



# Blue Line Monthly Report

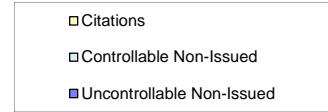
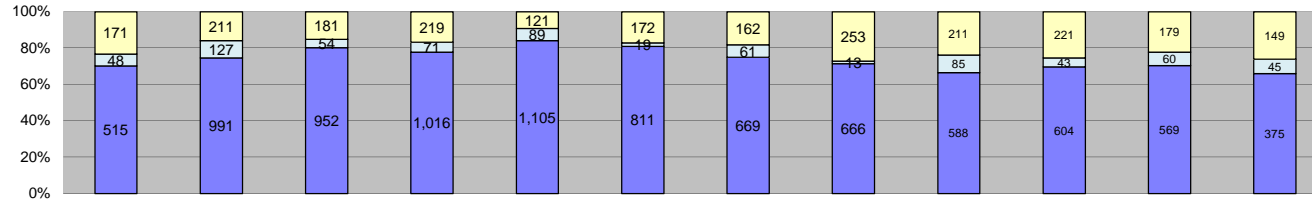


December 2012

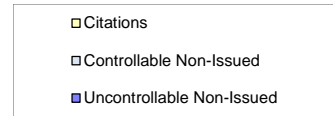
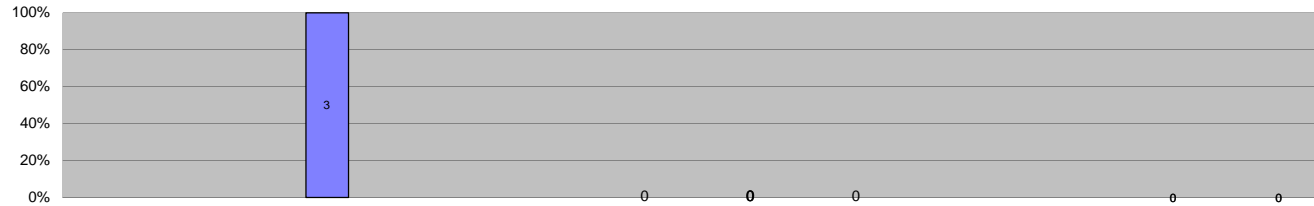


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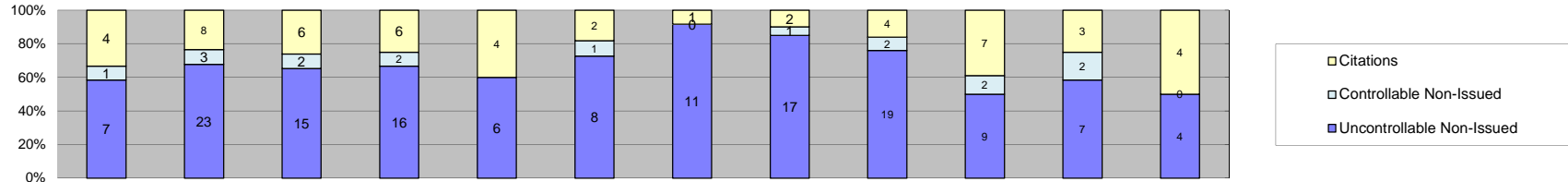
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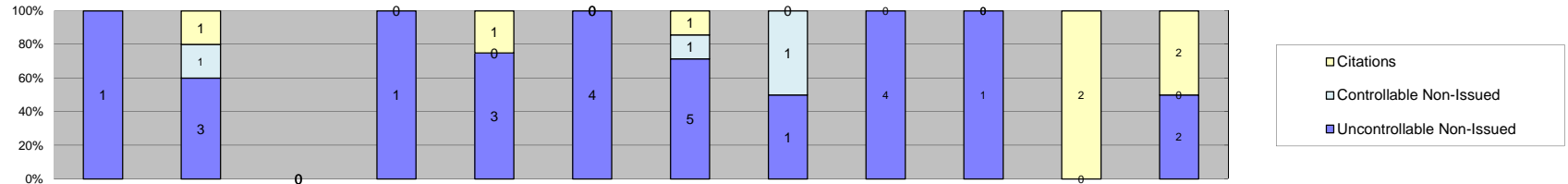
Events	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Year to Date Average		2011 Average	
													Quantity	%	Quantity	%
Non-Violations	3,602	4,191	3,721	3,831	3,703	3,417	4,210	3,990	3,764	4,046	4,539	4,192	3,934	80%	3,062	81%
Violations	734	1,329	1,187	1,306	1,315	1,002	892	932	884	868	808	569	986	20%	716	19%
<b>Total:</b>	<b>4,336</b>	<b>5,520</b>	<b>4,908</b>	<b>5,137</b>	<b>5,018</b>	<b>4,419</b>	<b>5,102</b>	<b>4,922</b>	<b>4,648</b>	<b>4,914</b>	<b>5,347</b>	<b>4,761</b>	<b>4,919</b>	<b>100%</b>	<b>3,778</b>	<b>100%</b>
<b>Violations</b>																
Uncontrollable Non-Issued	515	991	952	1,016	1,105	811	669	666	588	604	569	375	738	75%	413	58%
Controllable Non-Issued	48	127	54	71	89	19	61	13	85	43	60	45	60	6%	84	12%
Citations	171	211	181	219	121	172	253	211	221	179	149	188	188	19%	218	30%
<b>Total:</b>	<b>734</b>	<b>1,329</b>	<b>1,187</b>	<b>1,306</b>	<b>1,315</b>	<b>1,002</b>	<b>892</b>	<b>932</b>	<b>884</b>	<b>868</b>	<b>808</b>	<b>569</b>	<b>986</b>	<b>100%</b>	<b>716</b>	<b>100%</b>
<b>Non-Violations</b>																
Rear Axle Violation	9	15	27	4	2	8	10	16	6	4	4	0	10	0%	10	0%
Gate Down - No Train	1	4	0	14	10	15	7	10	1	1	14	6	8	0%	11	0%
Train Activation	4	6	1	8	5	3	16	0	0	1	5	1	5	0%	20	1%
Emergency Vehicle	19	30	48	29	43	38	28	51	26	26	17	14	31	1%	10	0%
Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
No Violation Occurred	3,569	4,136	3,645	3,776	3,643	3,353	4,149	3,913	3,731	4,014	4,499	4,171	3,883	99%	3,011	98%
<b>Total:</b>	<b>3,602</b>	<b>4,191</b>	<b>3,721</b>	<b>3,831</b>	<b>3,703</b>	<b>3,417</b>	<b>4,210</b>	<b>3,990</b>	<b>3,764</b>	<b>4,046</b>	<b>4,539</b>	<b>4,192</b>	<b>3,936</b>	<b>100%</b>	<b>3,062</b>	<b>100%</b>
<b>Uncontrollable Non-Issued Violations</b>																
No Plate	61	110	95	120	99	89	88	93	91	80	98	36	88	12%	57	14%
Out of State Plate	12	16	9	8	14	17	10	14	14	10	10	6	12	2%	10	2%
Glare on Plate	24	81	48	26	15	17	17	13	14	15	2	20	24	3%	1	0%
Illegible Plate	17	161	219	229	282	145	48	82	46	41	44	19	111	15%	3	1%
Plate Obstructed	11	21	24	23	21	4	14	12	6	14	12	1	14	2%	8	2%
Windshield Glare	50	119	110	142	264	196	245	182	133	115	112	75	145	19%	75	18%
Driver Obstructed	26	35	27	39	26	24	17	28	18	23	24	15	25	3%	25	6%
Car Obstructed	122	252	171	163	195	127	54	60	39	45	35	14	106	14%	78	19%
No DMV Match Found	76	77	91	91	68	76	73	75	99	93	80	63	80	11%	63	15%
LASD Expired	0	0	0	11	0	0	1	0	0	3	21	52	18	2%	1	0%
LASD Return	116	119	158	164	121	116	102	107	128	165	131	74	125	17%	81	19%
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	16	4%
<b>Total:</b>	<b>515</b>	<b>991</b>	<b>952</b>	<b>1,016</b>	<b>1,105</b>	<b>811</b>	<b>669</b>	<b>666</b>	<b>588</b>	<b>604</b>	<b>569</b>	<b>375</b>	<b>749</b>	<b>100%</b>	<b>417</b>	<b>100%</b>
<b>Controllable Non-Issued Violations</b>																
Framing of Plate	8	0	0	0	0	0	0	0	0	0	0	0	8	9%	6	7%
Focus / Clarity of Plate	4	1	15	7	0	0	2	0	0	0	0	0	6	7%	2	2%
Dark Interior	11	12	8	18	2	8	1	7	13	20	28	15	12	14%	13	15%
Framing of Driver	1	1	0	1	1	0	1	1	4	0	0	0	1	2%	8	9%
Focus / Clarity of Driver	0	0	5	6	0	0	0	0	0	1	0	0	4	5%	2	2%
Framing of Car	6	2	2	7	4	0	3	1	2	3	0	1	3	4%	22	25%
Operator/Data Error	0	1	0	1	52	0	32	0	0	1	0	0	17	20%	13	15%
Exposure	8	8	7	2	9	0	6	1	2	3	0	19	7	8%	4	5%
Equipment Malfunction	10	102	17	29	21	11	16	3	64	16	31	10	28	32%	18	21%
ACS Expired	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
<b>Total:</b>	<b>48</b>	<b>127</b>	<b>54</b>	<b>71</b>	<b>89</b>	<b>19</b>	<b>61</b>	<b>13</b>	<b>85</b>	<b>43</b>	<b>60</b>	<b>45</b>	<b>86</b>	<b>100%</b>	<b>86</b>	<b>100%</b>
<b>Summary Metrics</b>																
Daily Average Vehicle Passes	108,096	67,028	67,728	74,787	67,466	72,423	80,609	74,259	82,937	88,411	44,242	32,444	Year to Date Average		2011 Average	
Average Issued Speed	15	15	16	16	17	16	16	16	17	16	15	16	71,703		77,552	
Average Issued Red Seconds	10.0	20.8	11.6	22.8	6.5	11.3	23.0	11.5	11.0	11.1	11.1	15.0	13.8		11.6	
Citation / Violation Issuance Rate	23%	16%	15%	17%	9%	17%	18%	27%	24%	25%	22%	26%	20%		30%	
Controllable Issuance Rate	78%	62%	77%	76%	58%	90%	73%	95%	71%	84%	75%	77%	76%		72%	



