17.7	11.7	19.6		32.5	
Citation / Violation Issuance Rate	36%	35%	35%	37%	31%	28%	30%	29%	30%	29%	27%	22%	31%		38%	
Controllable Issuance Rate	82%	85%	89%	86%	84%	84%	79%	86%	84%	86%	64%	53%	80%		91%	



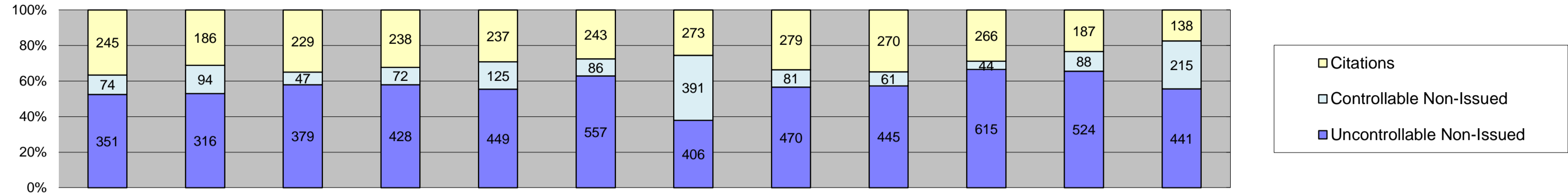
# Los Angeles County MTA Blue Line Approach Summary Report All Locations



Events	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Year to Date Average		2013 Average	
													Quantity	%	Quantity	%
Non-Violations	4,859	5,020	5,499	5,252	4,795	4,732	5,085	5,247	5,134	5,851	4,875	4,606	5,080	86%	4,780	86%
Violations	890	759	917	924	810	758	788	875	886	1,011	577	521	810	14%	810	14%
<b>Total:</b>	<b>5,749</b>	<b>5,779</b>	<b>6,416</b>	<b>6,176</b>	<b>5,605</b>	<b>5,490</b>	<b>5,873</b>	<b>6,122</b>	<b>6,020</b>	<b>6,862</b>	<b>5,452</b>	<b>5,127</b>	<b>5,889</b>	<b>100%</b>	<b>5,590</b>	<b>100%</b>
<b>Violations</b>																
Uncontrollable Non-Issued	499	503	674	689	627	568	606	660	660	776	321	331	576	71%	604	72%
Controllable Non-Issued	210	99	48	67	41	68	44	62	79	108	176	136	95	12%	70	8%
Citations	181	157	195	168	142	122	138	153	147	127	80	54	139	17%	166	20%
<b>Total:</b>	<b>890</b>	<b>759</b>	<b>917</b>	<b>924</b>	<b>810</b>	<b>758</b>	<b>788</b>	<b>875</b>	<b>886</b>	<b>1,011</b>	<b>577</b>	<b>521</b>	<b>810</b>	<b>100%</b>	<b>840</b>	<b>100%</b>
<b>Non-Violations</b>																
Rear Axle Violation	6	1	0	2	1	0	5	0	1	2	0	0	3	0%	15	0%
Gate Down - No Train	1	0	4	70	1	1	2	3	0	4	0	0	11	0%	15	0%
Train Activation	0	0	1	0	0	0	0	0	4	0	0	0	3	0%	36	1%
Emergency Vehicle	28	25	23	11	35	21	27	23	24	32	38	25	26	1%	9	0%
Right Turn	0	0	0	1	0	0	1	0	0	0	0	0	1	0%	0	0%
No Violation Occurred	4,824	4,994	5,471	5,168	4,758	4,710	5,050	5,221	5,105	5,813	4,837	4,581	5,044	99%	4,743	98%
<b>Total:</b>	<b>4,859</b>	<b>5,020</b>	<b>5,499</b>	<b>5,252</b>	<b>4,795</b>	<b>4,732</b>	<b>5,085</b>	<b>5,247</b>	<b>5,134</b>	<b>5,851</b>	<b>4,875</b>	<b>4,606</b>	<b>5,087</b>	<b>100%</b>	<b>4,818</b>	<b>100%</b>
<b>Uncontrollable Non-Issued Violations</b>																
No Plate	83	94	126	115	101	83	88	93	111	126	105	102	102	18%	93	13%
Out of State Plate	13	9	14	16	14	10	12	18	10	20	18	7	13	2%	19	3%
Glare on Plate	3	9	12	9	2	7	2	7	9	0	1	1	6	1%	13	2%
Illegible Plate	34	41	24	24	21	26	27	33	34	31	1	0	27	5%	49	7%
Plate Obstructed	9	3	7	12	3	6	7	6	9	18	3	3	7	1%	23	3%
Windshield Glare	97	100	122	162	198	177	222	210	191	151	89	103	152	26%	173	24%
Driver Obstructed	27	12	32	34	34	34	34	31	25	44	11	14	28	5%	40	6%
Car Obstructed	16	24	19	17	28	15	13	27	20	33	11	17	20	3%	36	5%
No DMV Match Found	82	71	91	93	71	58	51	90	86	96	31	25	70	12%	88	12%
LASD Expired	0	0	0	0	0	0	0	0	0	1	1	0	1	0%	13	2%
LASD Return	135	140	227	207	155	152	150	145	165	256	50	59	153	26%	169	24%
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
<b>Total:</b>	<b>499</b>	<b>503</b>	<b>674</b>	<b>689</b>	<b>627</b>	<b>568</b>	<b>606</b>	<b>660</b>	<b>660</b>	<b>776</b>	<b>321</b>	<b>331</b>	<b>580</b>	<b>100%</b>	<b>714</b>	<b>100%</b>
<b>Controllable Non-Issued Violations</b>																
Framing of Plate	0	1	2	0	0	0	0	0	1	0	0	0	1	1%	5	3%
Focus / Clarity of Plate	4	10	5	2	0	1	0	0	0	12	62	24	15	14%	9	6%
Dark Interior	29	51	29	47	16	15	7	8	16	38	111	56	35	32%	34	21%
Framing of Driver	3	0	2	2	3	1	2	4	6	0	0	0	3	3%	6	3%
Focus / Clarity of Driver	0	0	1	2	1	3	3	0	0	14	0	0	4	4%	7	4%
Framing of Car	4	3	5	4	6	3	1	6	7	0	0	0	4	4%	14	8%
Data Error	4	1	0	0	0	1	2	1	0	10	3	3	3	3%	18	11%
Exposure	15	16	1	6	3	27	9	15	5	8	0	0	11	10%	19	12%
Equipment Malfunction	151	17	3	4	12	17	20	28	44	26	0	53	34	31%	51	31%
ACS Expired	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	1	1%
<b>Total:</b>	<b>210</b>	<b>99</b>	<b>48</b>	<b>67</b>	<b>41</b>	<b>68</b>	<b>44</b>	<b>62</b>	<b>79</b>	<b>108</b>	<b>176</b>	<b>136</b>	<b>111</b>	<b>100%</b>	<b>163</b>	<b>100%</b>
<b>Summary Metrics</b>													<b>Year to Date Average</b>		<b>2013 Average</b>	
Daily Average Vehicle Passes	82,670	77,883	80,809	72,942	83,246	77,955	75,028	86,067	84,186	89,680	83,230	60,066	79,480		78,424	
Average Issued Speed	16	16	15	15	15	17	15	16	17	15	15	16	16		16	
Average Issued Red Seconds	8.2	12.3	13.7	20.2	27.3	15.4	6.1	8.7	4.8	11.0	3.5	9.5	11.7		20.1	
Citation / Violation Issuance Rate	20%	21%	21%	18%	18%	16%	18%	17%	17%	13%	14%	10%	17%		20%	
Controllable Issuance Rate	46%	61%	80%	71%	78%	64%	76%	71%	65%	54%	31%	28%	61%		70%	



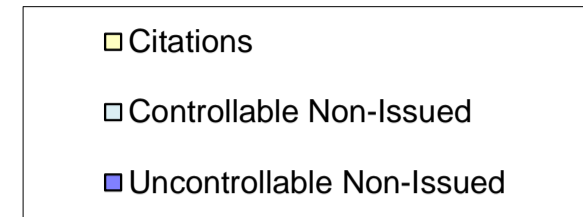
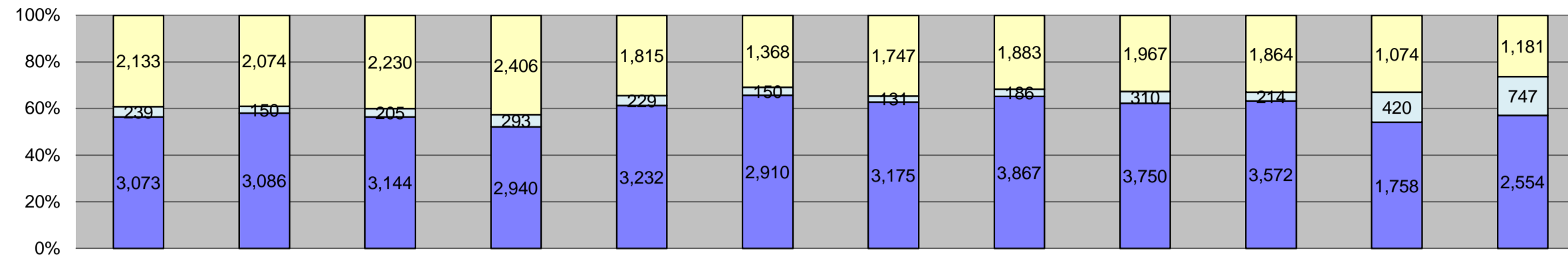
# Los Angeles County MTA Gold Line Approach Summary Report All Locations



Events	2014												Year to Date Average		2013 Average	
	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Quantity	%	Quantity	%
Non-Violations	9,971	8,103	9,357	9,438	9,406	9,854	9,307	10,929	9,353	8,690	8,119	8,797	9,277	92%	8,462	92%
Violations	670	596	655	738	811	886	1,070	830	776	925	799	794	796	8%	760	8%
<b>Total:</b>	<b>10,641</b>	<b>8,699</b>	<b>10,012</b>	<b>10,176</b>	<b>10,217</b>	<b>10,740</b>	<b>10,377</b>	<b>11,759</b>	<b>10,129</b>	<b>9,615</b>	<b>8,918</b>	<b>9,591</b>	<b>10,073</b>	<b>100%</b>	<b>9,221</b>	<b>100%</b>
<b>Violations</b>																
Uncontrollable Non-Issued	351	316	379	428	449	557	406	470	445	615	524	441	448	56%	506	67%
Controllable Non-Issued	74	94	47	72	125	86	391	81	61	44	88	215	115	14%	47	6%
Citations	245	186	229	238	237	243	273	279	270	266	187	138	233	29%	206	27%
<b>Total:</b>	<b>670</b>	<b>596</b>	<b>655</b>	<b>738</b>	<b>811</b>	<b>886</b>	<b>1,070</b>	<b>830</b>	<b>776</b>	<b>925</b>	<b>799</b>	<b>794</b>	<b>796</b>	<b>100%</b>	<b>760</b>	<b>100%</b>
<b>Non-Violations</b>																
Rear Axle Violation	3	5	1	1	0	0	2	1	2	0	0	0	2	0%	5	0%
Emergency Vehicle	270	206	179	142	155	151	279	290	235	112	100	140	188	2%	241	3%
Right Turn	0	0	0	0	0	0	0	0	0	0	0	1	1	0%	0	0%
No Violation Occurred	9,698	7,892	9,177	9,295	9,251	9,703	9,026	10,638	9,116	8,578	8,019	8,656	9,087	98%	8,216	97%
<b>Total:</b>	<b>9,971</b>	<b>8,103</b>	<b>9,357</b>	<b>9,438</b>	<b>9,406</b>	<b>9,854</b>	<b>9,307</b>	<b>10,929</b>	<b>9,353</b>	<b>8,690</b>	<b>8,119</b>	<b>8,797</b>	<b>9,279</b>	<b>100%</b>	<b>8,462</b>	<b>100%</b>
<b>Uncontrollable Non-Issued Violations</b>																
No Plate	58	68	75	77	83	91	74	84	81	105	79	83	80	14%	64	12%
Out of State Plate	6	8	6	6	6	6	9	9	14	9	10	12	8	1%	6	1%
Glare on Plate	1	13	4	13	18	29	3	2	3	19	16	0	11	2%	14	3%
Illegible Plate	93	34	37	52	38	23	46	54	46	57	93	76	54	10%	104	19%
Plate Obstructed	6	1	5	13	4	7	7	1	6	24	10	3	7	1%	7	1%
Windshield Glare	12	16	25	38	67	59	56	86	52	34	48	39	44	8%	31	6%
Driver Obstructed	32	24	43	28	38	34	34	31	32	40	20	19	31	6%	21	4%
Car Obstructed	1	1	5	3	3	2	7	4	11	10	1	1	4	1%	82	15%
No DMV Match Found	64	66	77	85	74	104	88	84	95	137	119	71	89	16%	77	14%
LASD Expired	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	29	5%
LASD Return	78	85	102	113	118	76	82	115	105	180	128	137	110	19%	92	17%
Other	0	0	0	0	0	126	0	0	0	0	0	0	126	22%	18	3%
<b>Total:</b>	<b>351</b>	<b>316</b>	<b>379</b>	<b>428</b>	<b>449</b>	<b>557</b>	<b>406</b>	<b>470</b>	<b>445</b>	<b>615</b>	<b>524</b>	<b>441</b>	<b>565</b>	<b>100%</b>	<b>544</b>	<b>100%</b>
<b>Controllable Non-Issued Violations</b>																
Framing of Plate	0	2	2	3	5	1	4	3	2	0	0	0	3	2%	4	6%
Focus / Clarity of Plate	1	45	1	1	0	10	0	0	0	2	7	25	12	7%	3	4%
Dark Interior	12	10	4	14	9	18	6	5	9	22	26	48	15	9%	5	7%
Framing of Driver	2	2	3	2	0	0	1	1	0	0	0	0	2	1%	2	3%
Focus / Clarity of Driver	1	0	0	0	0	1	0	0	0	0	42	99	36	22%	1	1%
Framing of Car	2	0	0	0	1	1	0	0	0	7	0	0	3	2%	2	2%
Data Error	0	2	2	1	3	0	0	2	0	1	0	4	2	1%	7	10%
Exposure	14	27	10	9	19	34	9	64	35	12	13	4	21	13%	6	8%
Equipment Malfunction	42	6	21	42	88	21	371	6	15	0	0	35	65	40%	41	57%
ACS Expired	0	0	4	0	0	0	0	0	0	0	0	0	4	2%	1	1%
<b>Total:</b>	<b>74</b>	<b>94</b>	<b>47</b>	<b>72</b>	<b>125</b>	<b>86</b>	<b>391</b>	<b>81</b>	<b>61</b>	<b>44</b>	<b>88</b>	<b>215</b>	<b>162</b>	<b>100%</b>	<b>72</b>	<b>100%</b>
<b>Summary Metrics</b>													<b>Year to Date Monthly Average</b>		<b>2011 Monthly Average</b>	
Daily Average Vehicle Passes	20,563	20,221	20,101	20,032	18,173	20,058	19,399	19,674	19,023	18,605	20,322	16,346	19,376		18,985	
Average Issued Speed	20	20	21	20	21	20	21	21	21	20	20	21	20		20	
Average Issued Red Seconds	36.8	25.5	26.5	34.8	30.1	31.5	39.2	44.2	28.9	35.8	50.8	18.6	33.6		42.1	
Citation / Violation Issuance Rate	37%	31%	35%	32%	29%	27%	26%	34%	35%	29%	23%	17%	30%		27%	
Controllable Issuance Rate	77%	66%	83%	77%	65%	74%	41%	78%	82%	86%	68%	39%	70%		82%	