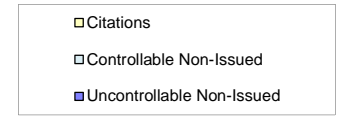
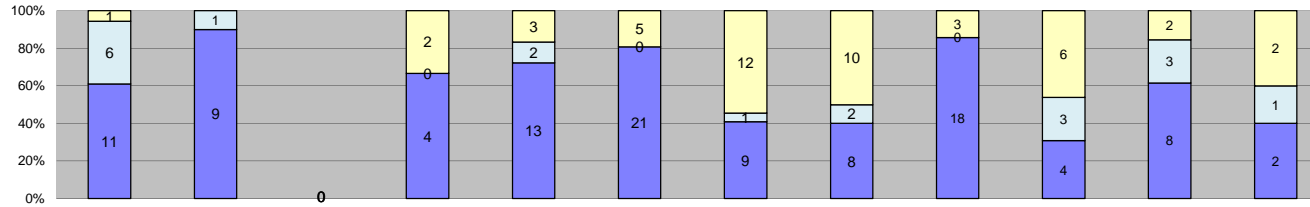
Events	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Year to Date Average		2011 Average	
													Quantity	%	Quantity	%
Non-Violations	0	0	2	0	0	0	0	0	0	0	0	0	2	40%	0	31%
Violations	0	0	3	0	0	0	0	0	0	0	0	0	3	60%	1	69%
<b>Total:</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100%</b>	<b>1</b>	<b>100%</b>
<b>Violations</b>																
Uncontrollable Non-Issued	0	0	3	0	0	0	0	0	0	0	0	0	3	100%	0	36%
Controllable Non-Issued	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	36%
Citations	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	27%
<b>Total:</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100%</b>	<b>1</b>	<b>100%</b>
<b>Non-Violations</b>																
Rear Axle Violation	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Gate Down - No Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	60%
Train Activation	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Emergency Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	40%
Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
No Violation Occurred	0	0	2	0	0	0	0	0	0	0	0	0	2	100%	0	0%
<b>Total:</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100%</b>	<b>0</b>	<b>100%</b>
<b>Uncontrollable Non-Issued Violations</b>																
No Plate	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	25%
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	1	0	0	0	0	0	0	0	0	0	1	33%	0	0%
Illegible Plate	0	0	2	0	0	0	0	0	0	0	0	0	2	67%	0	25%
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	50%
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
LASD Expired	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
LASD 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%
<b>Total:</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100%</b>	<b>0</b>	<b>100%</b>
<b>Controllable Non-Issued Violations</b>																
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	50%
Dark Interior	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25%
Framing of Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25%
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%
Operator/Data 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%
<b>Total:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>	<b>0</b>	<b>100%</b>
<b>Summary Metrics</b>																
Daily Average Vehicle Passes	1,246	1,045	1,032	1,138	1,062	1,291	1,161	1,134	1,156	1,139	1,207	1,042	Year to Date Average		2011 Average	
Average Issued Speed	0	0	0	0	0	0	0	0	0	0	0	0	1,138	1,219		
Average Issued Red Seconds	0	0	0	0	0	0	0	0	0	0	0	0	0.0	19.0		
Citation / Violation Issuance Rate	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%		
Controllable Issuance Rate	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%		



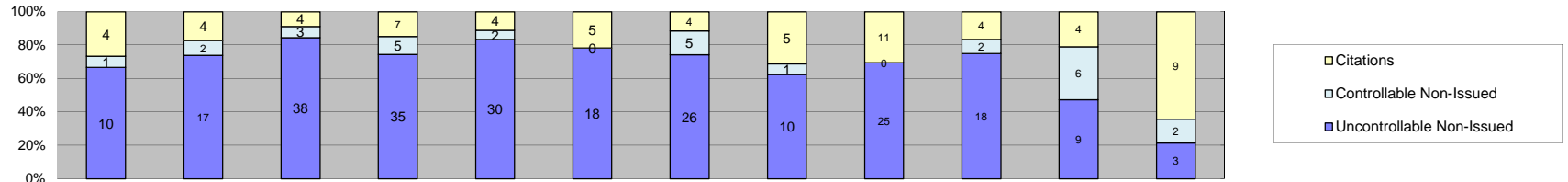
Events	2012												Year to Date Average		2011 Average	
	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Quantity	%	Quantity	%
Non-Violations	3	4	9	0	2	5	1	3	6	2	5	5	4	19%	6	36%
Violations	12	34	23	24	10	11	12	20	25	18	12	8	17	81%	11	64%
<b>Total:</b>	<b>15</b>	<b>38</b>	<b>32</b>	<b>24</b>	<b>12</b>	<b>16</b>	<b>13</b>	<b>23</b>	<b>31</b>	<b>20</b>	<b>17</b>	<b>13</b>	<b>22</b>	<b>100%</b>	<b>17</b>	<b>100%</b>
<b>Violations</b>																
Uncontrollable Non-Issued	7	23	15	16	6	8	11	17	19	9	7	4	12	66%	6	57%
Controllable Non-Issued	1	3	2	2	0	1	0	1	2	2	2	0	2	10%	3	29%
Citations	4	8	6	6	4	2	1	2	4	7	3	4	4	24%	2	14%
<b>Total:</b>	<b>12</b>	<b>34</b>	<b>23</b>	<b>24</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>20</b>	<b>25</b>	<b>18</b>	<b>12</b>	<b>8</b>	<b>18</b>	<b>100%</b>	<b>11</b>	<b>100%</b>
<b>Non-Violations</b>																
Rear Axle Violation	0	0	1	0	0	0	0	1	2	0	0	0	1	21%	0	3%
Gate Down - No Train	0	0	0	0	2	0	0	0	0	0	1	1	1	21%	0	7%
Train Activation	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	1	10%
Emergency Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	1%
Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
No Violation Occurred	3	4	8	0	0	5	1	2	4	2	4	4	4	58%	5	79%
<b>Total:</b>	<b>3</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>6</b>	<b>100%</b>	<b>6</b>	<b>100%</b>
<b>Uncontrollable Non-Issued Violations</b>																
No Plate	0	2	0	1	1	2	1	3	1	1	0	0	2	9%	0	4%
Out of State Plate	0	1	0	0	1	0	0	0	1	1	0	0	1	6%	0	3%
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	1	3	3	1	0	0	0	0	1	1	0	1	2	9%	0	5%
Windshield Glare	0	1	0	6	2	3	6	4	3	0	3	0	4	20%	3	45%
Driver Obstructed	0	1	0	0	0	0	0	0	0	0	0	0	1	6%	0	1%
Car Obstructed	3	2	3	4	0	1	2	4	3	1	0	0	3	15%	1	15%
No DMV Match Found	2	5	6	3	1	1	1	5	8	3	4	1	3	19%	1	23%
LASD Expired	0	0	0	0	0	0	0	0	0	0	0	1	1	6%	0	0%
LASD Return	1	8	3	1	1	1	1	1	2	2	0	1	2	11%	0	4%
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
<b>Total:</b>	<b>7</b>	<b>23</b>	<b>15</b>	<b>16</b>	<b>6</b>	<b>8</b>	<b>11</b>	<b>17</b>	<b>19</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>17</b>	<b>100%</b>	<b>6</b>	<b>100%</b>
<b>Controllable Non-Issued Violations</b>																
Framing of Plate	1	0	0	0	0	0	0	0	0	0	0	0	1	22%	0	3%
Focus / Clarity of Plate	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Dark Interior	0	2	1	2	0	1	0	0	1	2	2	0	2	34%	2	51%
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	5%
Framing of Car	0	0	0	0	0	0	0	1	0	0	0	0	1	22%	0	11%
Operator/Data Error	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	5%
Exposure	0	1	1	0	0	0	0	0	1	0	0	0	1	22%	0	8%
Equipment Malfunction	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	1	16%
ACS Expired	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
<b>Total:</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>100%</b>	<b>3</b>	<b>100%</b>
<b>Summary Metrics</b>																
Daily Average Vehicle Passes	14,128	10,539	12,202	12,863	9,334	11,181	12,899	10,331	12,776	11,540	1,217	1,176	Year to Date Average		2011 Average	
Average Issued Speed	11	15	12	16	15	13	22	11	23	20	21	13	10,015		12,664	
Average Issued Red Seconds	6.7	18.6	6.5	22.0	6.6	6.6	6.1	6.6	6.8	7.1	6.4	6.8	8.9		6.4	
Citation / Violation Issuance Rate	33%	24%	26%	25%	40%	18%	8%	10%	16%	39%	25%	50%	26%		12%	
Controllable Issuance Rate	80%	73%	75%	75%	100%	67%	100%	67%	67%	78%	60%	100%	78%		42%	



Events	2012												Year to Date Average		2011 Average	
	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Quantity	%	Quantity	%
Non-Violations	2	15	0	4	5	3	5	11	5	5	4	2	6	64%	4	34%
Violations	1	5	0	1	4	4	7	2	4	1	2	4	3	36%	8	66%
<b>Total:</b>	<b>3</b>	<b>20</b>	<b>0</b>	<b>5</b>	<b>9</b>	<b>7</b>	<b>12</b>	<b>13</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>9</b>	<b>100%</b>	<b>12</b>	<b>100%</b>
<b>Violations</b>																
Uncontrollable Non-Issued	1	3	0	1	3	4	5	1	4	1	0	2	3	51%	5	59%
Controllable Non-Issued	0	1	0	0	0	0	1	1	0	0	0	0	1	20%	1	16%
Citations	0	1	0	0	1	0	1	0	0	0	2	2	1	29%	2	24%
<b>Total:</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>7</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>5</b>	<b>100%</b>	<b>8</b>	<b>100%</b>
<b>Non-Violations</b>																
Rear Axle Violation	0	0	0	0	0	0	0	1	0	0	0	0	1	11%	0	0%
Gate Down - No Train	1	2	0	0	0	0	0	0	0	1	0	1	1	13%	1	29%
Train Activation	0	0	0	0	0	0	1	0	0	0	0	0	1	11%	0	0%
Emergency Vehicle	0	0	0	0	2	0	0	0	1	0	0	0	2	16%	1	16%
Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
No Violation Occurred	1	13	0	4	3	3	4	10	4	4	4	1	5	49%	2	55%
<b>Total:</b>	<b>2</b>	<b>15</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>9</b>	<b>100%</b>	<b>4</b>	<b>100%</b>
<b>Uncontrollable Non-Issued Violations</b>																
No Plate	0	0	0	1	0	1	0	0	0	1	0	0	1	14%	1	10%
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	1	0	0	0	0	0	1	14%	0	3%
Plate Obstructed	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	3%
Windshield Glare	0	0	0	0	2	2	2	1	2	0	0	1	2	24%	2	34%
Driver Obstructed	0	0	0	0	0	0	0	0	1	0	0	1	1	14%	0	2%
Car Obstructed	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	5%
No DMV Match Found	1	1	0	0	1	1	1	0	0	0	0	0	1	14%	1	17%
LASD Expired	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	5%
LASD Return	0	2	0	0	0	0	1	0	1	0	0	0	1	19%	1	19%
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
<b>Total:</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>100%</b>	<b>5</b>	<b>100%</b>
<b>Controllable Non-Issued Violations</b>																
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	1	0	0	0	0	1	33%	1	38%
Framing of Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	6%
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	25%
Operator/Data Error	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	6%
Exposure	0	0	0	0	0	0	1	0	0	0	0	0	1	33%	0	19%
Equipment Malfunction	0	1	0	0	0	0	0	0	0	0	0	0	1	33%	0	6%
ACS Expired	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
<b>Total:</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100%</b>	<b>1</b>	<b>100%</b>
<b>Summary Metrics</b>																
Daily Average Vehicle Passes	10,224	5,733	0	3,240	7,041	7,544	8,582	8,806	9,093	8,484	875	837	Year to Date Average		2011 Average	
Average Issued Speed	0	8	0	0	25	0	10	0	0	0	11	18	6,405	9,888		
Average Issued Red Seconds	0	6.6	0	0	6.7	0	8.7	0	0	0	7.6	7.1	14	16		
Citation / Violation Issuance Rate	0%	20%	0%	0%	25%	0%	14%	0%	0%	0%	100%	50%	7.3	7.3		
Controllable Issuance Rate	0%	50%	0%	0%	100%	0%	50%	0%	0%	0%	100%	100%	42%	23%		
													80%	59%		