# Los Angeles County MTA Orange Line Approach Summary Report All Locations

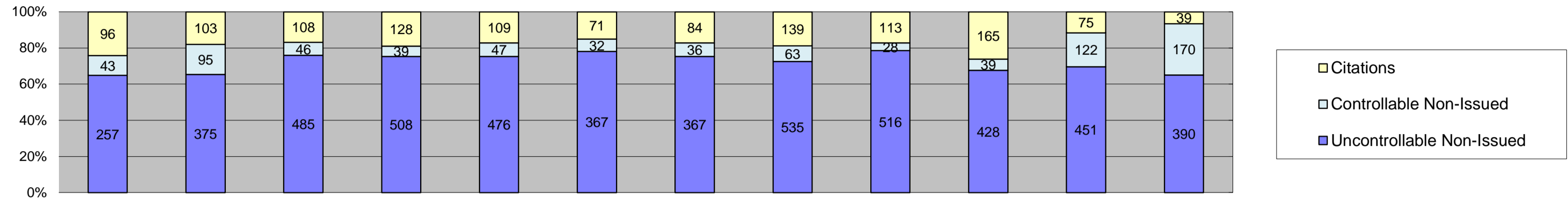


Events	2014												Year to Date Average		2013 Average	
	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Quantity	%	Quantity	%
Non-Violations	9,033	8,646	8,737	9,267	9,225	8,355	7,652	8,992	8,899	9,048	5,710	8,931	8,541	62%	11,235	67%
Violations	5,445	5,310	5,579	5,639	5,276	4,428	5,053	5,936	6,027	5,650	3,252	4,482	5,173	38%	5,491	33%
<b>Total:</b>	<b>14,478</b>	<b>13,956</b>	<b>14,316</b>	<b>14,906</b>	<b>14,501</b>	<b>12,783</b>	<b>12,705</b>	<b>14,928</b>	<b>14,926</b>	<b>14,698</b>	<b>8,962</b>	<b>13,413</b>	<b>13,714</b>	<b>100%</b>	<b>16,726</b>	<b>100%</b>
<b>Violations</b>																
Uncontrollable Non-Issued	3,073	3,086	3,144	2,940	3,232	2,910	3,175	3,867	3,750	3,572	1,758	2,554	3,088	60%	2,966	54%
Controllable Non-Issued	239	150	205	293	229	150	131	186	310	214	420	747	273	5%	138	3%
Citations	2,133	2,074	2,230	2,406	1,815	1,368	1,747	1,883	1,967	1,864	1,074	1,181	1,812	35%	2,387	43%
<b>Total:</b>	<b>5,445</b>	<b>5,310</b>	<b>5,579</b>	<b>5,639</b>	<b>5,276</b>	<b>4,428</b>	<b>5,053</b>	<b>5,936</b>	<b>6,027</b>	<b>5,650</b>	<b>3,252</b>	<b>4,482</b>	<b>5,173</b>	<b>100%</b>	<b>5,491</b>	<b>100%</b>
<b>Non-Violations</b>																
Rear Axle Violation	18	9	14	15	29	14	13	11	27	5	2	3	13	0%	22	0%
Emergency Vehicle	190	176	156	156	167	172	182	139	113	130	148	166	158	2%	181	2%
Right Turn	51	37	38	42	51	44	49	41	45	28	292	265	82	1%	48	0%
No Violation Occurred	8,774	8,424	8,529	9,054	8,978	8,125	7,408	8,801	8,714	8,885	5,268	8,497	8,288	97%	10,984	98%
<b>Total:</b>	<b>9,033</b>	<b>8,646</b>	<b>8,737</b>	<b>9,267</b>	<b>9,225</b>	<b>8,355</b>	<b>7,652</b>	<b>8,992</b>	<b>8,899</b>	<b>9,048</b>	<b>5,710</b>	<b>8,931</b>	<b>8,541</b>	<b>100%</b>	<b>11,235</b>	<b>100%</b>
<b>Uncontrollable Non-Issued Violations</b>																
No Plate	598	650	665	706	646	579	773	888	813	809	454	568	679	21%	638	21%
Out of State Plate	106	124	127	108	120	89	130	146	138	139	65	82	115	3%	110	4%
Glare on Plate	261	150	17	29	18	16	46	71	50	38	7	1	59	2%	79	3%
Illegible Plate	95	68	48	67	80	45	63	88	104	107	25	7	66	2%	77	3%
Plate Obstructed	18	23	25	33	27	27	42	37	50	51	9	13	30	1%	27	1%
Windshield Glare	136	140	166	185	358	340	331	442	312	134	49	58	221	7%	270	9%
Driver Obstructed	36	33	25	24	45	65	69	39	39	45	132	673	102	3%	81	3%
Car Obstructed	45	50	48	51	35	24	29	40	27	38	11	23	35	1%	42	1%
No DMV Match Found	358	364	405	404	370	272	315	327	416	390	160	190	331	10%	387	13%
LASD Expired	0	1	0	0	0	1	0	1	14	3	0	10	5	0%	47	2%
LASD Return	1,420	1,483	1,618	1,333	1,533	1,452	1,089	1,379	1,360	1,359	519	512	1,255	38%	1,128	37%
Other	0	0	0	0	0	0	288	409	427	459	327	417	388	12%	128	4%
<b>Total:</b>	<b>3,073</b>	<b>3,086</b>	<b>3,144</b>	<b>2,940</b>	<b>3,232</b>	<b>2,910</b>	<b>3,175</b>	<b>3,867</b>	<b>3,750</b>	<b>3,572</b>	<b>1,758</b>	<b>2,554</b>	<b>3,285</b>	<b>100%</b>	<b>3,014</b>	<b>100%</b>
<b>Controllable Non-Issued Violations</b>																
Framing of Plate	4	4	4	1	0	3	2	3	3	2	0	0	3	1%	3	2%
Focus / Clarity of Plate	1	9	2	3	0	2	3	0	0	0	36	74	16	5%	5	3%
Dark Interior	40	31	46	64	47	65	25	55	29	73	90	95	55	18%	40	27%
Framing of Driver	1	1	0	0	2	1	1	0	0	0	0	0	1	0%	2	1%
Focus / Clarity of Driver	3	0	1	1	1	13	6	0	0	27	280	528	96	30%	2	1%
Framing of Car	2	1	3	3	2	0	2	2	2	0	0	1	2	1%	4	3%
Data Error	13	7	4	2	4	5	12	13	9	2	2	17	8	2%	4	2%
Exposure	54	5	3	3	8	9	11	7	4	3	0	0	11	3%	4	3%
Equipment Malfunction	121	88	142	216	165	52	69	106	229	101	12	30	111	35%	82	55%
ACS Expired	0	4	0	0	0	0	0	0	34	6	0	2	12	4%	4	3%
<b>Total:</b>	<b>239</b>	<b>150</b>	<b>205</b>	<b>293</b>	<b>229</b>	<b>150</b>	<b>131</b>	<b>186</b>	<b>310</b>	<b>214</b>	<b>420</b>	<b>747</b>	<b>314</b>	<b>100%</b>	<b>150</b>	<b>100%</b>
<b>Summary Metrics</b>																
Daily Average Vehicle Passes	357,279												298,829		336,850	
Average Issued Speed	23												23		23	
Average Issued Red Seconds	10.9												10.5		10.6	
Citation / Violation Issuance Rate	39%												35%		44%	
Controllable Issuance Rate	90%												86%		95%	





# Los Angeles County MTA Expo Line Approach Summary Report All Locations



Events	2014												Year to Date Average		2013 Average	
	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Quantity	%	Quantity	%
Non-Violations	3,911	3,641	4,147	3,163	3,117	2,656	3,016	3,335	3,286	3,454	2,949	2,926	3,300	85%	4,327	89%
Violations	396	573	639	675	632	470	487	737	657	632	648	599	595	15%	557	11%
<b>Total:</b>	<b>4,307</b>	<b>4,214</b>	<b>4,786</b>	<b>3,838</b>	<b>3,749</b>	<b>3,126</b>	<b>3,503</b>	<b>4,072</b>	<b>3,943</b>	<b>4,086</b>	<b>3,597</b>	<b>3,525</b>	<b>3,896</b>	<b>100%</b>	<b>4,884</b>	<b>100%</b>
<b>Violations</b>																
Uncontrollable Non-Issued	257	375	485	508	476	367	367	535	516	428	451	390	430	72%	371	67%
Controllable Non-Issued	43	95	46	39	47	32	36	63	28	39	122	170	63	11%	33	6%
Citations	96	103	108	128	109	71	84	139	113	165	75	39	103	17%	153	27%
<b>Total:</b>	<b>396</b>	<b>573</b>	<b>639</b>	<b>675</b>	<b>632</b>	<b>470</b>	<b>487</b>	<b>737</b>	<b>657</b>	<b>632</b>	<b>648</b>	<b>599</b>	<b>595</b>	<b>83%</b>	<b>557</b>	<b>73%</b>
<b>Non-Violations</b>																
Rear Axle Violation	9	3	11	4	1	3	2	20	8	2	1	0	6	0%	14	0%
Emergency Vehicle	30	20	14	19	11	14	29	27	38	10	18	22	21	1%	50	1%
Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
No Violation Occurred	3,872	3,618	4,122	3,140	3,105	2,639	2,985	3,288	3,240	3,442	2,930	2,904	3,274	99%	4,263	99%
<b>Total:</b>	<b>3,911</b>	<b>3,641</b>	<b>4,147</b>	<b>3,163</b>	<b>3,117</b>	<b>2,656</b>	<b>3,016</b>	<b>3,335</b>	<b>3,286</b>	<b>3,454</b>	<b>2,949</b>	<b>2,926</b>	<b>3,301</b>	<b>100%</b>	<b>4,327</b>	<b>100%</b>
<b>Uncontrollable Non-Issued Violations</b>																
No Plate	31	51	73	64	50	54	46	73	69	75	56	58	58	13%	51	13%
Out of State Plate	5	5	6	4	10	6	5	6	9	4	7	11	7	1%	6	2%
Glare on Plate	0	7	6	11	35	17	5	0	14	7	7	0	12	3%	12	4%
Illegible Plate	34	28	38	46	8	8	28	46	23	24	31	39	29	7%	44	13%
Plate Obstructed	6	11	6	3	23	16	8	5	10	9	11	10	10	2%	8	2%
Windshield Glare	23	24	57	19	41	45	45	75	52	27	81	67	46	11%	40	12%
Driver Obstructed	26	14	19	20	33	29	35	27	31	39	44	47	30	7%	24	7%
Car Obstructed	0	1	2	3	2	0	0	6	3	2	4	2	3	1%	29	9%
No DMV Match Found	43	59	64	78	68	54	58	79	94	79	66	43	65	15%	42	12%
LASD Expired	1	0	0	0	0	0	0	0	0	0	14	1	5	1%	12	4%
LASD Return	87	175	210	228	203	136	136	208	211	162	130	112	167	38%	118	35%
Other	1	0	4	32	3	2	1	10	0	0	0	0	8	2%	3	1%
<b>Total:</b>	<b>257</b>	<b>375</b>	<b>485</b>	<b>508</b>	<b>476</b>	<b>367</b>	<b>367</b>	<b>535</b>	<b>516</b>	<b>428</b>	<b>451</b>	<b>390</b>	<b>440</b>	<b>100%</b>	<b>336</b>	<b>100%</b>
<b>Controllable Non-Issued Violations</b>																
Framing of Plate	2	1	1	0	0	0	0	2	1	0	0	0	1	1%	2	4%
Focus / Clarity of Plate	0	31	11	7	2	1	0	0	0	0	0	0	10	8%	3	5%
Dark Interior	19	24	20	22	28	11	4	7	14	29	77	71	27	22%	12	26%
Framing of Driver	0	0	0	0	0	0	0	0	6	0	0	0	6	5%	2	3%
Focus / Clarity of Driver	0	0	1	0	6	3	0	0	0	0	0	40	13	10%	3	6%
Framing of Car	0	0	0	0	0	1	1	0	0	0	0	0	1	1%	2	4%
Data Error	0	0	0	0	0	0	0	17	0	0	2	0	10	8%	5	11%
Exposure	16	26	3	0	3	3	2	22	5	6	2	0	9	7%	10	20%
Equipment Malfunction	6	13	10	10	8	13	29	15	2	4	15	8	11	9%	7	15%
ACS Expired	0	0	0	0	0	0	0	0	0	0	26	51	39	30%	2	4%
<b>Total:</b>	<b>43</b>	<b>95</b>	<b>46</b>	<b>39</b>	<b>47</b>	<b>32</b>	<b>36</b>	<b>63</b>	<b>28</b>	<b>39</b>	<b>122</b>	<b>170</b>	<b>126</b>	<b>100%</b>	<b>48</b>	<b>100%</b>
<b>Summary Metrics</b>													<b>Year to Date Average</b>		<b>2012 Monthly Average</b>	
Daily Average Vehicle Passes	22,282	16,921	20,735	18,568	22,100	19,393	20,223	19,428	20,231	19,564	19,437	16,202	19,590		15,365	
Average Issued Speed	22	21	20	21	21	22	21	21	22	21	20	19	21		21	
Average Issued Red Seconds	40.4	16.0	18.3	86.8	16.2	11.2	17.7	12.5	13.6	21.5	6.5	8.6	22.4		57.3	
Citation / Violation Issuance Rate	24%	18%	17%	19%	17%	15%	17%	19%	17%	26%	12%	7%	17%		27%	
Controllable Issuance Rate	69%	52%	70%	77%	70%	69%	70%	69%	80%	81%	38%	19%	64%		83%	



**Calls For Information**

Reason for Call	Dec-12	3 Month Average	Year to Date Average	Year to Date Total	2012 Average
<i>Appointment</i>	30	28	29	340	27
<i>Bail</i>	58	62	62	746	62
<i>Complaint</i>	0	1	3	3	2
<i>Contest Violation</i>	107	117	121	1,448	112
<i>Courtesy Notice</i>	5	6	7	54	11
<i>Explain Citation</i>	20	26	36	417	44
<i>Explain Court</i>	2	4	5	27	4
<i>Explain the Project</i>	0	0	1	2	1
<i>Extension</i>	18	23	23	253	22
<i>Other</i>	0	1	3	3	1
<i>Affidavit of Non-Liability</i>	78	63	76	908	80
<i>Affidavit of Non-Liability Status</i>	11	8	10	104	8
<i>Traffic School</i>	9	13	15	149	14
<b>Total Calls</b>	<b>338</b>	<b>353</b>	<b>392</b>	<b>4,454</b>	<b>389</b>
<b>Appointments Scheduled</b>	<b>21</b>	<b>30</b>	<b>26</b>	<b>310</b>	<b>22</b>
<b>Affidavits of Non-Liability Processed</b>	<b>587</b>	<b>750</b>	<b>774</b>	<b>9,282</b>	<b>833</b>
<b>Court Packets Prepared</b>	<b>500</b>	<b>676</b>	<b>603</b>	<b>7,230</b>	<b>466</b>