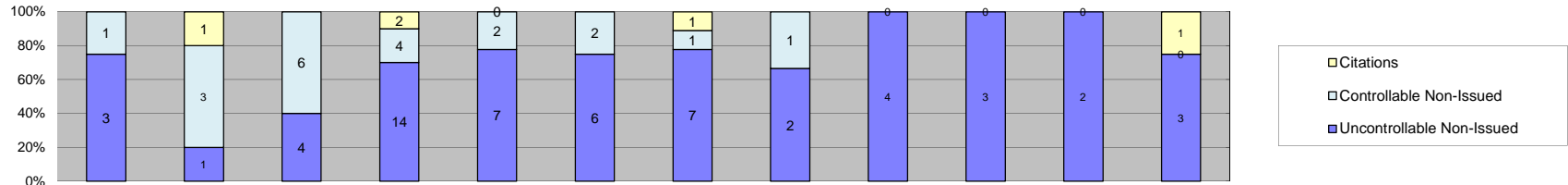


Events	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Year to Date Average		2011 Average	
													Quantity	%	Quantity	%
Non-Violations	1	16	0	1	23	14	6	10	3	6	6	1	8	34%	5	18%
Violations	18	10	0	6	18	26	22	20	21	13	13	5	16	66%	21	82%
<b>Total:</b>	<b>19</b>	<b>26</b>	<b>0</b>	<b>7</b>	<b>41</b>	<b>40</b>	<b>28</b>	<b>30</b>	<b>24</b>	<b>19</b>	<b>19</b>	<b>6</b>	<b>24</b>	<b>100%</b>	<b>26</b>	<b>100%</b>
<b>Violations</b>																
Uncontrollable Non-Issued	11	9	0	4	13	21	9	8	18	4	8	2	10	58%	11	50%
Controllable Non-Issued	6	1	0	0	2	0	1	2	0	3	3	1	2	14%	4	19%
Citations	1	0	0	2	3	5	12	10	3	6	2	2	5	28%	7	31%
<b>Total:</b>	<b>18</b>	<b>10</b>	<b>0</b>	<b>6</b>	<b>18</b>	<b>26</b>	<b>22</b>	<b>20</b>	<b>21</b>	<b>13</b>	<b>13</b>	<b>5</b>	<b>17</b>	<b>100%</b>	<b>21</b>	<b>100%</b>
<b>Non-Violations</b>																
Rear Axle Violation	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	4%
Gate Down - No Train	0	0	0	0	3	7	3	9	0	0	0	0	6	37%	2	33%
Train Activation	0	0	0	0	0	0	1	0	0	0	0	0	1	7%	0	9%
Emergency Vehicle	0	0	0	1	5	0	0	0	0	2	0	0	3	18%	1	13%
Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
No Violation Occurred	1	16	0	0	15	7	2	1	3	4	6	1	6	38%	2	42%
<b>Total:</b>	<b>1</b>	<b>16</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>14</b>	<b>6</b>	<b>10</b>	<b>3</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>15</b>	<b>100%</b>	<b>5</b>	<b>100%</b>
<b>Uncontrollable Non-Issued Violations</b>																
No Plate	0	2	0	0	3	3	2	1	1	1	0	1	2	12%	1	10%
Out of State Plate	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	1%
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	1	0	1	1	0	0	0	1	7%	0	1%
Plate Obstructed	0	0	0	1	0	0	0	0	0	0	0	0	1	7%	1	5%
Windshield Glare	4	3	0	2	3	7	2	1	6	3	4	0	4	23%	4	39%
Driver Obstructed	0	0	0	0	0	0	0	0	1	0	0	0	1	7%	0	2%
Car Obstructed	0	0	0	0	0	0	0	0	1	0	0	0	1	7%	0	3%
No DMV Match Found	4	1	0	1	3	6	1	1	5	0	3	1	3	17%	2	20%
LASD Expired	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
LASD Return	3	3	0	0	4	4	4	4	3	0	1	0	3	22%	2	19%
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
<b>Total:</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>4</b>	<b>13</b>	<b>21</b>	<b>9</b>	<b>8</b>	<b>18</b>	<b>4</b>	<b>8</b>	<b>2</b>	<b>15</b>	<b>100%</b>	<b>11</b>	<b>100%</b>
<b>Controllable Non-Issued Violations</b>																
Framing of Plate	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	2%
Focus / Clarity of Plate	0	0	0	0	0	0	1	0	0	0	0	0	1	15%	0	0%
Dark Interior	2	0	0	0	0	0	0	1	0	0	0	0	2	23%	1	31%
Framing of Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	1	16%
Focus / Clarity of Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Framing of Car	1	0	0	0	2	0	0	0	0	1	0	0	1	21%	2	35%
Operator/Data Error	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Exposure	1	0	0	0	0	0	0	0	0	0	0	0	1	15%	0	4%
Equipment Malfunction	2	1	0	0	0	0	0	1	0	2	3	1	2	26%	1	12%
ACS Expired	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
<b>Total:</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>7</b>	<b>100%</b>	<b>4</b>	<b>100%</b>
<b>Summary Metrics</b>																
Daily Average Vehicle Passes	10,245	5,735	0	3,242	7,508	7,748	7,608	8,156	8,898	8,292	839	784	Year to Date Average		2011 Average	
Average Issued Speed	11	0	0	20	17	18	23	24	16	20	12	20	6,278	9,142		
Average Issued Red Seconds	8.5	0	0	7.6	7.4	16.2	6.9	6.8	7.5	7.3	7.6	7.1	18	20		
Citation / Violation Issuance Rate	6%	0%	0%	33%	17%	19%	55%	50%	14%	46%	15%	40%	8.3	7.4		
Controllable Issuance Rate	14%	0%	0%	100%	60%	100%	92%	83%	100%	67%	40%	67%	30%	31%		
													72%	59%		

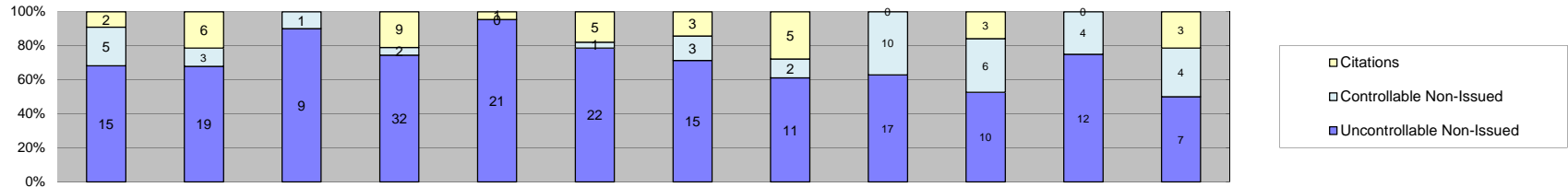


Events	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Year to Date Average		2011 Average	
													Quantity	%	Quantity	%
Non-Violations	9	20	16	14	16	12	15	15	6	6	7	11	12	31%	4	22%
Violations	15	23	45	47	36	23	35	16	36	24	19	14	28	69%	15	78%
<b>Total:</b>	<b>24</b>	<b>43</b>	<b>61</b>	<b>61</b>	<b>52</b>	<b>35</b>	<b>50</b>	<b>31</b>	<b>42</b>	<b>30</b>	<b>26</b>	<b>25</b>	<b>40</b>	<b>100%</b>	<b>19</b>	<b>100%</b>
<b>Violations</b>																
Uncontrollable Non-Issued	10	17	38	35	30	18	26	10	25	18	9	3	20	71%	8	51%
Controllable Non-Issued	1	2	3	5	2	0	5	1	0	2	6	2	3	10%	3	22%
Citations	4	4	4	7	4	5	4	5	11	4	4	9	5	19%	4	27%
<b>Total:</b>	<b>15</b>	<b>23</b>	<b>45</b>	<b>47</b>	<b>36</b>	<b>23</b>	<b>35</b>	<b>16</b>	<b>36</b>	<b>24</b>	<b>19</b>	<b>14</b>	<b>28</b>	<b>100%</b>	<b>15</b>	<b>100%</b>
<b>Non-Violations</b>																
Rear Axle Violation	0	0	1	0	0	0	1	0	0	0	0	0	1	6%	0	0%
Gate Down - No Train	0	1	0	0	0	0	4	1	0	0	0	0	2	13%	1	16%
Train Activation	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Emergency Vehicle	0	0	0	0	1	0	0	2	0	0	0	0	2	9%	1	18%
Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
No Violation Occurred	9	19	15	14	15	12	10	12	6	6	7	11	11	72%	3	67%
<b>Total:</b>	<b>9</b>	<b>20</b>	<b>16</b>	<b>14</b>	<b>16</b>	<b>12</b>	<b>15</b>	<b>15</b>	<b>6</b>	<b>6</b>	<b>7</b>	<b>11</b>	<b>16</b>	<b>100%</b>	<b>4</b>	<b>100%</b>
<b>Uncontrollable Non-Issued Violations</b>																
No Plate	0	1	4	2	0	0	0	2	3	0	2	0	2	8%	1	17%
Out of State Plate	0	0	0	0	0	0	0	0	2	0	0	0	2	7%	0	1%
Glare on Plate	0	3	5	6	4	1	4	0	1	4	0	0	4	12%	0	5%
Illegible Plate	0	2	3	2	0	3	1	1	2	3	3	0	2	7%	1	7%
Plate Obstructed	0	2	1	1	2	0	1	0	0	0	0	0	1	5%	0	2%
Windshield Glare	2	1	14	8	15	8	16	4	9	4	1	2	7	23%	1	16%
Driver Obstructed	2	0	1	2	0	0	1	0	1	1	0	1	1	4%	1	13%
Car Obstructed	0	1	0	0	2	0	0	0	1	0	1	0	1	4%	0	1%
No DMV Match Found	5	5	3	5	4	4	1	1	2	2	1	0	3	10%	2	25%
LASD Expired	0	0	0	3	0	0	0	0	0	0	0	0	3	10%	0	0%
LASD Return	1	2	7	6	3	2	2	2	4	4	1	0	3	10%	1	9%
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	5%
<b>Total:</b>	<b>10</b>	<b>17</b>	<b>38</b>	<b>35</b>	<b>30</b>	<b>18</b>	<b>26</b>	<b>10</b>	<b>25</b>	<b>18</b>	<b>9</b>	<b>3</b>	<b>30</b>	<b>100%</b>	<b>8</b>	<b>100%</b>
<b>Controllable Non-Issued Violations</b>																
Framing of Plate	1	0	0	0	0	0	0	0	0	0	0	0	1	16%	1	27%
Focus / Clarity of Plate	0	0	1	0	0	0	0	0	0	0	0	0	1	16%	0	5%
Dark Interior	0	0	1	0	0	0	0	0	0	1	1	1	1	16%	1	14%
Framing of Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	7%
Focus / Clarity of Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	2%
Framing of Car	0	0	0	1	1	0	1	0	0	0	0	0	1	16%	1	27%
Operator/Data 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	7%
Equipment Malfunction	0	2	1	4	1	0	4	1	0	1	5	1	2	36%	0	11%
ACS Expired	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
<b>Total:</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>2</b>	<b>6</b>	<b>100%</b>	<b>4</b>	<b>100%</b>
<b>Summary Metrics</b>																
Daily Average Vehicle Passes	10,044	9,125	15,447	13,911	8,603	9,006	9,165	9,521	10,034	9,215	938	904	Year to Date Average		2011 Average	
Average Issued Speed	17	17	18	19	21	20	22	17	17	16	17	15	8,826		9,273	
Average Issued Red Seconds	6.3	6.6	6.4	6.5	6.5	7.4	6.4	6.5	14.7	6.2	6.6	6.3	7.2		6.4	
Citation / Violation Issuance Rate	27%	17%	9%	15%	11%	22%	11%	31%	31%	17%	21%	64%	23%		29%	
Controllable Issuance Rate	80%	67%	57%	58%	67%	100%	44%	83%	100%	67%	40%	82%	70%		51%	