**Calls For Information**

Reason for Call	Dec-13	3 Month Average	Year to Date Average	Year to Date Total	2012 Average
<i>Appointment</i>	2	2	2	28	3
<i>Bail</i>	5	2	3	36	4
<i>Complaint</i>	0	0	0	0	0
<i>Contest Violation</i>	7	7	7	82	7
<i>Courtesy Notice</i>	1	1	2	8	2
<i>Explain Citation</i>	0	1	3	27	3
<i>Explain Court</i>	0	0	1	1	0
<i>Explain the Project</i>	0	0	0	0	0
<i>Extension</i>	1	1	1	9	1
<i>Other</i>	0	0	1	1	0
<i>Affidavit of Non-Liability</i>	2	8	9	102	6
<i>Affidavit of Non-Liability Status</i>	0	1	1	7	1
<i>Traffic School</i>	0	1	1	7	2
<b>Total Calls</b>	<b>18</b>	<b>26</b>	<b>31</b>	<b>308</b>	<b>29</b>
<b>Appointments Scheduled</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>24</b>	<b>2</b>
<b>Affidavits of Non-Liability Processed</b>	<b>34</b>	<b>28</b>	<b>35</b>	<b>421</b>	<b>34</b>
<b>Court Packets Prepared</b>	<b>30</b>	<b>43</b>	<b>38</b>	<b>461</b>	<b>39</b>



**Calls For Information**

Reason for Call	Dec-13	3 Month Average	Year to Date Average	Year to Date Total	2012 Average
<i>Appointment</i>	1	6	6	68	2
<i>Bail</i>	2	3	5	55	4
<i>Complaint</i>	0	0	1	1	0
<i>Contest Violation</i>	6	7	9	104	8
<i>Courtesy Notice</i>	1	0	1	4	1
<i>Explain Citation</i>	4	2	2	27	5
<i>Explain Court</i>	0	0	1	3	2
<i>Explain the Project</i>	0	0	0	0	1
<i>Extension</i>	2	1	2	14	2
<i>Other</i>	0	0	0	0	0
<i>Affidavit of Non-Liability</i>	5	3	6	66	7
<i>Affidavit of Non-Liability Status</i>	0	1	1	13	0
<i>Traffic School</i>	0	0	2	5	1
<b>Total Calls</b>	<b>21</b>	<b>25</b>	<b>35</b>	<b>360</b>	<b>33</b>
<b>Appointments Scheduled</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>51</b>	<b>2</b>
<b>Affidavits of Non-Liability Processed</b>	<b>41</b>	<b>49</b>	<b>47</b>	<b>562</b>	<b>57</b>
<b>Court Packets Prepared</b>	<b>56</b>	<b>58</b>	<b>52</b>	<b>627</b>	<b>38</b>



**Calls For Information**

Reason for Call	Dec-13	3 Month Average	Year to Date Average	Year to Date Total	2012 Average
<i>Appointment</i>	29	20	20	236	20
<i>Bail</i>	56	56	53	640	51
<i>Complaint</i>	0	0	1	1	2
<i>Contest Violation</i>	101	99	100	1,201	91
<i>Courtesy Notice</i>	4	4	4	39	6
<i>Explain Citation</i>	34	22	29	349	34
<i>Explain Court</i>	2	4	2	21	2
<i>Explain the Project</i>	0	0	1	2	0
<i>Extension</i>	24	21	19	228	16
<i>Other</i>	0	0	1	1	1
<i>Affidavit of Non-Liability</i>	76	48	58	698	63
<i>Affidavit of Non-Liability Status</i>	7	5	7	81	6
<i>Traffic School</i>	14	11	11	132	10
<b>Total Calls</b>	<b>347</b>	<b>290</b>	<b>306</b>	<b>3,629</b>	<b>303</b>
<b>Appointments Scheduled</b>	<b>17</b>	<b>24</b>	<b>19</b>	<b>227</b>	<b>16</b>
<b>Affidavits of Non-Liability Processed</b>	<b>593</b>	<b>359</b>	<b>401</b>	<b>4,816</b>	<b>446</b>
<b>Court Packets Prepared</b>	<b>420</b>	<b>542</b>	<b>481</b>	<b>5,773</b>	<b>363</b>



**Calls For Information**

Reason for Call	Dec-13	3 Month Average	Year to Date Average	Year to Date Total	2012 Average
<i>Appointment</i>	3	1	1	8	2
<i>Bail</i>	5	1	1	15	3
<i>Complaint</i>	0	0	1	1	0
<i>Contest Violation</i>	8	4	5	61	5
<i>Courtesy Notice</i>	0	0	1	3	1
<i>Explain Citation</i>	0	1	2	14	2
<i>Explain Court</i>	0	0	1	2	0
<i>Explain the Project</i>	0	0	0	0	0
<i>Extension</i>	5	0	1	2	3
<i>Other</i>	0	0	1	1	0
<i>Affidavit of Non-Liability</i>	6	3	4	42	5
<i>Affidavit of Non-Liability Status</i>	0	0	1	3	1
<i>Traffic School</i>	1	1	1	5	1
<b>Total Calls</b>	<b>28</b>	<b>12</b>	<b>21</b>	<b>157</b>	<b>24</b>
<b>Appointments Scheduled</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>2</b>
<b>Affidavits of Non-Liability Processed</b>	<b>299</b>	<b>314</b>	<b>290</b>	<b>3,483</b>	<b>297</b>
<b>Court Packets Prepared</b>	<b>24</b>	<b>33</b>	<b>31</b>	<b>369</b>	<b>27</b>



Disposition Type	Dec-14		3 Month Average		YTD Total		YTD Average		2013 Average	
	Count	Amount Paid	Count	Amount Paid	Count	Amount Paid	Count	Amount Paid	Count	Amount Paid
<i>Bail Forfeiture</i>	699	\$409,352	587	\$314,901	7,677	\$4,156,232	640	\$346,353	602	\$307,176
<i>Fine Paid</i>	225	\$69,722	190	\$73,941	2,639	\$1,117,508	220	\$93,126	166	\$77,585
<i>Department Void</i>	0	\$0	0	\$0	20	\$0	2	\$0	0	\$0
<i>Not Guilty</i>	889	\$0	951	\$0	12,313	\$0	1,026	\$0	834	\$0
<i>Section D Void</i>	596	\$0	725	\$0	9,301	\$0	775	\$0	789	\$0
<i>Traffic School</i>	653	\$338,487	750	\$406,557	9,144	\$4,762,155	762	\$396,846	652	\$333,076
<b>Court Gross Total</b>	<b>3,062</b>	<b>\$817,561</b>	<b>3,202</b>	<b>\$795,400</b>	<b>41,094</b>	<b>\$10,035,895</b>	<b>3,425</b>	<b>\$836,325</b>	<b>3,042</b>	<b>\$717,837</b>
<b>MTA Gross Total*</b>	<b>1,577</b>	<b>\$229,095</b>	<b>1,527</b>	<b>\$220,921</b>	<b>19,460</b>	<b>\$2,832,155</b>	<b>1,622</b>	<b>\$236,013</b>	<b>1,420</b>	<b>\$217,559</b>

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

MTA receives \$146.31 of \$446.00 citation where bail forfeiture and fine paid occurs

MTA receives \$148.05 of \$509.00 citation when traffic school option is paid for



Los Angeles County MTA Blue Line  
Disposition Summary Report  
December 2014

	Dec-14		3 Month Average		YTD Total		YTD Average		2013 Average	
Disposition Type	Count /Amount Paid		Count /Amount Paid		Count /Amount Paid		Count /Amount Paid		Count /Amount Paid	
<i>Bail Forfeiture</i>	49	\$25,120.00	34	\$17,957	510	\$262,405	43	\$21,867	43	\$21,764
<i>Fine Paid</i>	12	\$5,741.00	21	\$13,427	245	\$135,874	20	\$11,323	14	\$6,932
<i>Department Void</i>	0	\$0.00	0	\$0	0	\$0	0	\$0	0	\$0
<i>Not Guilty</i>	65	\$0.00	78	\$0	925	\$0	77	\$0	68	\$0
<i>Section D Void</i>	18	\$0.00	28	\$0	421	\$0	35	\$0	34	\$0
<i>Traffic School</i>	16	\$8,451.00	26	\$14,287	322	\$179,404	27	\$14,950	33	\$17,949
<b>Court Gross Total</b>	<b>160</b>	<b>\$39,312.00</b>	<b>187</b>	<b>\$45,671</b>	<b>2,423</b>	<b>\$577,683</b>	<b>202</b>	<b>\$48,140</b>	<b>191</b>	<b>\$46,645</b>
<b>MTA Gross Total*</b>	<b>77</b>	<b>\$11,110.71</b>	<b>342</b>	<b>\$11,815</b>	<b>1,077</b>	<b>\$155,871</b>	<b>90</b>	<b>\$12,989</b>	<b>90</b>	<b>\$12,981</b>

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

MTA receives \$146.31 of \$446.00 citation where bail forfeiture and fine paid occurs

MTA receives \$148.05 of \$509.00 citation when traffic school option is paid for





Los Angeles County MTA Gold Line  
Disposition Summary Report  
December 2014

Disposition Type	Dec-13		3 Month Average		YTD Total		YTD Average		2013 Average	
	Count	Amount Paid	Count	Amount Paid	Count	Amount Paid	Count	Amount Paid	Count	Amount Paid
<i>Bail Forfeiture</i>	42	\$22,369.00	55	\$33,176	624	\$339,960	52	\$28,330	48	\$24,193
<i>Fine Paid</i>	24	\$12,595.00	22	\$16,551	291	\$171,894	24	\$14,325	22	\$10,326
<i>Department Void</i>	0	\$0.00	0	\$0	0	\$0	0	\$0	0	\$0
<i>Not Guilty</i>	52	\$0.00	97	\$0	1,067	\$0	89	\$0	68	\$0
<i>Section D Void</i>	41	\$0.00	43	\$0	517	\$0	43	\$0	57	\$0
<i>Traffic School</i>	37	\$17,793.00	62	\$32,121	615	\$310,273	51	\$25,856	42	\$19,293
<b>Court Gross Total</b>	<b>196</b>	<b>\$52,757.00</b>	<b>279</b>	<b>\$81,848</b>	<b>3,114</b>	<b>\$822,127</b>	<b>260</b>	<b>\$68,511</b>	<b>236</b>	<b>\$53,812</b>
<b>MTA Gross Total*</b>	<b>103</b>	<b>\$14,936.31</b>	<b>139</b>	<b>\$20,185</b>	<b>1,530</b>	<b>\$222,179</b>	<b>128</b>	<b>\$18,515</b>	<b>112</b>	<b>\$16,179</b>

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

MTA receives \$146.31 of \$446.00 citation where bail forfeiture and fine paid occurs

MTA receives \$148.05 of \$509.00 citation when traffic school option is paid for



Los Angeles County MTA Orange Line  
Disposition Summary Report  
December 2014

Disposition Type	Dec-13		3 Month Average		YTD Total		YTD Average		2013 Average	
	Count	Amount Paid	Count	Amount Paid	Count	Amount Paid	Count	Amount Paid	Count	Amount Paid
<i>Bail Forfeiture</i>	466	\$238,595.00	479	\$251,171	6,279	\$3,414,070	523	\$284,506	481	\$245,834
<i>Fine Paid</i>	130	\$58,731.00	134	\$38,068	1,967	\$737,841	164	\$61,487	114	\$52,443
<i>Department Void</i>	0	\$0.00	0	\$0	20	\$0	2	\$0	0	\$0
<i>Not Guilty</i>	528	\$0.00	733	\$0	9,766	\$0	814	\$0	651	\$0
<i>Section D Void</i>	593	\$0.00	339	\$0	4,880	\$0	407	\$0	402	\$0
<i>Traffic School</i>	694	\$357,026.00	651	\$354,048	8,056	\$4,192,043	671	\$349,337	551	\$282,815
<b>Court Gross Total</b>	<b>2411</b>	<b>\$654,352.00</b>	<b>2,336</b>	<b>\$643,286</b>	<b>30,968</b>	<b>\$8,343,954</b>	<b>2,581</b>	<b>\$695,330</b>	<b>2,199</b>	<b>\$581,091</b>
<b>MTA Gross Total*</b>	<b>1290</b>	<b>\$188,159.46</b>	<b>1,264</b>	<b>\$182,812</b>	<b>16,302</b>	<b>\$2,374,425</b>	<b>1,359</b>	<b>\$197,869</b>	<b>1,146</b>	<b>\$166,871</b>

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

MTA receives \$146.31 of \$446.00 citation where bail forfeiture and fine paid occurs

MTA receives \$148.05 of \$509.00 citation when traffic school option is paid for



Los Angeles County MTA Expo Line  
Disposition Summary Report  
December 2014

Disposition Type	Dec-14		3 Month Average		YTD Total		YTD Average		2013 Average	
	Count	/Amount Paid	Count	/Amount Paid	Count	/Amount Paid	Count	/Amount Paid	Count	/Amount Paid
<i>Bail Forfeiture</i>	17	\$12,012.00	18	\$12,597	264	\$139,797	22	\$11,650	30	\$15,385
<i>Fine Paid</i>	15	\$7,002.00	12	\$5,896	136	\$71,899	11	\$5,992	16	\$7,884
<i>Department Void</i>	0	\$0.00	0	\$0	0	\$0	0	\$0	0	\$0
<i>Not Guilty</i>	47	\$0.00	44	\$0	555	\$0	46	\$0	47	\$0
<i>Section D Void</i>	234	\$0.00	314	\$0	3,483	\$0	290	\$0	297	\$0
<i>Traffic School</i>	9	\$4,984.00	11	\$6,101	151	\$80,435	13	\$6,703	26	\$13,019
<b>Court Gross Total</b>	<b>322</b>	<b>\$23,998.00</b>	<b>400</b>	<b>\$6,101</b>	<b>4,589</b>	<b>\$292,131</b>	<b>382</b>	<b>\$24,344</b>	<b>416</b>	<b>\$36,289</b>
<b>MTA Gross Total*</b>	<b>41</b>	<b>\$5,918.37</b>	<b>42</b>	<b>\$6,108</b>	<b>551</b>	<b>\$79,680</b>	<b>46</b>	<b>\$6,640</b>	<b>72</b>	<b>\$10,501</b>

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

MTA receives \$146.31 of \$446.00 citation where bail forfeiture and fine paid occurs

MTA receives \$148.05 of \$509.00 citation when traffic school option is paid for



Los Angeles County MTA - All  
Performance Report  
December 2014

	<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-04	5,235	4,080	1,155	22.1%	420	11	1	735	98.5%	63.6%	541	73.6%	43	151	79.5%	0	NA
Feb-04	4,775	3,564	1,211	25.4%	450	13	6	761	98.3%	62.8%	562	73.9%	53	146	80.8%	0	NA
Mar-04	5,478	4,052	1,426	26.0%	637	20	3	789	97.5%	55.3%	569	72.1%	47	173	78.1%	0	NA
Apr-04	4,159	2,638	1,521	36.6%	788	20	6	733	97.4%	48.2%	551	75.2%	50	132	82.0%	0	NA
May-04	4,008	2,442	1,566	39.1%	595	24	4	971	97.6%	62.0%	684	70.4%	66	221	77.2%	0	NA
Jun-04	3,563	2,232	1,331	37.4%	729	22	2	602	96.5%	45.2%	421	69.9%	45	136	77.4%	0	NA
Jul-04	3,772	2,425	1,347	35.7%	532	19	4	815	97.7%	60.5%	582	71.4%	64	169	79.3%	0	NA
Aug-04	3,476	2,270	1,206	34.7%	696	28	12	510	94.9%	42.3%	366	71.8%	39	105	79.4%	0	NA
Sep-04	3,701	2,417	1,284	34.7%	823	22	6	461	95.5%	35.9%	340	73.8%	33	88	80.9%	0	NA
Oct-04	3,497	2,260	1,237	35.4%	549	15	3	688	97.9%	55.6%	487	70.8%	66	135	80.4%	0	NA
Nov-04	3,218	2,056	1,162	36.1%	467	20	15	695	97.3%	59.8%	500	71.9%	46	149	78.6%	0	NA
Dec-04	3,843	2,736	1,107	28.8%	590	15	14	517	97.3%	46.7%	375	72.5%	49	93	82.0%	0	NA
Jan-05	3,656	2,621	1,035	28.3%	456	15	41	579	97.6%	55.9%	421	72.7%	39	119	79.4%	0	NA
Feb-05	3,200	2,207	993	31.0%	440	9	27	553	98.5%	55.7%	404	73.1%	43	106	80.8%	0	NA
Mar-05	3,156	2,116	1,040	33.0%	454	26	29	586	95.9%	56.3%	435	74.2%	49	102	82.6%	0	NA
Apr-05	3,688	2,383	1,305	35.4%	755	126	32	550	82.2%	42.1%	404	73.5%	49	97	82.4%	0	NA
May-05	3,617	2,390	1,227	33.9%	618	117	24	609	84.4%	49.6%	442	72.6%	52	115	81.1%	0	NA
Jun-05	3,871	2,719	1,152	29.8%	650	114	41	502	82.6%	43.6%	351	69.9%	39	112	77.7%	0	NA
Jul-05	3,507	2,277	1,230	35.1%	538	111	0	692	86.2%	56.3%	457	66.0%	105	130	81.2%	0	NA
Aug-05	3,711	2,481	1,230	33.1%	675	142	19	555	80.2%	45.1%	396	71.4%	47	112	79.8%	0	NA
Sep-05	3,855	2,629	1,226	31.8%	562	125	8	664	84.3%	54.2%	475	71.5%	50	139	79.1%	0	NA
Oct-05	4,897	3,728	1,169	23.9%	566	97	18	603	86.5%	51.6%	421	69.8%	61	121	79.9%	0	NA
Nov-05	4,956	3,785	1,171	23.6%	633	105	16	538	84.1%	45.9%	399	74.2%	36	103	80.9%	0	NA
Dec-05	4,919	3,937	982	20.0%	529	116	26	453	80.5%	46.1%	346	76.4%	36	71	84.3%	0	NA
Jan-06	4,752	3,726	1,026	21.6%	558	98	30	468	83.6%	45.6%	348	74.4%	39	81	82.7%	70	NA
Feb-06	4,929	3,808	1,121	22.7%	657	97	33	464	83.7%	41.4%	338	72.8%	35	91	80.4%	39	NA
Mar-06	5,620	4,412	1,208	21.5%	710	110	72	498	83.8%	41.2%	347	69.7%	57	94	81.1%	45	6.8%
Apr-06	5,159	4,084	1,075	20.8%	572	126	30	503	80.9%	46.8%	368	73.2%	53	82	83.7%	66	10.9%
May-06	4,914	3,801	1,113	22.6%	566	124	26	547	82.2%	49.1%	397	72.6%	57	93	83.0%	68	12.6%
Jun-06	4,855	3,834	1,021	21.0%	531	153	17	490	76.8%	48.0%	366	74.7%	39	85	82.7%	49	10.8%
Jul-06	4,835	3,620	1,215	25.1%	647	108	40	568	84.9%	46.7%	397	69.9%	60	111	80.5%	40	8.5%
Aug-06	8,531	4,436	4,095	48.0%	3,555	168	39	540	77.5%	13.2%	403	74.6%	48	89	83.5%	62	13.4%
Sep-06	8,699	4,330	4,369	50.2%	2,264	314	44	2,105	87.3%	48.2%	1,658	78.8%	189	258	87.7%	53	10.6%
Oct-06	11,421	7,032	4,389	38.4%	1,982	406	54	2,407	85.8%	54.8%	1,902	79.0%	211	294	87.8%	88	17.5%
Nov-06	18,486	13,562	4,924	26.6%	2,892	281	79	2,032	88.3%	41.3%	1,574	77.5%	173	285	86.0%	117	21.4%
Dec-06	18,900	14,123	4,777	25.3%	2,489	318	94	2,288	88.2%	47.9%	1,798	78.6%	177	313	86.3%	170	34.7%
Jan-07	15,064	10,592	4,472	29.7%	2,198	314	92	2,274	88.3%	50.8%	1,760	77.4%	181	333	85.4%	198	34.9%
Feb-07	11,643	7,418	4,225	36.3%	2,093	395	76	2,132	84.8%	50.5%	1,662	78.0%	184	286	86.6%	219	40.6%
Mar-07	11,388	6,587	4,801	42.2%	2,228	509	107	2,573	84.0%	53.6%	2,042	79.4%	210	321	87.5%	145	6.9%
Apr-07	10,374	6,353	4,021	38.8%	1,675	394	123	2,346	86.2%	58.3%	1,846	78.7%	194	306	87.0%	315	13.1%
May-07	5,883	2,114	3,769	64.1%	1,275	368	113	2,494	87.6%	66.2%	1,913	76.7%	176	405	83.8%	226	11.1%



**Los Angeles County MTA - All  
Performance Report  
December 2014**

	<u>Total Events</u>	<u>Non Violations</u>	<u>Potential Violations</u>	<u>Percent Citable</u>	<u>Non Issued Violations</u>	<u>No DMV Match</u>	<u>Police/ Client Rejected</u>	<u>Citations Issued</u>	<u>DMV Match Rate</u>	<u>Issuance Rate</u>	<u>Dispo Paid</u>	<u>Pay Rate</u>	<u>Closed No Pay</u>	<u>Pending</u>	<u>Closure Rate</u>	<u>Court Packs</u>	<u>Contest Rate</u>
Jun-07	8,806	4,314	4,492	51.0%	2,102	413	121	2,390	85.9%	53.2%	1,840	77.0%	163	387	83.8%	288	12.6%
Jul-07	8,813	4,156	4,657	52.8%	2,851	389	139	1,806	83.3%	38.8%	1,321	73.1%	137	348	80.7%	332	14.6%
Aug-07	9,965	5,410	4,555	45.7%	2,368	451	197	2,187	84.1%	48.0%	1,581	72.3%	162	444	79.7%	455	21.3%
Sep-07	7,925	4,316	3,609	45.5%	1,699	349	155	1,910	85.5%	52.9%	1,291	67.6%	149	470	75.4%	278	10.8%
Oct-07	11,109	6,867	4,242	38.2%	2,240	315	236	2,002	87.7%	47.2%	1,325	66.2%	192	485	75.8%	388	16.5%
Nov-07	12,043	7,845	4,198	34.9%	2,114	295	153	2,084	88.3%	49.6%	1,297	62.2%	318	469	77.5%	316	12.7%
Dec-07	10,346	6,442	3,904	37.7%	2,138	329	191	1,766	85.6%	45.2%	1,157	65.5%	265	344	80.5%	332	13.9%
Jan-08	10,209	6,698	3,511	34.4%	1,821	300	166	1,690	86.1%	48.1%	1,325	78.4%	181	184	89.1%	284	15.7%
Feb-08	11,223	7,742	3,481	31.0%	1,940	279	207	1,541	86.2%	44.3%	1,159	75.2%	197	185	88.0%	278	12.7%
Mar-08	11,457	7,412	4,045	35.3%	2,460	279	150	1,585	86.1%	39.2%	1,188	75.0%	182	215	86.4%	272	14.2%
Apr-08	10,676	6,799	3,877	36.3%	2,322	228	72	1,555	87.7%	40.1%	1,201	77.2%	145	209	86.6%	288	14.4%
May-08	11,037	7,021	4,016	36.4%	2,548	241	159	1,468	87.1%	36.6%	1,143	77.9%	138	187	87.3%	249	11.9%
Jun-08	9,918	5,834	4,084	41.2%	2,438	256	120	1,646	87.3%	40.3%	1,285	78.1%	148	213	87.1%	318	18.0%
Jul-08	9,833	6,298	3,535	36.0%	1,975	244	97	1,560	87.2%	44.1%	1,149	73.7%	209	202	87.1%	281	16.6%
Aug-08	9,212	5,605	3,607	39.2%	1,909	258	163	1,698	87.8%	47.1%	1,226	72.2%	205	267	84.3%	209	13.6%
Sep-08	9,495	6,072	3,423	36.1%	1,667	250	101	1,756	88.1%	51.3%	1,323	75.3%	208	225	87.2%	366	23.1%
Oct-08	9,457	6,028	3,429	36.3%	1,630	198	115	1,799	90.6%	52.5%	1,298	72.2%	191	310	82.8%	254	16.3%
Nov-08	8,619	5,675	2,944	34.2%	1,287	210	125	1,657	89.5%	56.3%	1,200	72.4%	206	251	84.9%	195	13.3%
Dec-08	9,054	6,031	3,023	33.4%	1,315	214	97	1,708	89.4%	56.5%	1,227	71.8%	267	214	87.5%	215	13.1%
Jan-09	8,541	5,582	2,959	34.6%	1,259	225	87	1,700	88.8%	57.5%	1,238	72.8%	243	219	87.1%	261	16.7%
Feb-09	8,362	5,647	2,715	32.5%	1,207	186	65	1,508	89.4%	55.5%	1,099	72.9%	224	185	87.7%	340	20.0%
Mar-09	8,928	5,836	3,092	34.6%	1,503	215	88	1,589	88.6%	51.4%	1,191	75.0%	185	213	86.6%	197	11.2%
Apr-09	9,141	5,849	3,292	36.0%	1,708	156	76	1,584	91.4%	48.1%	1,138	71.8%	233	213	86.6%	255	14.2%
May-09	8,491	5,536	2,955	34.8%	1,381	231	102	1,574	87.9%	53.3%	1,148	72.9%	225	201	87.2%	262	15.8%
Jun-09	7,545	4,904	2,641	35.0%	1,281	172	114	1,360	89.6%	51.5%	959	70.5%	220	181	86.7%	287	16.8%
Jul-09	7,643	4,934	2,709	35.4%	1,261	211	43	1,448	87.6%	53.5%	1,067	73.7%	179	202	86.0%	260	15.3%
Aug-09	7,696	5,109	2,587	33.6%	1,191	202	63	1,396	87.8%	54.0%	983	70.4%	229	184	86.8%	200	13.3%
Sep-09	6,956	4,586	2,370	34.1%	1,045	172	109	1,325	89.3%	55.9%	911	68.8%	245	169	87.2%	161	10.1%
Oct-09	8,099	5,388	2,711	33.5%	1,263	200	84	1,448	88.5%	53.4%	1,004	69.3%	250	194	86.6%	252	15.9%
Nov-09	6,880	4,415	2,465	35.8%	1,174	171	83	1,291	88.9%	52.4%	908	70.3%	207	176	86.4%	75	4.8%
Dec-09	13,304	10,321	2,983	22.4%	1,470	213	112	1,513	88.4%	50.7%	1,071	70.8%	213	229	84.9%	68	5.0%
Jan-10	18,964	15,484	3,480	18.4%	1,883	231	158	1,597	88.4%	45.9%	1,092	68.4%	284	221	86.2%	173	11.9%
Feb-10	17,444	14,122	3,322	19.0%	1,830	259	128	1,492	86.2%	44.9%	951	63.7%	292	249	83.3%	167	12.0%
Mar-10	19,875	16,063	3,812	19.2%	1,980	271	126	1,832	87.8%	48.1%	1,175	64.1%	353	304	83.4%	211	15.9%
Apr-10	21,806	18,011	3,795	17.4%	2,130	253	172	1,665	87.9%	43.9%	1,050	63.1%	367	248	85.1%	164	11.3%
May-10	20,029	15,967	4,062	20.3%	2,402	290	222	1,660	86.6%	40.9%	1,068	64.3%	368	224	86.5%	183	14.2%
Jun-10	23,143	18,911	4,232	18.3%	2,423	236	136	1,809	89.2%	42.7%	1,159	64.1%	396	254	86.0%	208	13.7%
Jul-10	26,169	21,545	4,624	17.7%	2,785	245	122	1,839	88.9%	39.8%	1,217	66.2%	361	261	85.8%	233	14.6%
Aug-10	26,509	22,079	4,430	16.7%	2,678	264	170	1,752	87.9%	39.5%	1,088	62.1%	326	338	80.7%	230	15.4%
Sep-10	25,114	20,901	4,213	16.8%	2,450	234	91	1,763	88.8%	41.8%	1,130	64.1%	288	345	80.4%	241	13.2%
Oct-10	22,973	19,195	3,778	16.4%	2,081	253	60	1,697	87.4%	44.9%	1,116	65.8%	255	326	80.8%	196	11.8%