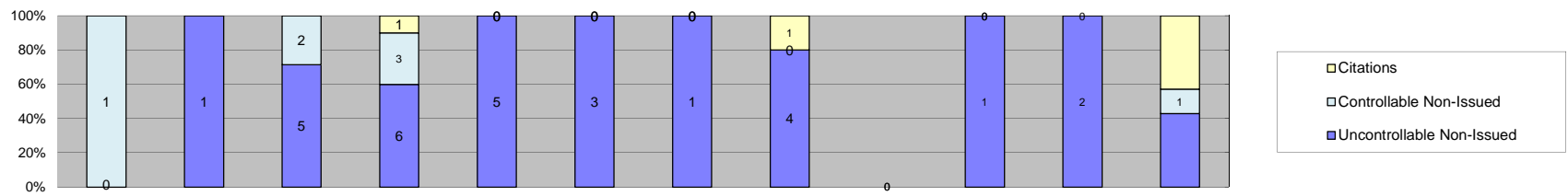




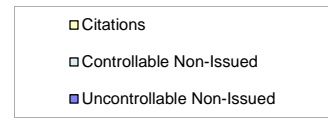
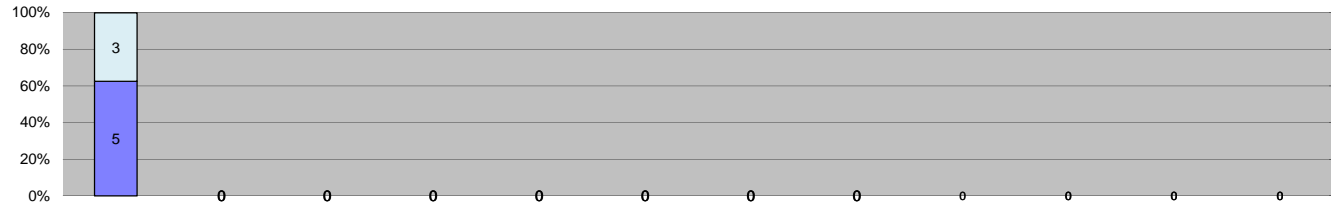
Events	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Year to Date Average		2011 Average	
													Quantity	%	Quantity	%
Non-Violations	3	3	3	14	3	4	4	2	4	3	6	6	5	40%	4	38%
Violations	4	5	10	20	9	8	9	3	4	3	2	4	7	60%	7	62%
<b>Total:</b>	<b>7</b>	<b>8</b>	<b>13</b>	<b>34</b>	<b>12</b>	<b>12</b>	<b>13</b>	<b>5</b>	<b>8</b>	<b>6</b>	<b>8</b>	<b>10</b>	<b>11</b>	<b>100%</b>	<b>11</b>	<b>100%</b>
<b>Violations</b>																
Uncontrollable Non-Issued	3	1	4	14	7	6	7	2	4	3	2	3	5	55%	3	43%
Controllable Non-Issued	1	3	6	4	2	2	1	1	0	0	0	0	3	30%	3	39%
Citations	0	1	0	2	0	0	1	0	0	0	0	1	1	15%	1	18%
<b>Total:</b>	<b>4</b>	<b>5</b>	<b>10</b>	<b>20</b>	<b>9</b>	<b>8</b>	<b>9</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>8</b>	<b>100%</b>	<b>7</b>	<b>100%</b>
<b>Non-Violations</b>																
Rear Axle Violation	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	2%
Gate Down - No Train	0	1	0	7	0	2	0	0	1	0	3	0	3	41%	2	53%
Train Activation	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Emergency Vehicle	1	1	0	1	0	0	1	0	0	0	0	0	1	15%	1	22%
Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
No Violation Occurred	2	1	3	6	3	2	3	2	3	3	3	6	3	45%	1	24%
<b>Total:</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>14</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>6</b>	<b>6</b>	<b>7</b>	<b>100%</b>	<b>4</b>	<b>100%</b>
<b>Uncontrollable Non-Issued Violations</b>																
No Plate	1	1	1	1	3	1	0	0	2	0	0	1	1	12%	1	14%
Out of State Plate	0	0	0	1	0	0	0	0	1	0	0	0	1	9%	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	1	0	0	0	1	9%	0	0%
Plate Obstructed	0	0	0	0	1	0	0	0	0	0	0	0	1	9%	0	2%
Windshield Glare	2	0	1	3	1	2	7	1	0	0	0	0	2	21%	1	30%
Driver Obstructed	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	2%
Car Obstructed	0	0	0	0	0	0	0	0	0	1	0	0	1	9%	0	0%
No DMV Match Found	0	0	0	5	1	1	0	1	0	0	2	1	2	16%	0	12%
LASD Expired	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
LASD Return	0	0	2	4	1	2	0	0	0	2	0	1	2	17%	1	23%
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	1	16%
<b>Total:</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>14</b>	<b>7</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>12</b>	<b>100%</b>	<b>4</b>	<b>100%</b>
<b>Controllable Non-Issued Violations</b>																
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	1	1	1	0	0	2	0	1	0	0	0	0	1	13%	1	36%
Framing of Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	6%
Focus / Clarity of Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	3%
Framing of Car	0	2	0	4	1	0	1	0	0	0	0	0	2	22%	2	55%
Operator/Data 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	1	11%	0	0%
Equipment Malfunction	0	0	5	0	0	0	0	0	0	0	0	0	5	54%	0	0%
ACS Expired	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
<b>Total:</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>100%</b>	<b>3</b>	<b>100%</b>
<b>Summary Metrics</b>																
Daily Average Vehicle Passes	6,343	5,357	6,119	6,712	5,896	6,048	6,421	6,069	6,721	6,034	5,507	571	Year to Date Average		2011 Average	
Average Issued Speed	0	12	0	12	0	0	10	0	0	0	0	16	5,650		6,156	
Average Issued Red Seconds	0	99.9	0	99.9	0	0	99.9	0	0	0	0	99.9	99.9		22.7	
Citation / Violation Issuance Rate	0%	20%	0%	10%	0%	0%	11%	0%	0%	0%	0%	25%	17%		20%	
Controllable Issuance Rate	0%	25%	0%	33%	0%	0%	50%	0%	0%	0%	0%	100%	52%		27%	