**Los Angeles County MTA - All  
Performance Report  
December 2014**

	<u>Total Events</u>	<u>Non Violations</u>	<u>Potential Violations</u>	<u>Percent Citable</u>	<u>Non Issued Violations</u>	<u>No DMV Match</u>	<u>Police/ Client Rejected</u>	<u>Citations Issued</u>	<u>DMV Match Rate</u>	<u>Issuance Rate</u>	<u>Dispo Paid</u>	<u>Pay Rate</u>	<u>Closed No Pay</u>	<u>Pending</u>	<u>Closure Rate</u>	<u>Court Packs</u>	<u>Contest Rate</u>
Nov-10	22,675	18,837	3,838	16.9%	2,044	243	112	1,794	88.7%	46.7%	1,183	65.9%	252	359	80.0%	178	10.7%
Dec-10	24,246	20,416	3,830	15.8%	2,087	231	105	1,743	88.9%	45.5%	1,114	63.9%	301	328	81.2%	307	17.0%
Jan-11	22,435	19,285	3,150	14.0%	1,565	285	97	1,585	85.5%	50.3%	942	59.4%	357	286	82.0%	213	11.6%
Feb-11	22,450	19,494	2,956	13.2%	1,434	246	123	1,522	87.0%	51.5%	877	57.6%	340	305	80.0%	165	9.4%
Mar-11	24,668	21,045	3,623	14.7%	1,962	244	122	1,661	88.0%	45.8%	938	56.5%	369	354	78.7%	278	15.8%
Apr-11	23,982	20,286	3,696	15.4%	1,929	261	311	1,767	88.8%	47.8%	845	47.8%	543	379	78.6%	263	15.5%
May-11	24,903	20,881	4,022	16.2%	2,264	285	361	1,758	88.1%	43.7%	810	46.1%	504	444	74.7%	264	14.7%
Jun-11	23,760	20,173	3,587	15.1%	2,205	239	353	1,382	87.9%	38.5%	561	40.6%	343	478	65.4%	329	18.9%
Jul-11	22,037	18,472	3,565	16.2%	2,240	258	491	1,325	87.6%	37.2%	545	41.1%	267	513	61.3%	250	15.8%
Aug-11	20,859	17,076	3,783	18.1%	2,387	234	597	1,396	89.5%	36.9%	568	40.7%	299	529	62.1%	270	17.7%
Sep-11	19,749	15,994	3,755	19.0%	2,334	301	532	1,421	86.6%	37.8%	623	43.8%	262	536	62.3%	312	18.8%
Oct-11	21,554	17,487	4,067	18.9%	2,422	297	564	1,645	88.1%	40.4%	699	42.5%	331	615	62.6%	235	13.3%
Nov-11	19,418	16,023	3,395	17.5%	1,957	288	397	1,438	86.4%	42.4%	579	40.3%	286	573	60.2%	206	11.7%
Dec-11	23,765	19,911	3,854	16.2%	2,193	227	613	1,661	90.9%	43.1%	614	37.0%	454	593	64.3%	246	17.8%
Jan-12	24,970	20,717	4,253	17.0%	2,742	389	799	1,511	85.6%	35.5%	566	37.5%	427	518	65.7%	262	19.8%
Feb-12	25,957	20,696	5,261	20.3%	3,524	372	765	1,737	87.1%	33.0%	557	32.1%	523	657	62.2%	243	17.4%
Mar-12	26,496	21,107	5,389	20.3%	3,733	415	967	1,656	86.3%	30.7%	481	29.0%	522	653	60.6%	229	16.1%
Apr-12	26,592	21,160	5,432	20.4%	3,617	381	789	1,815	87.2%	33.4%	468	25.8%	607	740	59.2%	264	16.0%
May-12	27,635	21,911	5,724	20.7%	4,017	364	1,029	1,707	88.3%	29.8%	468	27.4%	540	699	59.1%	323	22.5%
Jun-12	21,960	17,440	4,520	20.6%	2,845	395	895	1,675	86.7%	37.1%	358	21.4%	533	784	53.2%	260	15.7%
Jul-12	25,172	20,763	4,409	17.5%	2,622	317	579	1,787	88.2%	40.5%	392	21.9%	587	808	54.8%	112	7.4%
Aug-12	25,866	20,688	5,178	20.0%	2,924	389	587	2,254	88.0%	43.5%	404	17.9%	833	1,017	54.9%	163	9.4%
Sep-12	25,703	20,781	4,922	19.1%	2,883	417	659	2,039	86.6%	41.4%	418	20.5%	690	931	54.3%	172	10.4%
Oct-12	44,185	33,625	10,560	23.9%	6,315	843	1,696	4,245	87.6%	40.2%	1,066	25.1%	1,385	1,794	57.7%	225	12.4%
Nov-12	37,365	28,397	8,968	24.0%	6,093	804	1,433	2,875	84.3%	32.1%	644	22.4%	887	1,344	53.3%	183	10.7%
Dec-12	34,573	26,764	7,809	22.6%	5,492	736	1,319	2,317	83.2%	29.7%	543	23.4%	719	1,055	54.5%	207	12.4%
Jan-13	34,528	27,197	7,331	21.2%	3,990	558	1,254	3,341	89.2%	45.6%	609	18.2%	1,274	1,458	56.4%	347	19.4%
Feb-13	33,168	26,707	6,461	19.5%	3,785	466	1,198	2,676	89.3%	41.4%	567	21.2%	944	1,165	56.5%	403	17.9%
Mar-13	39,294	32,356	6,938	17.7%	4,116	505	1,118	2,822	88.6%	40.7%	645	22.9%	1,018	1,159	58.9%	496	24.3%
Apr-13	35,601	29,077	6,524	18.3%	3,854	520	1,043	2,670	87.7%	40.9%	611	22.9%	938	1,121	58.0%	430	10.1%
May-13	44,673	37,684	6,989	15.6%	4,106	468	1,411	2,883	90.2%	41.3%	622	21.6%	1,000	1,261	56.3%	565	19.7%
Jun-13	35,097	28,711	6,386	18.2%	3,875	459	1,282	2,511	89.2%	39.3%	570	22.7%	740	1,201	52.2%	448	19.3%
Jul-13	35,193	27,882	7,311	20.8%	4,764	510	1,505	2,547	88.8%	34.8%	559	21.9%	788	1,200	52.9%	431	12.9%
Aug-13	36,622	28,222	8,400	22.9%	5,445	671	1,689	2,955	87.4%	35.2%	602	20.4%	1,006	1,347	54.4%	377	14.1%
Sep-13	36,152	27,121	9,031	25.0%	6,096	754	2,359	2,935	87.5%	32.5%	523	17.8%	874	1,538	47.6%	550	19.5%
Oct-13	38,814	29,628	9,186	23.7%	5,635	694	1,987	3,551	88.9%	38.7%	640	18.0%	719	2,192	38.3%	562	21.0%
Nov-13	32,805	24,902	7,903	24.1%	4,582	634	1,560	3,321	88.5%	42.0%	538	16.2%	567	2,216	33.3%	441	15.3%
Dec-13	34,469	26,512	7,957	23.1%	5,134	648	1,726	2,823	87.5%	35.5%	365	12.9%	314	2,144	24.1%	530	21.1%
Jan-14	35,175	27,774	7,401	21.0%	4,746	547	1,720	2,655	88.9%	35.9%	275	10.4%	228	2,152	18.9%	524	20.6%
Feb-14	32,648	25,410	7,238	22.2%	4,718	560	1,883	2,520	88.7%	34.8%	157	6.2%	124	2,239	11.2%	523	17.7%
Mar-14	35,530	27,740	7,790	21.9%	5,028	637	2,157	2,762	88.5%	35.5%	127	4.6%	101	2,534	8.3%	494	16.8%
Apr-14	35,096	27,120	7,976	22.7%	5,036	660	1,881	2,940	88.0%	36.9%	97	3.3%	75	2,768	5.9%	638	18.0%
May-14	34,072	26,543	7,529	22.1%	5,226	583	2,009	2,303	88.1%	30.6%	72	3.1%	37	2,194	4.7%	557	16.8%
Jun-14	32,139	25,597	6,542	20.4%	4,738	488	1,816	1,804	88.1%	27.6%	56	3.1%	32	1,716	4.9%	632	22.4%
Jul-14	32,458	25,060	7,398	22.8%	5,156	512	1,457	2,242	87.8%	30.3%	48	2.1%	38	2,156	3.8%	602	22.7%
Aug-14	36,881	28,503	8,378	22.7%	5,924	580	1,847	2,454	88.1%	29.3%	32	1.3%	54	2,368	3.5%	632	25.1%
Sep-14	35,018	26,672	8,346	23.8%	5,849	691	1,841	2,497	86.3%	29.9%	20	0.8%	18	2,459	1.5%	732	26.5%
Oct-14	35,261	27,043	8,218	23.3%	5,796	702	1,957	2,422	86.2%	29.5%	9	0.4%	54	2,359	2.6%	665	22.6%
Nov-14	26,929	21,653	5,276	19.6%	3,860	376	827	1,416	85.6%	26.8%	3	0.2%	11	1,402	1.0%	631	27.4%
Dec-14	31,656	25,260	6,396	20.2%	4,984	329	820	1,412	87.2%	22.1%	0	0.0%	4	1,408	0.3%	500	27.7%
<b>Total</b>	<b>2,266,274</b>	<b>1,737,030</b>	<b>529,244</b>	<b>23.4%</b>	<b>310,526</b>	<b>39,016</b>	<b>61,243</b>	<b>218,718</b>	<b>87.8%</b>	<b>41.3%</b>	<b>103,357</b>	<b>50.1%</b>	<b>37,015</b>	<b>78,346</b>	<b>67.9%</b>	<b>30,684</b>	<b>15.9%</b>

\* 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.



**Los Angeles County MTA - Blue Line  
Performance Report  
December 2014**

	<u>Total Events</u>	<u>Non Violations</u>	<u>Potential Violations</u>	<u>Percent Citable</u>	<u>Non Issued Violations</u>	<u>No DMV Match</u>	<u>Police/ Client Rejected</u>	<u>Citations Issued</u>	<u>DMV Match Rate</u>	<u>Issuance Rate</u>	<u>Dispo Paid</u>	<u>Pay Rate</u>	<u>Closed No Pay</u>	<u>Pending</u>	<u>Closure Rate</u>	<u>Court Packs</u>	<u>Contest Rate</u>
Jan-04	5,235	4,080	1,155	22.1%	420	11	1	735	98.5%	63.6%	541	73.6%	43	151	79.5%	-	-
Feb-04	4,775	3,564	1,211	25.4%	450	13	6	761	98.3%	62.8%	562	73.9%	53	146	80.8%	-	-
Mar-04	5,478	4,052	1,426	26.0%	637	20	3	789	97.5%	55.3%	569	72.1%	47	173	78.1%	-	-
Apr-04	4,159	2,638	1,521	36.6%	788	20	6	733	97.4%	48.2%	551	75.2%	50	132	82.0%	-	-
May-04	4,008	2,442	1,566	39.1%	595	24	4	971	97.6%	62.0%	684	70.4%	66	221	77.2%	-	-
Jun-04	3,563	2,232	1,331	37.4%	729	22	2	602	96.5%	45.2%	421	69.9%	45	136	77.4%	-	-
Jul-04	3,772	2,425	1,347	35.7%	532	19	4	815	97.7%	60.5%	582	71.4%	64	169	79.3%	-	-
Aug-04	3,476	2,270	1,206	34.7%	696	28	12	510	94.9%	42.3%	366	71.8%	39	105	79.4%	-	-
Sep-04	3,701	2,417	1,284	34.7%	823	22	6	461	95.5%	35.9%	340	73.8%	33	88	80.9%	-	-
Oct-04	3,497	2,260	1,237	35.4%	549	15	3	688	97.9%	55.6%	487	70.8%	66	135	80.4%	-	-
Nov-04	3,218	2,056	1,162	36.1%	467	20	15	695	97.3%	59.8%	500	71.9%	46	149	78.6%	-	-
Dec-04	3,843	2,736	1,107	28.8%	590	15	14	517	97.3%	46.7%	375	72.5%	49	93	82.0%	-	-
Jan-05	3,656	2,621	1,035	28.3%	456	15	41	579	97.6%	55.9%	421	72.7%	39	119	79.4%	-	-
Feb-05	3,200	2,207	993	31.0%	440	9	27	553	98.5%	55.7%	404	73.1%	43	106	80.8%	-	-
Mar-05	3,156	2,116	1,040	33.0%	454	26	29	586	95.9%	56.3%	435	74.2%	49	102	82.6%	-	-
Apr-05	3,688	2,383	1,305	35.4%	755	126	32	550	82.2%	42.1%	404	73.5%	49	97	82.4%	-	-
May-05	3,617	2,390	1,227	33.9%	618	117	24	609	84.4%	49.6%	442	72.6%	52	115	81.1%	-	-
Jun-05	3,871	2,719	1,152	29.8%	650	114	41	502	82.6%	43.6%	351	69.9%	39	112	77.7%	-	-
Jul-05	3,507	2,277	1,230	35.1%	538	111	0	692	86.2%	56.3%	457	66.0%	105	130	81.2%	-	-
Aug-05	3,711	2,481	1,230	33.1%	675	142	19	555	80.2%	45.1%	396	71.4%	47	112	79.8%	-	-
Sep-05	3,855	2,629	1,226	31.8%	562	125	8	664	84.3%	54.2%	475	71.5%	50	139	79.1%	-	-
Oct-05	4,897	3,728	1,169	23.9%	566	97	18	603	86.5%	51.6%	421	69.8%	61	121	79.9%	-	-
Nov-05	4,956	3,785	1,171	23.6%	633	105	16	538	84.1%	45.9%	399	74.2%	36	103	80.9%	-	-
Dec-05	4,919	3,937	982	20.0%	529	116	26	453	80.5%	46.1%	346	76.4%	36	71	84.3%	-	-
Jan-06	4,752	3,726	1,026	21.6%	558	98	30	468	83.6%	45.6%	348	74.4%	39	81	82.7%	70	10.1%
Feb-06	4,929	3,808	1,121	22.7%	657	97	33	464	83.7%	41.4%	338	72.8%	35	91	80.4%	39	7.0%
Mar-06	5,620	4,412	1,208	21.5%	710	110	72	498	83.8%	41.2%	347	69.7%	57	94	81.1%	45	6.8%
Apr-06	5,159	4,084	1,075	20.8%	572	126	30	503	80.9%	46.8%	368	73.2%	53	82	83.7%	66	10.9%
May-06	4,914	3,801	1,113	22.6%	566	124	26	547	82.2%	49.1%	397	72.6%	57	93	83.0%	68	12.6%
Jun-06	4,855	3,834	1,021	21.0%	531	153	17	490	76.8%	48.0%	366	74.7%	39	85	82.7%	49	10.8%
Jul-06	4,835	3,620	1,215	25.1%	647	108	40	568	84.9%	46.7%	397	69.9%	60	111	80.5%	40	8.5%
Aug-06	4,677	3,572	1,105	23.6%	820	123	19	285	71.2%	25.8%	197	69.1%	28	60	78.9%	62	13.4%
Sep-06	4,487	3,396	1,091	24.3%	702	115	21	389	78.1%	35.7%	265	68.1%	48	76	80.5%	53	10.6%
Oct-06	7,566	6,244	1,322	17.5%	913	181	27	409	70.7%	30.9%	303	74.1%	23	83	79.7%	52	10.3%
Nov-06	5,897	4,690	1,207	20.5%	706	112	52	501	83.2%	41.5%	359	71.7%	49	93	81.4%	42	7.7%
Dec-06	5,891	4,671	1,220	20.7%	697	128	78	523	82.4%	42.9%	378	72.3%	36	109	79.2%	71	14.5%



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	<u>Total Events</u>	<u>Non Violations</u>	<u>Potential Violations</u>	<u>Percent Citable</u>	<u>Non Issued Violations</u>	<u>No DMV Match</u>	<u>Police/ Client Rejected</u>	<u>Citations Issued</u>	<u>DMV Match Rate</u>	<u>Issuance Rate</u>	<u>Dispo Paid</u>	<u>Pay Rate</u>	<u>Closed No Pay</u>	<u>Pending</u>	<u>Closure Rate</u>	<u>Court Packs</u>	<u>Contest Rate</u>
Jan-07	5,244	4,035	1,209	23.1%	822	129	63	387	77.7%	32.0%	277	71.6%	39	71	81.7%	40	7.0%
Feb-07	4,897	3,777	1,120	22.9%	913	140	61	207	65.7%	18.5%	154	74.4%	18	35	83.1%	65	22.8%
Mar-07	5,936	4,506	1,430	24.1%	967	191	90	463	74.3%	32.4%	326	70.4%	52	85	81.6%	40	10.3%
Apr-07	5,139	4,237	902	17.6%	595	111	88	307	78.1%	34.0%	203	66.1%	57	47	84.7%	91	22.2%
May-07	1,148	471	677	59.0%	270	100	76	407	82.8%	60.1%	291	71.5%	30	86	78.9%	50	10.0%
Jun-07	3,802	2,589	1,213	31.9%	955	125	85	258	73.3%	21.3%	180	69.8%	14	64	75.2%	57	10.9%
Jul-07	3,417	2,250	1,167	34.2%	932	116	96	235	74.0%	20.1%	148	63.0%	20	67	71.5%	40	10.3%
Aug-07	4,301	3,151	1,150	26.7%	861	130	66	289	73.2%	25.1%	194	67.1%	23	72	75.1%	98	47.3%
Sep-07	3,904	3,069	835	21.4%	588	104	56	247	74.4%	29.6%	145	58.7%	21	81	67.2%	40	8.6%
Oct-07	6,157	5,056	1,101	17.9%	771	100	43	330	78.9%	30.0%	184	55.8%	41	105	68.2%	53	17.3%
Nov-07	7,367	6,035	1,332	18.1%	913	115	2	419	78.5%	31.5%	172	41.1%	160	87	79.2%	44	10.8%
Dec-07	5,880	4,659	1,221	20.8%	869	122	0	352	74.3%	28.8%	161	45.7%	118	73	79.3%	48	18.6%
Jan-08	6,059	5,047	1,012	16.7%	679	112	0	333	74.8%	32.9%	208	62.5%	81	44	86.8%	41	17.4%
Feb-08	7,348	6,296	1,052	14.3%	695	122	1	357	74.6%	33.9%	211	59.1%	87	59	83.5%	60	20.8%
Mar-08	6,761	5,525	1,236	18.3%	890	110	2	346	76.0%	28.0%	189	54.6%	95	62	82.1%	33	13.4%
Apr-08	6,259	4,964	1,295	20.7%	1,025	94	0	270	74.2%	20.8%	182	67.4%	45	43	84.1%	57	17.3%
May-08	6,273	5,174	1,099	17.5%	906	63	2	193	75.6%	17.6%	119	61.7%	42	32	83.4%	50	11.9%
Jun-08	5,517	4,350	1,167	21.2%	957	74	0	210	73.9%	18.0%	131	62.4%	41	38	81.9%	41	11.6%
Jul-08	5,736	4,740	996	17.4%	745	74	3	251	77.4%	25.2%	171	68.1%	38	42	83.3%	41	12.3%
Aug-08	5,001	3,982	1,019	20.4%	687	91	2	332	78.6%	32.6%	201	60.5%	76	55	83.4%	23	6.4%
Sep-08	5,049	4,204	845	16.7%	514	77	1	331	81.2%	39.2%	194	58.6%	79	58	82.5%	48	13.9%
Oct-08	5,045	4,313	732	14.5%	451	59	0	281	82.6%	38.4%	147	52.3%	54	80	71.5%	44	16.3%
Nov-08	4,824	4,190	634	13.1%	339	65	0	295	81.9%	46.5%	165	55.9%	61	69	76.6%	41	21.2%
Dec-08	5,295	4,552	743	14.0%	391	70	0	352	83.4%	47.4%	163	46.3%	144	45	87.2%	30	14.3%
Jan-09	4,838	4,178	660	13.6%	377	68	0	283	80.6%	42.9%	138	48.8%	92	53	81.3%	42	16.7%
Feb-09	4,965	4,299	666	13.4%	354	61	1	312	83.7%	46.8%	182	58.3%	69	61	80.4%	31	9.3%
Mar-09	5,197	4,390	807	15.5%	525	70	2	282	80.2%	34.9%	174	61.7%	50	58	79.4%	43	13.0%
Apr-09	5,448	4,301	1,147	21.1%	782	23	2	365	94.1%	31.8%	169	46.3%	135	61	83.3%	52	18.5%
May-09	4,847	4,078	769	15.9%	445	92	0	324	77.9%	42.1%	172	53.1%	95	57	82.4%	43	14.6%
Jun-09	4,247	3,588	659	15.5%	394	54	2	265	83.2%	40.2%	134	50.6%	83	48	81.9%	73	20.7%
Jul-09	4,226	3,533	693	16.4%	432	64	1	261	80.4%	37.7%	144	55.2%	63	54	79.3%	35	12.4%
Aug-09	4,471	3,814	657	14.7%	387	60	1	270	81.9%	41.1%	130	48.1%	84	56	79.3%	32	10.3%
Sep-09	3,864	3,282	582	15.1%	345	53	18	237	82.8%	40.7%	113	47.7%	84	40	83.1%	9	3.2%
Oct-09	4,644	4,002	642	13.8%	388	75	2	254	77.3%	39.6%	120	47.2%	89	45	82.3%	36	9.9%
Nov-09	3,626	3,082	544	15.0%	359	53	12	185	78.8%	34.0%	97	52.4%	51	37	80.0%	41	12.7%
Dec-09	4,139	3,511	628	15.2%	361	49	8	267	84.9%	42.5%	157	58.8%	55	55	79.4%	33	12.5%





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	<u>Total Events</u>	<u>Non Violations</u>	<u>Potential Violations</u>	<u>Percent Citable</u>	<u>Non Issued Violations</u>	<u>No DMV Match</u>	<u>Police/ Client Rejected</u>	<u>Citations Issued</u>	<u>DMV Match Rate</u>	<u>Issuance Rate</u>	<u>Dispo Paid</u>	<u>Pay Rate</u>	<u>Closed No Pay</u>	<u>Pending</u>	<u>Closure Rate</u>	<u>Court Packs</u>	<u>Contest Rate</u>
Jan-10	3,822	3,255	567	14.8%	346	38	33	221	87.0%	39.0%	135	61.1%	35	51	76.9%	25	9.6%
Feb-10	3,063	2,321	742	24.2%	444	80	22	298	80.0%	40.2%	191	64.1%	39	68	77.2%	19	7.0%
Mar-10	3,392	2,601	791	23.3%	474	91	27	317	79.1%	40.1%	191	60.3%	43	83	73.8%	9	3.8%
Apr-10	3,685	2,935	750	20.4%	493	55	67	257	85.5%	34.3%	143	55.6%	62	52	79.8%	12	4.7%
May-10	3,465	2,732	733	21.2%	507	66	59	226	81.2%	30.8%	125	55.3%	50	51	77.4%	35	18.9%
Jun-10	3,312	2,531	781	23.6%	472	46	45	309	88.5%	39.6%	174	56.3%	77	58	81.2%	28	10.5%
Jul-10	2,783	2,107	676	24.3%	432	57	34	244	83.0%	36.1%	154	63.1%	47	43	82.4%	18	8.1%
Aug-10	3,492	2,687	805	23.1%	510	65	62	295	84.6%	36.6%	152	51.5%	72	71	75.9%	34	11.4%
Sep-10	2,612	1,985	627	24.0%	382	50	22	245	84.2%	39.1%	125	51.0%	48	72	70.6%	39	12.3%
Oct-10	2,746	2,105	641	23.3%	365	56	12	276	83.7%	43.1%	169	61.2%	45	62	77.5%	33	12.8%
Nov-10	2,802	2,146	656	23.4%	419	51	51	237	85.0%	36.1%	114	48.1%	58	65	72.6%	14	6.2%
Dec-10	2,787	2,130	657	23.6%	411	68	25	246	79.9%	37.4%	120	48.8%	57	69	72.0%	45	14.6%
Jan-11	2,780	2,163	617	22.2%	364	73	20	253	78.9%	41.0%	107	42.3%	93	53	79.1%	35	14.3%
Feb-11	2,705	2,157	548	20.3%	310	74	20	238	77.7%	43.4%	112	47.1%	63	63	73.5%	32	10.8%
Mar-11	2,710	2,008	702	25.9%	440	62	13	262	81.6%	37.3%	96	36.6%	88	78	70.2%	23	9.4%
Apr-11	2,937	2,223	714	24.3%	457	74	88	257	82.3%	36.0%	96	37.4%	95	66	74.3%	36	13.0%
May-11	3,285	2,527	758	23.1%	529	56	105	229	85.6%	30.2%	89	38.9%	70	70	69.4%	29	12.2%
Jun-11	3,064	2,366	698	22.8%	522	60	70	176	80.4%	25.2%	50	28.4%	61	65	63.1%	34	13.8%
Jul-11	3,619	2,989	630	17.4%	479	50	101	151	83.4%	24.0%	41	27.2%	37	73	51.7%	36	14.2%
Aug-11	5,913	5,027	886	15.0%	678	71	147	208	83.3%	23.5%	56	26.9%	54	98	52.9%	29	12.2%
Sep-11	4,528	3,781	747	16.5%	549	58	110	198	84.2%	26.5%	57	28.8%	50	91	54.0%	25	9.5%
Oct-11	4,646	3,843	803	17.3%	572	65	115	231	84.2%	28.8%	46	19.9%	68	117	49.4%	25	9.7%
Nov-11	4,075	3,384	691	17.0%	501	52	66	190	83.1%	27.5%	25	13.2%	53	112	41.1%	13	5.7%
Dec-11	5,073	4,281	792	15.6%	570	57	118	222	85.6%	28.0%	19	8.6%	109	94	57.7%	33	18.8%
Jan-12	4,336	3,602	734	16.9%	563	76	116	171	79.1%	23.3%	14	8.2%	89	68	60.2%	30	19.9%
Feb-12	5,520	4,191	1,329	24.1%	1,118	77	119	211	81.1%	15.9%	6	2.8%	111	94	55.5%	32	15.4%
Mar-12	4,908	3,721	1,187	24.2%	1,006	91	158	181	78.8%	15.2%	7	3.9%	99	75	58.6%	22	11.1%
Apr-12	5,137	3,831	1,306	25.4%	1,087	91	164	219	80.8%	16.8%	7	3.2%	128	84	61.6%	27	11.7%
May-12	5,018	3,703	1,315	26.2%	1,194	68	121	121	78.1%	9.2%	3	2.5%	70	48	60.3%	38	20.0%
Jun-12	4,419	3,417	1,002	22.7%	830	76	116	172	79.1%	17.2%	4	2.3%	91	77	55.2%	32	14.4%
Jul-12	5,102	4,210	892	17.5%	730	73	102	162	78.3%	18.2%	8	4.9%	85	69	57.4%	18	10.5%
Aug-12	4,922	3,990	932	18.9%	679	75	107	253	82.8%	27.1%	12	4.7%	131	110	56.5%	24	11.4%
Sep-12	4,648	3,764	884	19.0%	673	99	128	211	77.4%	23.9%	9	4.3%	114	88	58.3%	30	16.6%
Oct-12	4,914	4,046	868	17.7%	647	93	165	221	80.6%	25.5%	17	7.7%	106	98	55.7%	29	13.2%
Nov-12	5,347	4,539	808	15.1%	629	80	131	179	79.5%	22.2%	9	5.0%	79	91	49.2%	18	14.9%
Dec-12	4,761	4,192	569	12.0%	420	63	74	149	78.0%	26.2%	10	6.7%	69	70	53.0%	22	12.8%



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Jan-13	5,007	4,289	718	14.3%	511	77	106	207	80.3%	28.8%	14	6.8%	97	96	53.6%	30	18.5%
Feb-13	4,694	3,950	744	15.9%	579	61	137	165	83.2%	22.2%	17	10.3%	82	66	60.0%	23	9.1%
Mar-13	5,883	4,993	890	15.1%	730	78	167	160	80.7%	18.0%	15	9.4%	75	70	56.3%	37	17.5%
Apr-13	5,733	4,969	764	13.3%	598	88	160	166	78.7%	21.7%	20	12.0%	77	69	58.4%	24	10.9%
May-13	5,883	5,101	782	13.3%	635	83	170	147	79.3%	18.8%	18	12.2%	74	55	62.6%	40	22.3%
Jun-13	5,378	4,699	679	12.6%	568	58	146	111	81.6%	16.3%	28	25.2%	47	36	67.6%	29	19.5%
Jul-13	6,022	5,156	866	14.4%	731	81	205	135	80.8%	15.6%	33	24.4%	44	58	57.0%	32	15.5%
Aug-13	5,845	5,056	789	13.5%	662	74	158	127	79.4%	16.1%	36	28.3%	34	57	55.1%	33	20.0%
Sep-13	5,387	4,546	841	15.6%	732	71	201	109	81.4%	13.0%	28	25.7%	33	48	56.0%	74	46.3%
Oct-13	6,346	5,424	922	14.5%	727	84	179	195	81.7%	21.1%	47	24.1%	64	84	56.9%	55	33.1%
Nov-13	5,369	4,558	811	15.1%	621	75	148	190	81.8%	23.4%	46	24.2%	34	110	42.1%	46	31.3%
Dec-13	5,119	4,341	778	15.2%	612	105	122	166	73.3%	21.3%	30	18.1%	42	94	43.4%	30	20.4%
Jan-14	5,749	4,859	890	15.5%	709	82	135	181	79.4%	20.3%	26	14.4%	60	95	47.5%	33	22.4%
Feb-14	5,779	5,020	759	13.1%	602	71	140	157	80.7%	20.7%	19	12.1%	30	108	31.2%	29	19.7%
Mar-14	6,416	5,499	917	14.3%	722	91	227	195	82.3%	21.3%	16	8.2%	31	148	24.1%	40	27.2%
Apr-14	6,176	5,252	924	15.0%	756	93	207	168	80.1%	18.2%	11	6.5%	13	144	14.3%	52	35.4%
May-14	5,605	4,795	810	14.5%	668	71	155	142	80.7%	17.5%	9	6.3%	6	127	10.6%	51	34.7%
Jun-14	5,490	4,732	758	13.8%	636	58	152	122	82.5%	16.1%	6	4.9%	3	113	7.4%	23	20.7%
Jul-14	5,873	5,085	788	13.4%	650	51	150	138	85.0%	17.5%	4	2.9%	2	132	4.3%	34	17.9%
Aug-14	6,122	5,247	875	14.3%	722	90	145	153	76.8%	17.5%	5	3.3%	1	147	3.9%	42	22.1%
Sep-14	6,020	5,134	886	14.7%	739	86	165	147	78.4%	16.6%	2	1.4%	0	145	1.4%	48	25.3%
Oct-14	6,862	5,851	1,011	14.7%	884	96	256	127	80.0%	12.6%	1	0.8%	0	126	0.8%	39	20.5%
Nov-14	5,452	4,875	577	10.6%	497	31	50	80	80.7%	13.9%	0	0.0%	0	80	0.0%	41	21.6%
Dec-14	5,127	4,606	521	10.2%	467	25	59	54	81.9%	10.4%	0	0.0%	0	54	0.0%	29	17.5%
<b>Total</b>	<b>619,876</b>	<b>495,060</b>	<b>124,816</b>	<b>20.14%</b>	<b>81,675</b>	<b>10,240</b>	<b>8,261</b>	<b>43,141</b>	<b>83.39%</b>	<b>34.56%</b>	<b>24,362</b>	<b>57.4%</b>	<b>7,612</b>	<b>11,167</b>	<b>75.3%</b>	<b>4,199</b>	<b>15.14%</b>

\* 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.



**Los Angeles County MTA - Gold Line  
Performance Report  
December 2014**

	<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>
Dec-09	5,805	5,387	418	7.2%	258	29	14	160	85.7%	38.3%	91	56.9%	34	35	78.1%	0	-
Jan-10	12,371	11,195	1,176	9.5%	843	65	40	333	85.2%	28.3%	158	47.4%	124	51	84.7%	0	-
Feb-10	11,564	10,651	913	7.9%	604	58	19	309	85.0%	33.8%	148	47.9%	119	42	86.4%	0	-
Mar-10	13,350	12,264	1,086	8.1%	739	79	26	347	82.5%	32.0%	160	46.1%	131	56	83.9%	0	-
Apr-10	14,976	13,798	1,178	7.9%	809	68	46	369	85.9%	31.3%	153	41.5%	162	54	85.4%	4	-
May-10	13,007	11,845	1,162	8.9%	855	70	38	307	83.1%	26.4%	140	45.6%	124	43	86.0%	3	-
Jun-10	13,058	11,782	1,276	9.8%	895	66	72	381	87.3%	29.9%	169	44.4%	164	48	87.4%	4	4.4%
Jul-10	13,229	11,896	1,333	10.1%	1000	62	78	333	86.9%	25.0%	138	41.4%	144	51	84.7%	26	16.5%
Aug-10	13,811	12,469	1,342	9.7%	1053	83	70	289	81.2%	21.5%	116	40.1%	125	48	83.4%	0	0.0%
Sep-10	14,099	12,605	1,494	10.6%	1090	69	40	404	86.5%	27.0%	217	53.7%	116	71	82.4%	2	1.3%
Oct-10	12,325	11,102	1,223	9.9%	882	75	27	341	83.1%	27.9%	168	49.3%	101	72	78.9%	3	2.0%
Nov-10	12,575	11,261	1,314	10.4%	922	72	49	392	86.0%	29.8%	203	51.8%	105	84	78.6%	16	11.4%
Dec-10	14,143	12,889	1,254	8.9%	933	61	20	321	84.8%	25.6%	158	49.2%	106	57	82.2%	84	49.7%
Jan-11	12,708	11,805	903	7.1%	565	78	16	338	81.9%	37.4%	142	42.0%	149	47	86.1%	38	27.5%
Feb-11	12,856	11,969	887	6.9%	559	72	16	328	82.7%	37.0%	131	39.9%	143	54	83.5%	27	23.3%
Mar-11	14,005	12,975	1,030	7.4%	709	64	21	321	84.2%	31.2%	153	47.7%	106	62	80.7%	23	10.6%
Apr-11	13,373	12,307	1,066	8.0%	719	82	102	347	84.6%	32.6%	160	46.1%	107	80	76.9%	39	23.2%
May-11	13,666	12,487	1,179	8.6%	814	104	112	365	82.1%	31.0%	150	41.1%	118	97	73.4%	35	17.2%
Jun-11	12,946	11,982	964	7.4%	672	82	104	292	82.8%	30.3%	112	38.4%	71	109	62.7%	43	27.2%
Jul-11	11,546	10,599	947	8.2%	667	71	135	280	85.4%	29.6%	101	36.1%	75	104	62.9%	62	43.7%
Aug-11	9,015	8,185	830	9.2%	554	33	127	276	92.4%	33.3%	112	40.6%	79	85	69.2%	55	42.0%
Sep-11	9,303	8,386	917	9.9%	686	104	125	231	77.4%	25.2%	116	50.2%	39	76	67.1%	43	28.1%
Oct-11	10,383	9,500	883	8.5%	669	61	120	214	84.6%	24.2%	100	46.7%	41	73	65.9%	36	22.5%
Nov-11	9,455	8,859	596	6.3%	410	63	92	186	81.5%	31.2%	64	34.4%	38	84	54.8%	43	28.7%
Dec-11	12,822	11,973	849	6.6%	605	64	141	244	85.7%	28.7%	81	33.2%	44	119	51.2%	27	24.1%