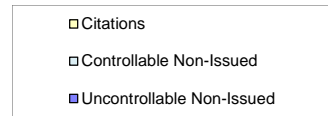
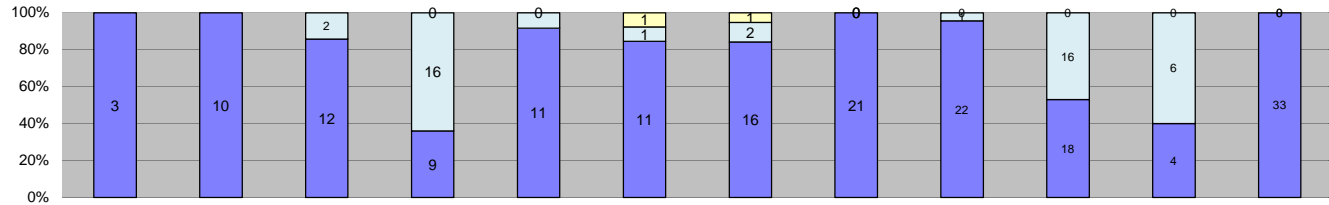
Events	2012												Year to Date Average		2011 Average	
	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Quantity	%	Quantity	%
Non-Violations	12	9	9	19	12	19	19	5	8	15	12	9	12	36%	16	33%
Violations	22	28	10	43	22	28	21	18	27	19	16	14	22	64%	32	67%
<b>Total:</b>	<b>34</b>	<b>37</b>	<b>19</b>	<b>62</b>	<b>34</b>	<b>47</b>	<b>40</b>	<b>23</b>	<b>35</b>	<b>34</b>	<b>28</b>	<b>23</b>	<b>35</b>	<b>100%</b>	<b>48</b>	<b>100%</b>
<b>Violations</b>																
Uncontrollable Non-Issued	15	19	9	32	21	22	15	11	17	10	12	7	16	67%	17	52%
Controllable Non-Issued	5	3	1	2	0	1	3	2	10	6	4	4	4	16%	8	26%
Citations	2	6	0	9	1	5	3	5	0	3	0	3	4	17%	7	22%
<b>Total:</b>	<b>22</b>	<b>28</b>	<b>10</b>	<b>43</b>	<b>22</b>	<b>28</b>	<b>21</b>	<b>18</b>	<b>27</b>	<b>19</b>	<b>16</b>	<b>14</b>	<b>24</b>	<b>100%</b>	<b>32</b>	<b>100%</b>
<b>Non-Violations</b>																
Rear Axle Violation	0	0	1	0	0	0	0	0	0	0	0	0	1	6%	0	0%
Gate Down - No Train	0	0	0	1	0	6	0	0	0	0	1	0	3	16%	2	13%
Train Activation	3	3	1	6	5	3	14	0	0	1	4	1	4	24%	9	54%
Emergency Vehicle	0	0	0	0	0	0	0	1	1	0	0	0	1	6%	1	5%
Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
No Violation Occurred	9	6	7	12	7	10	5	4	7	14	7	8	8	48%	4	28%
<b>Total:</b>	<b>12</b>	<b>9</b>	<b>9</b>	<b>19</b>	<b>12</b>	<b>19</b>	<b>19</b>	<b>5</b>	<b>8</b>	<b>15</b>	<b>12</b>	<b>9</b>	<b>17</b>	<b>100%</b>	<b>16</b>	<b>100%</b>
<b>Uncontrollable Non-Issued Violations</b>																
No Plate	3	1	0	4	4	1	2	1	2	1	1	0	2	9%	2	11%
Out of State Plate	1	1	0	0	0	0	0	1	1	0	0	0	1	5%	0	0%
Glare on Plate	0	1	0	1	1	3	1	0	1	0	0	0	1	6%	0	0%
Illegible Plate	0	2	1	3	2	3	2	3	2	2	1	0	2	10%	0	2%
Plate Obstructed	1	1	0	0	1	0	1	0	0	1	2	0	1	5%	1	4%
Windshield Glare	3	8	7	9	6	11	5	2	7	4	5	5	6	28%	7	41%
Driver Obstructed	0	1	0	1	0	0	0	0	0	0	1	1	1	5%	0	1%
Car Obstructed	0	0	0	2	3	0	0	0	1	0	0	0	2	9%	1	7%
No DMV Match Found	0	1	1	8	3	0	2	3	2	1	1	1	2	11%	2	13%
LASD Expired	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
LASD Return	7	3	0	4	1	4	2	1	1	1	1	0	3	12%	3	16%
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	1	3%
<b>Total:</b>	<b>15</b>	<b>19</b>	<b>9</b>	<b>32</b>	<b>21</b>	<b>22</b>	<b>15</b>	<b>11</b>	<b>17</b>	<b>10</b>	<b>12</b>	<b>7</b>	<b>21</b>	<b>100%</b>	<b>17</b>	<b>100%</b>
<b>Controllable Non-Issued Violations</b>																
Framing of Plate	2	0	0	0	0	0	0	0	0	0	0	0	2	22%	1	10%
Focus / Clarity of Plate	0	0	1	0	0	0	0	0	0	0	0	0	1	11%	0	3%
Dark Interior	2	3	0	1	0	1	1	1	5	5	2	2	2	26%	2	15%
Framing of Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	1	9%
Focus / Clarity of Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	3%
Framing of Car	1	0	0	1	0	0	1	0	1	0	0	1	1	11%	5	50%
Operator/Data 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	1	0	0	0	1	11%	0	4%
Equipment Malfunction	0	0	0	0	0	0	0	1	3	1	2	1	2	18%	1	5%
ACS Expired	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
<b>Total:</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>9</b>	<b>100%</b>	<b>10</b>	<b>100%</b>
<b>Summary Metrics</b>																
Daily Average Vehicle Passes	5,721	5,470	5,759	6,414	5,136	5,528	5,683	5,453	5,983	5,432	6,084	584	Year to Date Average		2011 Average	
Average Issued Speed	11	9	0	9	10	8	8	10	0	12	0	10	5,271	6,296		
Average Issued Red Seconds	17.4	37.9	0	27.3	7.5	7.1	37.9	7.0	0	38.0	0	20.0	22.2	16.3		
Citation / Violation Issuance Rate	9%	21%	0%	21%	5%	18%	14%	28%	0%	16%	0%	21%	17%	21%		
Controllable Issuance Rate	29%	67%	0%	82%	100%	83%	50%	71%	0%	33%	0%	43%	62%	47%		



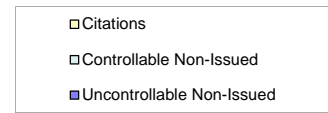
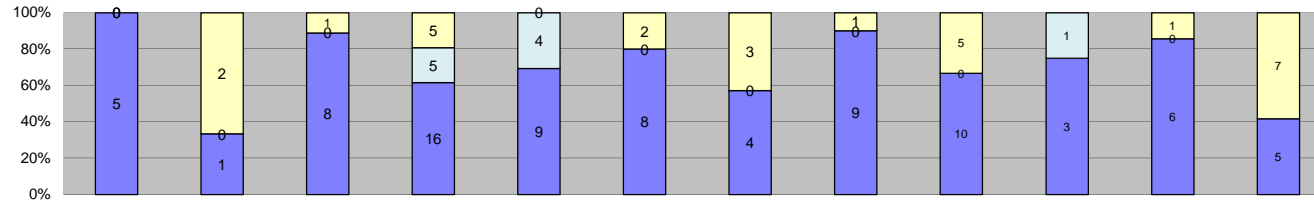
Events	2012												Year to Date Average		2011 Average	
	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Quantity	%	Quantity	%
Non-Violations	0	1	1	5	4	1	1	0	0	2	2	6	3	40%	1	11%
Violations	1	1	7	10	5	3	1	5	0	1	2	7	4	60%	8	89%
<b>Total:</b>	<b>1</b>	<b>2</b>	<b>8</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>13</b>	<b>6</b>	<b>100%</b>	<b>9</b>	<b>100%</b>
<b>Violations</b>																
Uncontrollable Non-Issued	0	1	5	6	5	3	1	4	0	1	2	3	3	48%	4	48%
Controllable Non-Issued	1	0	2	3	0	0	0	0	0	0	0	1	2	27%	3	38%
Citations	0	0	0	1	0	0	0	1	0	0	0	3	2	26%	1	13%
<b>Total:</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>7</b>	<b>7</b>	<b>100%</b>	<b>8</b>	<b>100%</b>
<b>Non-Violations</b>																
Rear Axle Violation	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	8%
Gate Down - No Train	0	0	0	5	4	0	0	0	0	0	1	4	4	73%	1	67%
Train Activation	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Emergency Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	17%
Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
No Violation Occurred	0	1	1	0	0	1	1	0	0	2	1	2	1	27%	0	8%
<b>Total:</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>5</b>	<b>100%</b>	<b>1</b>	<b>100%</b>
<b>Uncontrollable Non-Issued Violations</b>																
No Plate	0	0	0	0	1	0	1	3	0	1	2	0	2	15%	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	2	1	0	0	0	0	0	0	0	2	14%	0	0%
Plate Obstructed	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	2%
Windshield Glare	0	0	1	4	3	2	0	1	0	0	0	1	2	19%	2	58%
Driver Obstructed	0	0	0	0	0	0	0	0	0	0	0	1	1	9%	0	2%
Car Obstructed	0	0	0	0	0	1	0	0	0	0	0	0	1	9%	0	4%
No DMV Match Found	0	1	0	0	0	0	0	0	0	0	0	0	1	9%	1	21%
LASD Expired	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
LASD Return	0	0	4	0	0	0	0	0	0	0	0	1	3	24%	0	6%
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	2%
<b>Total:</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>11</b>	<b>100%</b>	<b>4</b>	<b>100%</b>
<b>Controllable Non-Issued Violations</b>																
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	2	1	0	0	0	0	0	0	0	1	1	31%	1	21%
Framing of Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	8%
Focus / Clarity of Driver	0	0	0	2	0	0	0	0	0	0	0	0	2	46%	0	5%
Framing of Car	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	2	55%
Operator/Data Error	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Exposure	1	0	0	0	0	0	0	0	0	0	0	0	1	23%	0	3%
Equipment Malfunction	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	8%
ACS Expired	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
<b>Total:</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>100%</b>	<b>3</b>	<b>100%</b>
<b>Summary Metrics</b>																
Daily Average Vehicle Passes	2,077	1,741	2,257	2,255	1,809	2,042	4,008	1,882	2,794	1,986	2,384	2,174	Year to Date Average		2011 Average	
Average Issued Speed	0	0	0	11	0	0	0	12	0	0	0	14	2,284		2,060	
Average Issued Red Seconds	0	0	0	99.9	0	0	0	6.0	0	0	0	6.0	37.3		6.5	
Citation / Violation Issuance Rate	0%	0%	0%	10%	0%	0%	0%	20%	0%	0%	0%	43%	24%		13%	
Controllable Issuance Rate	0%	0%	0%	25%	0%	0%	0%	100%	0%	0%	0%	75%	67%		27%	