**Los Angeles County MTA - Gold Line  
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	<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-12	10,553	9,795	758	7.2%	592	60	111	166	82.2%	21.9%	62	37.3%	51	53	68.1%	35	34.7%
Feb-12	8,612	7,696	916	10.6%	696	73	124	220	82.5%	24.0%	77	35.0%	62	81	63.2%	28	25.0%
Mar-12	9,115	8,201	914	10.0%	743	82	125	171	78.3%	18.7%	57	33.3%	47	67	60.8%	20	17.2%
Apr-12	9,037	8,236	801	8.9%	617	69	92	184	80.0%	23.0%	55	29.9%	55	74	59.8%	46	46.0%
May-12	9,202	8,355	847	9.2%	676	71	128	171	80.8%	20.2%	49	28.7%	55	67	60.8%	49	76.6%
Jun-12	8,007	7,372	635	7.9%	422	63	111	213	83.7%	33.5%	42	19.7%	55	116	45.5%	24	37.5%
Jul-12	9,645	8,903	742	7.7%	508	60	83	234	84.1%	31.5%	61	26.1%	64	109	53.4%	31	48.4%
Aug-12	10,021	9,172	849	8.5%	570	78	84	279	82.3%	32.9%	75	26.9%	86	118	57.7%	37	57.8%
Sep-12	9,192	8,486	706	7.7%	474	100	97	232	76.7%	32.9%	50	21.6%	72	110	52.6%	30	46.9%
Oct-12	9,961	9,186	775	7.8%	481	101	66	294	78.1%	37.9%	64	21.8%	106	124	57.8%	51	79.7%
Nov-12	8,916	8,280	636	7.1%	455	88	40	181	71.5%	28.5%	42	23.2%	50	89	50.8%	37	57.8%
Dec-12	8,392	7,857	535	6.4%	404	74	46	131	70.5%	24.5%	37	28.2%	35	59	55.0%	35	31.3%
Jan-13	8,216	7,631	585	7.1%	364	73	61	221	79.4%	37.8%	48	21.7%	78	95	57.0%	64	55.2%
Feb-13	8,254	7,562	692	8.4%	426	79	70	266	81.0%	38.4%	79	29.7%	80	107	59.8%	40	40.0%
Mar-13	9,445	8,677	768	8.1%	509	98	71	259	77.1%	33.7%	79	30.5%	90	90	65.3%	54	84.4%
Apr-13	9,469	8,692	777	8.2%	552	92	91	225	77.5%	29.0%	74	32.9%	51	100	55.6%	43	43.0%
May-13	10,045	9,333	712	7.1%	492	80	86	220	79.3%	30.9%	59	26.8%	65	96	56.4%	57	89.1%
Jun-13	6,223	5,781	442	7.1%	250	51	56	192	82.9%	43.4%	61	31.8%	49	82	57.3%	19	29.7%
Jul-13	8,808	8,179	629	7.1%	464	76	95	165	77.4%	26.2%	43	26.1%	46	76	53.9%	20	17.9%
Aug-13	9,858	8,989	869	8.8%	693	101	116	176	74.3%	20.3%	48	27.3%	32	96	45.5%	17	14.7%
Sep-13	9,597	8,760	837	8.7%	648	113	173	189	76.2%	22.6%	33	17.5%	56	100	47.1%	17	17.0%
Oct-13	10,019	9,183	836	8.3%	630	92	88	206	76.2%	24.6%	34	16.5%	34	138	33.0%	33	51.6%
Nov-13	8,332	7,815	517	6.2%	319	77	68	198	77.6%	38.3%	45	22.7%	26	127	35.9%	35	54.7%
Dec-13	9,083	8,503	580	6.4%	442	76	100	138	75.8%	23.8%	24	17.4%	9	105	23.9%	56	87.5%
Jan-14	10,641	9,971	670	6.3%	425	64	78	245	83.5%	36.6%	21	8.6%	39	185	24.5%	47	46.5%
Feb-14	8,699	8,103	596	6.9%	410	66	85	186	80.4%	31.2%	19	10.2%	5	162	12.9%	42	37.5%
Mar-14	10,012	9,357	655	6.5%	426	77	102	229	81.1%	35.0%	16	7.0%	12	201	12.2%	49	42.2%
Apr-14	10,176	9,438	738	7.3%	500	85	113	238	80.5%	32.2%	12	5.0%	10	216	9.2%	66	66.0%
May-14	10,217	9,406	811	7.9%	574	74	118	237	82.8%	29.2%	14	5.9%	13	210	11.4%	42	65.6%
Jun-14	10,740	9,854	886	8.2%	643	104	76	243	75.4%	27.4%	16	6.6%	12	215	11.5%	53	65.4%
Jul-14	10,377	9,307	1,070	10.3%	797	88	82	273	80.1%	25.5%	21	7.7%	11	241	11.7%	49	79.0%
Aug-14	11,759	10,929	830	7.1%	551	84	115	279	82.4%	33.6%	13	4.7%	5	261	6.5%	56	72.7%
Sep-14	10,129	9,353	776	7.7%	506	95	105	270	79.8%	34.8%	9	3.3%	2	259	4.1%	60	105.3%
Oct-14	9,615	8,690	925	9.6%	659	137	180	266	76.5%	28.8%	6	2.3%	1	259	2.6%	58	105.5%
Nov-14	8,918	8,119	799	9.0%	612	119	128	187	72.6%	23.4%	3	1.6%	1	183	2.1%	56	114.3%
Dec-14	9,591	8,797	794	8.3%	656	71	137	138	79.5%	17.4%	0	0.0%	0	138	0.0%	49	116.7%
<b>Total</b>	<b>625,634</b>	<b>536,944</b>	<b>47,934</b>	<b>14.2%</b>	<b>33,917</b>	<b>4,132</b>	<b>4,404</b>	<b>14,017</b>	<b>81.7%</b>	<b>29.2%</b>	<b>4,837</b>	<b>34.0%</b>	<b>4,010</b>	<b>5,170</b>	<b>62.1%</b>	<b>1790</b>	<b>38.16%</b>

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

\*\* Contested Citations Data Available from December 2009 to present

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



**Los Angeles County MTA - Orange Line  
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	<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>
Aug-06	3,854	864	2,990	77.6%	2,735	45	20	255	85.9%	8.5%	206	80.8%	20	29	88.6%	0	-
Sep-06	4,212	934	3,278	77.8%	1,562	199	23	1,716	89.7%	52.3%	1,393	81.2%	141	182	89.4%	0	-
Oct-06	3,855	788	3,067	79.6%	1,069	225	27	1,998	90.0%	65.1%	1,599	80.0%	188	211	89.4%	36	-
Nov-06	12,589	8,872	3,717	29.5%	2,186	169	27	1,531	90.2%	41.2%	1,215	79.4%	124	192	87.5%	75	-
Dec-06	13,009	9,452	3,557	27.3%	1,792	190	16	1,765	90.4%	49.6%	1,420	80.5%	141	204	88.4%	99	-
Jan-07	9,820	6,557	3,263	33.2%	1,376	185	29	1,887	91.2%	57.8%	1,483	78.6%	142	262	86.1%	158	-
Feb-07	6,746	3,641	3,105	46.0%	1,180	255	15	1,925	88.4%	62.0%	1,508	78.3%	166	251	87.0%	154	-
Mar-07	5,452	2,081	3,371	61.8%	1,261	318	17	2,110	87.0%	62.6%	1,716	81.3%	158	236	88.8%	105	41.2%
Apr-07	5,235	2,116	3,119	59.6%	1,080	283	35	2,039	88.0%	65.4%	1,643	80.6%	137	259	87.3%	224	13.1%
May-07	4,735	1,643	3,092	65.3%	1,005	268	37	2,087	88.8%	67.5%	1,622	77.7%	146	319	84.7%	176	8.8%
Jun-07	5,004	1,725	3,279	65.5%	1,147	288	36	2,132	88.3%	65.0%	1,660	77.9%	149	323	84.8%	231	15.1%
Jul-07	5,396	1,906	3,490	64.7%	1,919	273	43	1,571	85.5%	45.0%	1,173	74.7%	117	281	82.1%	292	16.5%
Aug-07	5,664	2,259	3,405	60.1%	1,507	321	131	1,898	86.3%	55.7%	1,387	73.1%	139	372	80.4%	357	18.9%
Sep-07	4,021	1,247	2,774	69.0%	1,111	245	99	1,663	87.8%	59.9%	1,146	68.9%	128	389	76.6%	238	12.4%
Oct-07	4,952	1,811	3,141	63.4%	1,469	215	193	1,672	89.7%	53.2%	1,141	68.2%	151	380	77.3%	335	15.9%
Nov-07	4,676	1,810	2,866	61.3%	1,201	180	151	1,665	91.0%	58.1%	1,125	67.6%	158	382	77.1%	272	13.3%
Dec-07	4,466	1,783	2,683	60.1%	1,269	207	191	1,414	88.6%	52.7%	996	70.4%	147	271	80.8%	284	13.6%
Jan-08	4,150	1,651	2,499	60.2%	1,142	188	166	1,357	89.0%	54.3%	1,117	82.3%	100	140	89.7%	243	11.4%
Feb-08	3,875	1,446	2,429	62.7%	1,245	157	206	1,184	89.9%	48.7%	948	80.1%	110	126	89.4%	218	13.9%
Mar-08	4,696	1,887	2,809	59.8%	1,570	169	148	1,239	89.1%	44.1%	999	80.6%	87	153	87.7%	239	12.6%
Apr-08	4,417	1,835	2,582	58.5%	1,297	134	72	1,285	91.0%	49.8%	1,019	79.3%	100	166	87.1%	231	13.9%
May-08	4,764	1,847	2,917	61.2%	1,642	178	157	1,275	88.9%	43.7%	1,024	80.3%	96	155	87.8%	199	11.9%
Jun-08	4,401	1,484	2,917	66.3%	1,481	182	120	1,436	89.5%	49.2%	1,154	80.4%	107	175	87.8%	277	16.6%
Jul-08	4,097	1,558	2,539	62.0%	1,230	170	94	1,309	89.2%	51.6%	978	74.7%	171	160	87.8%	240	17.0%
Aug-08	4,211	1,623	2,588	61.5%	1,222	167	161	1,366	90.1%	52.8%	1,025	75.0%	129	212	84.5%	186	13.7%
Sep-08	4,446	1,868	2,578	58.0%	1,153	173	100	1,425	89.8%	55.3%	1,129	79.2%	129	167	88.3%	318	26.9%
Oct-08	4,412	1,715	2,697	61.1%	1,179	139	115	1,518	92.2%	56.3%	1,151	75.8%	137	230	84.8%	210	16.9%
Nov-08	3,795	1,485	2,310	60.9%	948	145	125	1,362	91.1%	59.0%	1,035	76.0%	145	182	86.6%	154	12.0%
Dec-08	3,759	1,479	2,280	60.7%	924	144	97	1,356	91.0%	59.5%	1,064	78.5%	123	169	87.5%	185	14.5%



**Los Angeles County MTA - Orange Line  
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	<u>Total Events</u>	<u>Non Violations</u>	<u>Potential Violations</u>	<u>Percent Citable</u>	<u>Non Issued Violations</u>	<u>No DMV Match</u>	<u>Police/ Client Rejected</u>	<u>Citations Issued</u>	<u>DMV Match Rate</u>	<u>Issuance Rate</u>	<u>Dispo Paid</u>	<u>Pay Rate</u>	<u>Closed No Pay</u>	<u>Pending</u>	<u>Closure Rate</u>	<u>Court Packs</u>	<u>Contest Rate</u>
Jan-09	3,703	1,404	2,299	62.1%	882	157	87	1,417	90.5%	61.6%	1,100	77.6%	151	166	88.3%	219	15.3%
Feb-09	3,397	1,348	2,049	60.3%	853	125	64	1,196	91.0%	58.4%	917	76.7%	155	124	89.6%	309	23.6%
Mar-09	3,731	1,446	2,285	61.2%	978	145	86	1,307	90.6%	57.2%	1,017	77.8%	135	155	88.1%	154	11.3%
Apr-09	3,693	1,548	2,145	58.1%	926	133	74	1,219	90.7%	56.8%	969	79.5%	98	152	87.5%	203	14.2%
May-09	3,644	1,458	2,186	60.0%	936	139	102	1,250	90.7%	57.2%	976	78.1%	130	144	88.5%	219	14.4%
Jun-09	3,298	1,316	1,982	60.1%	887	118	112	1,095	91.1%	55.2%	825	75.3%	137	133	87.9%	214	15.7%
Jul-09	3,417	1,401	2,016	59.0%	829	147	42	1,187	89.3%	58.9%	923	77.8%	116	148	87.5%	225	16.6%
Aug-09	3,225	1,295	1,930	59.8%	804	142	62	1,126	89.3%	58.3%	853	75.8%	145	128	88.6%	168	11.9%
Sep-09	3,092	1,304	1,788	57.8%	700	119	91	1,088	90.8%	60.9%	798	73.3%	161	129	88.1%	152	12.7%
Oct-09	3,455	1,386	2,069	59.9%	875	125	82	1,194	91.1%	57.7%	884	74.0%	161	149	87.5%	216	16.5%
Nov-09	3,254	1,333	1,921	59.0%	815	118	71	1,106	90.9%	57.6%	811	73.3%	156	139	87.4%	34	2.8%
Dec-09	3,360	1,423	1,937	57.6%	851	135	90	1,086	89.7%	56.1%	823	75.8%	124	139	87.2%	35	2.8%
Jan-10	2,771	1,034	1,737	62.7%	694	128	85	1,043	89.8%	60.0%	799	76.6%	125	119	88.6%	148	13.5%
Feb-10	2,817	1,150	1,667	59.2%	782	121	87	885	88.9%	53.1%	612	69.2%	134	139	84.3%	148	12.5%
Mar-10	3,133	1,198	1,935	61.8%	767	101	73	1,168	92.5%	60.4%	824	70.5%	179	165	85.9%	202	17.9%
Apr-10	3,145	1,278	1,867	59.4%	828	130	59	1,039	89.4%	55.7%	754	72.6%	143	142	86.3%	148	13.6%
May-10	3,557	1,390	2,167	60.9%	1,040	154	125	1,127	89.0%	52.0%	803	71.3%	194	130	88.5%	145	12.1%
Jun-10	6,773	4,598	2,175	32.1%	1,056	124	19	1,119	90.2%	51.4%	816	72.9%	155	148	86.8%	176	15.9%
Jul-10	10,157	7,542	2,615	25.7%	1,353	126	10	1,262	91.0%	48.3%	925	73.3%	170	167	86.8%	189	17.4%
Aug-10	9,206	6,923	2,283	24.8%	1,115	116	38	1,168	91.2%	51.2%	820	70.2%	129	219	81.3%	196	18.8%
Sep-10	8,403	6,311	2,092	24.9%	978	115	29	1,114	90.9%	53.3%	788	70.7%	124	202	81.9%	200	22.6%
Oct-10	7,902	5,988	1,914	24.2%	834	122	21	1,080	90.0%	56.4%	779	72.1%	109	192	82.2%	160	13.7%
Nov-10	7,298	5,430	1,868	25.6%	703	120	12	1,165	90.7%	62.4%	866	74.3%	89	210	82.0%	148	14.2%
Dec-10	7,316	5,397	1,919	26.2%	743	102	60	1,176	92.4%	61.3%	836	71.1%	138	202	82.8%	178	15.8%
Jan-11	6,947	5,317	1,630	23.5%	636	134	61	994	88.7%	61.0%	693	69.7%	115	186	81.3%	140	12.5%
Feb-11	6,889	5,368	1,521	22.1%	565	100	87	956	91.3%	62.9%	634	66.3%	134	188	80.3%	106	8.4%
Mar-11	7,953	6,062	1,891	23.8%	813	118	88	1,078	90.8%	57.0%	689	63.9%	175	214	80.1%	232	19.9%
Apr-11	7,672	5,756	1,916	25.0%	753	105	121	1,163	92.4%	60.7%	589	50.6%	341	233	80.0%	188	16.9%
May-11	7,952	5,867	2,085	26.2%	921	125	144	1,164	91.3%	55.8%	571	49.1%	316	277	76.2%	200	18.5%
Jun-11	7,750	5,825	1,925	24.8%	1,011	97	179	914	91.8%	47.5%	399	43.7%	211	304	66.7%	252	21.6%
Jul-11	6,872	4,884	1,988	28.9%	1,094	137	255	894	89.3%	45.0%	403	45.1%	155	336	62.4%	152	12.9%
Aug-11	5,931	3,864	2,067	34.9%	1,155	130	323	912	90.5%	44.1%	400	43.9%	166	346	62.1%	186	18.7%
Sep-11	5,918	3,827	2,091	35.3%	1,099	139	297	992	90.3%	47.4%	450	45.4%	173	369	62.8%	244	25.5%
Oct-11	6,525	4,144	2,381	36.5%	1,181	171	329	1,200	89.9%	50.4%	553	46.1%	222	425	64.6%	174	16.1%
Nov-11	5,888	3,780	2,108	35.8%	1,046	173	239	1,062	88.3%	50.4%	490	46.1%	195	377	64.5%	150	12.9%
Dec-11	5,870	3,657	2,213	37.7%	1,018	106	354	1,195	93.6%	54.0%	514	43.0%	301	380	68.2%	186	16.0%