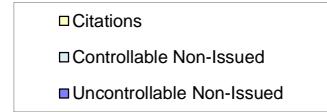
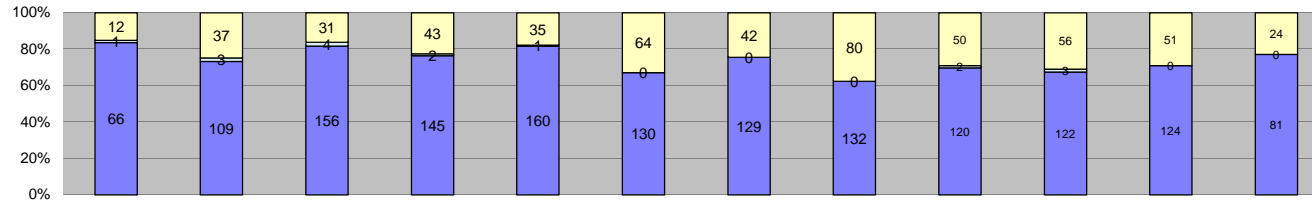
Events	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Year to Date Average		2011 Average	
	Quantity	Quantity	Quantity	Quantity	Quantity	Quantity	Quantity	Quantity	Quantity	Quantity	Quantity	Quantity	Quantity	%	Quantity	%
Non-Violations	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	2	9%
Violations	8	0	0	0	0	0	0	0	0	0	0	0	8	100%	17	91%
<b>Total:</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100%</b>	<b>19</b>	<b>100%</b>
<b>Violations</b>																
Uncontrollable Non-Issued	5	0	0	0	0	0	0	0	0	0	0	0	5	63%	7	37%
Controllable Non-Issued	3	0	0	0	0	0	0	0	0	0	0	0	3	38%	8	46%
Citations	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	3	16%
<b>Total:</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100%</b>	<b>17</b>	<b>100%</b>
<b>Non-Violations</b>																
Rear Axle Violation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
Gate Down - No Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	50%
Train Activation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
Emergency Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10%
Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
No Violation Occurred	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	40%
<b>Total:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>	<b>2</b>	<b>100%</b>
<b>Uncontrollable Non-Issued Violations</b>																
No Plate	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	1	22%
Out of State Plate	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	3%
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	3%
Windshield Glare	1	0	0	0	0	0	0	0	0	0	0	0	1	20%	1	19%
Driver Obstructed	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	4%
Car Obstructed	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
No DMV Match Found	3	0	0	0	0	0	0	0	0	0	0	0	3	60%	3	38%
LASD Expired	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
LASD Return	1	0	0	0	0	0	0	0	0	0	0	0	1	20%	1	12%
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
<b>Total:</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100%</b>	<b>7</b>	<b>100%</b>
<b>Controllable Non-Issued Violations</b>																
Framing of Plate	1	0	0	0	0	0	0	0	0	0	0	0	1	33%	1	15%
Focus / Clarity of Plate	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	2%
Dark Interior	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	3%
Framing of Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	2%
Focus / Clarity of Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	1%
Framing of Car	2	0	0	0	0	0	0	0	0	0	0	0	2	67%	6	73%
Operator/Data Error	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	1%
Exposure	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	2%
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%
<b>Total:</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100%</b>	<b>8</b>	<b>100%</b>
<b>Summary Metrics</b>																
Daily Average Vehicle Passes	2,035	1,219	1,229	1,298	1,421	1,043	1,271	925	1,287	13,667	1,321	1,341	Year to Date Average		2011 Average	
Average Issued Speed	0	0	0	0	0	0	0	0	0	0	0	0	2,338	2,150		
Average Issued Red Seconds	0	0	0	0	0	0	0	0	0	0	0	0	0	13		
Citation / Violation Issuance Rate	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%		
Controllable Issuance Rate	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%		



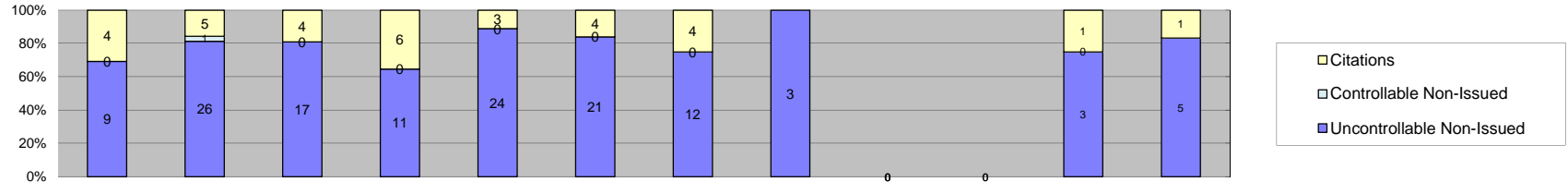
Events	2012												Year to Date Average		2011 Average	
	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Quantity	%	Quantity	%
Non-Violations	2	10	25	20	24	25	12	27	58	10	16	16	20	53%	10	45%
Violations	3	10	14	25	12	13	19	21	23	34	10	33	18	47%	12	55%
<b>Total:</b>	<b>5</b>	<b>20</b>	<b>39</b>	<b>45</b>	<b>36</b>	<b>38</b>	<b>31</b>	<b>48</b>	<b>81</b>	<b>44</b>	<b>26</b>	<b>49</b>	<b>39</b>	<b>100%</b>	<b>23</b>	<b>100%</b>
<b>Violations</b>																
Uncontrollable Non-Issued	3	10	12	9	11	11	16	21	22	18	4	33	14	68%	7	55%
Controllable Non-Issued	0	0	2	16	1	1	2	0	1	16	6	0	6	27%	3	20%
Citations	0	0	0	0	0	1	1	0	0	0	0	0	1	5%	3	25%
<b>Total:</b>	<b>3</b>	<b>10</b>	<b>14</b>	<b>25</b>	<b>12</b>	<b>13</b>	<b>19</b>	<b>21</b>	<b>23</b>	<b>34</b>	<b>10</b>	<b>33</b>	<b>21</b>	<b>100%</b>	<b>12</b>	<b>100%</b>
<b>Non-Violations</b>																
Rear Axle Violation	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Gate Down - No Train	0	0	0	1	1	0	0	0	0	0	5	0	2	10%	0	4%
Train Activation	0	0	0	0	0	0	0	0	0	0	1	0	1	4%	0	1%
Emergency Vehicle	0	0	0	0	0	1	0	0	0	1	0	0	1	4%	0	2%
Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
No Violation Occurred	2	10	25	19	23	24	12	27	58	9	10	16	20	82%	10	93%
<b>Total:</b>	<b>2</b>	<b>10</b>	<b>25</b>	<b>20</b>	<b>24</b>	<b>25</b>	<b>12</b>	<b>27</b>	<b>58</b>	<b>10</b>	<b>16</b>	<b>16</b>	<b>24</b>	<b>100%</b>	<b>10</b>	<b>100%</b>
<b>Uncontrollable Non-Issued Violations</b>																
No Plate	1	1	1	0	2	1	1	3	4	2	1	4	2	10%	1	10%
Out of State Plate	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Glare on Plate	2	0	1	1	1	3	2	5	5	5	0	16	4	21%	0	1%
Illegible Plate	0	2	1	6	2	3	2	3	6	2	2	4	3	16%	0	6%
Plate Obstructed	0	1	1	0	1	0	1	0	0	0	0	0	1	5%	0	6%
Windshield Glare	0	5	5	1	2	3	8	10	4	8	1	9	5	27%	3	38%
Driver Obstructed	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	1%
Car Obstructed	0	0	0	1	2	1	0	0	1	0	0	0	1	7%	0	2%
No DMV Match Found	0	1	2	0	0	0	0	0	2	1	0	0	2	8%	1	17%
LASD Expired	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
LASD Return	0	0	1	0	1	0	2	0	0	0	0	0	1	7%	1	12%
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	6%
<b>Total:</b>	<b>3</b>	<b>10</b>	<b>12</b>	<b>9</b>	<b>11</b>	<b>11</b>	<b>16</b>	<b>21</b>	<b>22</b>	<b>18</b>	<b>4</b>	<b>33</b>	<b>19</b>	<b>100%</b>	<b>7</b>	<b>100%</b>
<b>Controllable Non-Issued Violations</b>																
Framing of Plate	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	3%
Focus / Clarity of Plate	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	3%
Dark Interior	0	0	0	1	0	1	0	0	0	5	2	0	2	14%	1	20%
Framing of Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	17%
Focus / Clarity of Driver	0	0	0	2	0	0	0	0	0	0	0	0	2	12%	0	7%
Framing of Car	0	0	2	0	0	0	0	0	1	0	0	0	2	9%	1	40%
Operator/Data Error	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Exposure	0	0	0	0	1	0	2	0	0	0	0	0	2	9%	0	10%
Equipment Malfunction	0	0	0	13	0	0	0	0	0	11	4	0	9	56%	0	0%
ACS Expired	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
<b>Total:</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>16</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>17</b>	<b>100%</b>	<b>3</b>	<b>100%</b>
<b>Summary Metrics</b>																
Daily Average Vehicle Passes	4,408	3,833	4,408	4,228	3,579	3,639	4,252	3,897	4,226	3,600	3,855	3,634	Year to Date Average		2011 Average	
Average Issued Speed	0	0	0	0	0	20	18	0	0	0	0	0	3,963	4,395		
Average Issued Red Seconds	0	0	0	0	0	7.8	99.9	0	0	0	0	0	19	12		
Citation / Violation Issuance Rate	0%	0%	0%	0%	0%	8%	5%	0%	0%	0%	0%	0%	53.9	10.7		
Controllable Issuance Rate	0%	0%	0%	0%	0%	50%	33%	0%	0%	0%	0%	0%	6%	26%		
													42%	53%		