**Los Angeles County MTA - Orange Line  
Performance Report  
December 2014**

	<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-12	6,213	3,949	2,264	36.44%	1,213	208	465	1,051	87.94%	46.42%	446	42.4%	209	396	62.3%	197	21.6%
Feb-12	6,285	3,941	2,344	37.30%	1,218	161	394	1,126	90.42%	48.04%	416	36.9%	288	422	62.5%	183	20.5%
Mar-12	6,653	4,173	2,480	37.28%	1,389	173	503	1,091	90.21%	43.99%	372	34.1%	295	424	61.1%	187	20.5%
Apr-12	6,792	4,150	2,642	38.90%	1,390	156	405	1,252	91.40%	47.39%	369	29.5%	411	472	62.3%	191	19.3%
May-12	7,433	4,563	2,870	38.61%	1,627	204	631	1,243	90.18%	43.31%	364	29.3%	372	507	59.2%	236	19.7%
Jun-12	4,938	2,442	2,496	50.55%	1,291	229	603	1,205	88.76%	48.28%	292	24.2%	406	507	57.9%	202	19.0%
Jul-12	6,490	4,114	2,376	36.61%	1,096	163	306	1,280	90.68%	53.87%	300	23.4%	396	584	54.4%	57	4.8%
Aug-12	7,053	4,242	2,811	39.86%	1,281	182	310	1,530	91.00%	54.43%	272	17.8%	526	732	52.2%	99	9.4%
Sep-12	6,223	3,460	2,763	44.40%	1,375	206	326	1,388	89.27%	50.24%	307	22.1%	445	636	54.2%	110	9.8%
Oct-12	23,353	15,064	8,289	35.49%	4,754	649	1308	3,535	88.18%	42.65%	942	26.6%	1108	1,485	58.0%	139	12.7%
Nov-12	18,812	11,764	7,048	37.47%	4,645	636	1128	2,403	84.74%	34.09%	567	23.6%	767	1,069	55.5%	125	10.0%
Dec-12	17,936	11,516	6,420	35.79%	4,465	599	1117	1,955	83.68%	30.45%	480	24.6%	602	873	55.3%	145	11.7%
Jan-13	16,848	11,257	5,591	33.18%	2,809	403	989	2,782	90.34%	49.76%	530	19.1%	1021	1,231	55.8%	232	19.3%
Feb-13	15,352	10,873	4,479	29.18%	2,399	318	855	2,080	90.22%	46.44%	443	21.3%	699	938	54.9%	309	24.1%
Mar-13	17,100	12,464	4,636	27.11%	2,491	324	723	2,145	89.85%	46.27%	503	23.4%	698	944	56.0%	373	24.4%
Apr-13	15,517	11,136	4,381	28.23%	2,329	339	667	2,052	88.91%	46.84%	490	23.9%	688	874	57.4%	338	24.4%
May-13	22,852	18,027	4,825	21.11%	2,553	305	990	2,272	91.45%	47.09%	512	22.5%	729	1,031	54.6%	436	12.3%
Jun-13	16,390	11,570	4,820	29.41%	2,757	350	961	2,063	89.63%	42.80%	457	22.2%	612	994	51.8%	368	15.3%
Jul-13	16,198	10,901	5,297	32.70%	3,217	352	1066	2,080	89.94%	39.27%	466	22.4%	599	1,015	51.2%	341	17.4%
Aug-13	16,413	10,366	6,047	36.84%	3,587	427	1283	2,460	89.76%	40.68%	489	19.9%	834	1,137	53.8%	318	11.4%
Sep-13	16,324	9,584	6,740	41.29%	4,256	514	1809	2,484	89.31%	36.85%	445	17.9%	732	1,307	47.4%	429	20.6%
Oct-13	17,387	10,512	6,875	39.54%	3,876	462	1592	2,999	90.86%	43.62%	550	18.3%	562	1,887	37.1%	442	20.6%
Nov-13	14,659	8,588	6,071	41.41%	3,268	440	1226	2,803	90.15%	46.17%	435	15.5%	486	1,882	32.9%	347	16.2%
Dec-13	15,675	9,542	6,133	39.13%	3,709	414	1376	2,424	90.18%	39.52%	299	12.3%	253	1,872	22.8%	420	19.6%
Jan-14	14,478	9,033	5,445	37.61%	3,312	358	1420	2,133	90.85%	39.17%	219	10.3%	116	1,798	15.7%	419	19.5%
Feb-14	13,956	8,646	5,310	38.05%	3,236	364	1483	2,074	90.72%	39.06%	111	5.4%	72	1,891	8.8%	421	19.6%
Mar-14	14,316	8,737	5,579	38.97%	3,349	405	1618	2,230	90.48%	39.97%	89	4.0%	52	2,089	6.3%	376	17.5%
Apr-14	14,906	9,267	5,639	37.83%	3,233	404	1333	2,406	90.25%	42.67%	67	2.8%	38	2,301	4.4%	484	22.6%
May-14	14,501	9,225	5,276	36.38%	3,461	370	1533	1,815	90.05%	34.40%	44	2.4%	6	1,765	2.8%	438	20.4%
Jun-14	12,783	8,355	4,428	34.64%	3,060	272	1452	1,368	91.20%	30.89%	32	2.3%	5	1,331	2.7%	520	25.3%
Jul-14	12,705	7,652	5,053	39.77%	3,306	315	1089	1,747	90.00%	34.57%	20	1.1%	15	1,712	2.0%	489	19.7%
Aug-14	14,928	8,992	5,936	39.76%	4,053	327	1379	1,883	90.89%	31.72%	12	0.6%	10	1,861	1.2%	502	20.2%
Sep-14	14,926	8,899	6,027	40.38%	4,060	416	1360	1,967	88.89%	32.64%	8	0.4%	3	1,956	0.6%	598	24.1%
Oct-14	14,698	9,048	5,650	38.44%	3,786	390	1359	1,864	89.21%	32.99%	2	0.1%	1	1,861	0.2%	529	21.3%
Nov-14	8,962	5,710	3,252	36.29%	2,178	160	519	1,074	90.87%	33.03%	0	0.0%	0	1,074	0.0%	499	20.1%
Dec-14	13,413	8,931	4,482	33.42%	3,301	190	512	1,181	89.91%	26.35%	0	0.0%	0	1,181	0.0%	398	13.3%
<b>Total</b>	<b>834,091</b>	<b>503,312</b>	<b>330,779</b>	<b>39.66%</b>	<b>175,753</b>	<b>22,594</b>	<b>42,799</b>	<b>155,026</b>	<b>89.75%</b>	<b>46.87%</b>	<b>73,329</b>	<b>31.2%</b>	<b>23,704</b>	<b>57,993</b>	<b>51.5%</b>	<b>24,029</b>	<b>17.41%</b>

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

\*\* Contested Citations Data Available from August 2006 to present

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



**Los Angeles County MTA - Expo Line  
Performance Report  
December 2014**

	<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-12	3,868	3,371	497	12.8%	374	45	107	123	83.6%	24.7%	44	35.8%	78	1	99.2%	0	0.0%
Feb-12	5,540	4,868	672	12.1%	492	61	128	180	83.5%	26.8%	58	32.2%	62	60	66.7%	0	0.0%
Mar-12	5,820	5,012	808	13.9%	595	69	181	213	85.1%	26.4%	45	21.1%	81	87	59.2%	0	0.0%
Apr-12	5,626	4,943	683	12.1%	523	65	128	160	81.6%	23.4%	37	23.1%	13	110	31.3%	0	0.0%
May-12	5,982	5,290	692	11.6%	520	21	149	172	93.9%	24.9%	52	30.2%	43	77	55.2%	0	0.0%
Jun-12	4,596	4,209	387	8.4%	302	27	65	85	84.7%	22.0%	20	23.5%	-19	84	1.2%	2	0.0%
Jul-12	3,935	3,536	399	10.1%	288	21	88	111	90.5%	27.8%	23	20.7%	42	46	58.6%	6	4.9%
Aug-12	3,870	3,284	586	15.1%	394	54	86	192	83.7%	32.8%	45	23.4%	90	57	70.3%	3	1.7%
Sep-12	5,640	5,071	569	10.1%	361	12	108	208	96.3%	36.6%	52	25.0%	59	97	53.4%	2	0.9%
Oct-12	5,957	5,329	628	10.5%	433	0	157	195	100.0%	31.1%	43	22.1%	65	87	55.4%	6	3.8%
Nov-12	4,290	3,814	476	11.1%	364	0	134	112	100.0%	23.5%	26	23.2%	-9	95	15.2%	3	1.7%
Dec-12	3,484	3,199	285	8.2%	203	0	82	82	100.0%	28.8%	16	19.5%	13	53	35.4%	5	5.9%
Jan-13	4,457	4,020	437	9.8%	306	5	98	131	97.9%	30.0%	17	13.0%	78	36	72.5%	21	18.9%
Feb-13	4,868	4,322	546	11.2%	381	8	136	165	97.4%	30.2%	28	17.0%	83	54	67.3%	31	16.1%
Mar-13	6,866	6,222	644	9.4%	386	5	157	258	98.8%	40.1%	48	18.6%	155	55	78.7%	32	15.4%
Apr-13	4,882	4,280	602	12.3%	375	1	125	227	99.7%	37.7%	27	11.9%	122	78	65.6%	25	12.0%
May-13	5,893	5,223	670	11.4%	426	0	165	244	100.0%	36.4%	33	13.5%	132	79	67.6%	32	15.4%
Jun-13	7,106	6,661	445	6.3%	300	0	119	145	100.0%	32.6%	24	16.6%	32	89	38.6%	32	15.4%
Jul-13	4,165	3,646	519	12.5%	352	1	139	167	99.7%	32.2%	17	10.2%	99	51	69.5%	38	44.7%
Aug-13	4,506	3,811	695	15.4%	503	69	132	192	82.4%	27.6%	29	15.1%	106	57	70.3%	9	8.1%
Sep-13	4,844	4,231	613	12.7%	460	56	176	153	85.5%	25.0%	17	11.1%	53	83	45.8%	30	15.6%
Oct-13	5,062	4,509	553	10.9%	402	56	128	151	83.3%	27.3%	9	6.0%	59	83	45.0%	32	15.4%
Nov-13	4,445	3,941	504	11.3%	374	42	118	130	85.5%	25.8%	12	9.2%	21	97	25.4%	13	6.3%
Dec-13	4,592	4,126	466	10.1%	371	53	128	95	80.8%	20.4%	12	12.6%	10	73	23.2%	24	12.3%
Jan-14	4,307	3,911	396	9.2%	300	43	87	96	81.0%	24.2%	9	9.4%	13	74	22.9%	25	15.0%
Feb-14	4,214	3,641	573	13.6%	470	59	175	103	82.5%	18.0%	8	7.8%	17	78	24.3%	31	16.1%
Mar-14	4,786	4,147	639	13.4%	531	64	210	108	83.2%	16.9%	6	5.6%	6	96	11.1%	29	19.0%
Apr-14	3,838	3,163	675	17.6%	547	78	228	128	82.0%	19.0%	7	5.5%	14	107	16.4%	36	23.5%
May-14	3,749	3,117	632	16.9%	523	68	203	109	82.1%	17.2%	5	4.6%	12	92	15.6%	26	17.0%
Jun-14	3,126	2,656	470	15.0%	399	54	136	71	79.3%	15.1%	2	2.8%	12	57	19.7%	36	23.5%
Jul-14	3,503	3,016	487	13.9%	403	58	136	84	79.1%	17.2%	3	3.6%	10	71	15.5%	30	20.7%
Aug-14	4,072	3,335	737	18.1%	598	79	208	139	81.5%	18.9%	2	1.4%	38	99	28.8%	32	19.2%
Sep-14	3,943	3,286	657	16.7%	544	94	211	113	77.5%	17.2%	1	0.9%	13	99	12.4%	26	13.5%
Oct-14	4,086	3,454	632	15.5%	467	79	162	165	80.5%	26.1%	0	0.0%	52	113	31.5%	39	25.5%
Nov-14	3,597	2,949	648	18.0%	573	66	130	75	75.6%	11.6%	0	0.0%	10	65	13.3%	35	22.9%
Dec-14	3,525	2,926	599	17.0%	560	43	112	39	77.8%	6.5%	0	0.0%	4	35	10.3%	24	15.9%
<b>Total</b>	<b>167,040</b>	<b>146,519</b>	<b>20,521</b>	<b>12.29%</b>	<b>15,400</b>	<b>1,456</b>	<b>5,032</b>	<b>5,121</b>	<b>87.46%</b>	<b>24.95%</b>	<b>777</b>	<b>16.9%</b>	<b>1,669</b>	<b>2,675</b>	<b>50.7%</b>	<b>715</b>	<b>12.40%</b>

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

\*\* Contested Citations Data Available from January 2012 to present

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