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	0	6	6	5	3	6	5	28	4	14	6	8	45%	1	13%
Violations	5	3	9	26	13	10	7	10	15	4	7	12	10	55%	10	87%
<b>Total:</b>	<b>5</b>	<b>3</b>	<b>15</b>	<b>32</b>	<b>18</b>	<b>13</b>	<b>13</b>	<b>15</b>	<b>43</b>	<b>8</b>	<b>21</b>	<b>18</b>	<b>18</b>	<b>100%</b>	<b>11</b>	<b>100%</b>
<b>Violations</b>																
Uncontrollable Non-Issued	5	1	8	16	9	8	4	9	10	3	6	5	7	53%	5	49%
Controllable Non-Issued	0	0	0	5	4	0	0	0	0	1	0	0	3	25%	3	28%
Citations	0	2	1	5	0	2	3	1	5	0	1	7	3	23%	2	23%
<b>Total:</b>	<b>5</b>	<b>3</b>	<b>9</b>	<b>26</b>	<b>13</b>	<b>10</b>	<b>7</b>	<b>10</b>	<b>15</b>	<b>4</b>	<b>7</b>	<b>12</b>	<b>13</b>	<b>100%</b>	<b>10</b>	<b>100%</b>
<b>Non-Violations</b>																
Rear Axle Violation	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Gate Down - No Train	0	0	0	0	0	0	0	0	0	0	3	0	3	25%	1	71%
Train Activation	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Emergency Vehicle	0	0	0	1	0	0	0	1	0	0	0	0	1	8%	0	18%
Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
No Violation Occurred	0	0	6	5	5	3	6	4	28	4	11	6	8	66%	0	12%
<b>Total:</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>6</b>	<b>5</b>	<b>28</b>	<b>4</b>	<b>14</b>	<b>6</b>	<b>12</b>	<b>100%</b>	<b>1</b>	<b>100%</b>
<b>Uncontrollable Non-Issued Violations</b>																
No Plate	1	0	2	2	2	1	0	0	2	1	0	0	2	12%	1	21%
Out of State Plate	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	2%
Glare on Plate	0	0	0	1	0	0	0	0	0	0	0	1	1	7%	0	2%
Illegible Plate	0	0	1	2	2	0	1	1	0	2	4	0	2	14%	0	0%
Plate Obstructed	0	0	0	0	1	0	0	1	0	0	1	0	1	7%	0	5%
Windshield Glare	1	0	1	3	1	4	0	3	3	0	0	0	2	17%	1	28%
Driver Obstructed	1	0	0	1	0	0	0	0	0	0	0	0	1	7%	0	0%
Car Obstructed	0	0	0	1	0	1	2	1	0	0	0	0	1	9%	0	7%
No DMV Match Found	1	1	2	3	2	2	0	1	4	0	1	4	2	15%	1	19%
LASD Expired	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
LASD Return	1	0	2	3	1	0	1	2	1	0	0	0	2	12%	0	9%
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	7%
<b>Total:</b>	<b>5</b>	<b>1</b>	<b>8</b>	<b>16</b>	<b>9</b>	<b>8</b>	<b>4</b>	<b>9</b>	<b>10</b>	<b>3</b>	<b>6</b>	<b>5</b>	<b>14</b>	<b>100%</b>	<b>5</b>	<b>100%</b>
<b>Controllable Non-Issued Violations</b>																
Framing of Plate	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	1	18%
Focus / Clarity of Plate	0	0	0	1	0	0	0	0	0	0	0	0	1	11%	0	3%
Dark Interior	0	0	0	3	0	0	0	0	0	0	0	0	3	33%	0	12%
Framing of Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	6%
Focus / Clarity of Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	3%
Framing of Car	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	2	55%
Operator/Data Error	0	0	0	1	0	0	0	0	0	0	0	0	1	11%	0	0%
Exposure	0	0	0	0	3	0	0	0	0	0	0	0	3	33%	0	3%
Equipment Malfunction	0	0	0	0	1	0	0	0	0	1	0	0	1	11%	0	0%
ACS Expired	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
<b>Total:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>100%</b>	<b>3</b>	<b>100%</b>
<b>Summary Metrics</b>																
Daily Average Vehicle Passes	4,444	3,638	4,385	4,281	3,618	3,801	4,119	3,765	4,075	3,439	3,842	3,608	Year to Date Average		2011 Average	
Average Issued Speed	0	15	13	10	0	16	7	20	17	0	5	13	3,918	4,309		
Average Issued Red Seconds	0	6.5	7.7	44.1	0	7.2	35.5	6.3	25.7	0	99.9	57.3	32.2	26.2		
Citation / Violation Issuance Rate	0%	67%	11%	19%	0%	20%	43%	10%	33%	0%	14%	58%	31%	20%		
Controllable Issuance Rate	0%	100%	100%	50%	0%	100%	100%	100%	100%	0%	100%	100%	94%	37%		

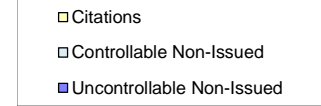
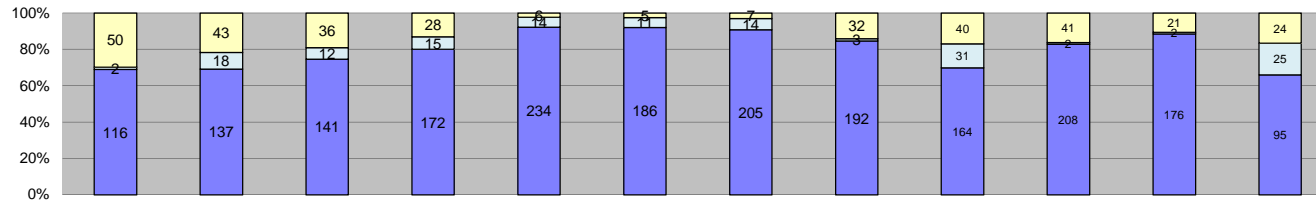


Events	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Year to Date Average		2011 Average	
													Quantity	%	Quantity	%
Non-Violations	311	519	546	571	657	549	573	544	593	563	633	500	547	76%	574	82%
Violations	79	149	191	190	196	194	171	212	172	181	175	105	168	24%	127	18%
<b>Total:</b>	<b>390</b>	<b>668</b>	<b>737</b>	<b>761</b>	<b>853</b>	<b>743</b>	<b>744</b>	<b>756</b>	<b>765</b>	<b>744</b>	<b>808</b>	<b>605</b>	<b>715</b>	<b>100%</b>	<b>700</b>	<b>100%</b>
<b>Violations</b>																
Uncontrollable Non-Issued	66	109	156	145	160	130	129	132	120	122	124	81	123	73%	70	55%
Controllable Non-Issued	1	3	4	2	1	0	0	0	2	3	0	0	2	1%	17	13%
Citations	12	37	31	43	35	64	42	80	50	56	51	24	44	26%	40	32%
<b>Total:</b>	<b>79</b>	<b>149</b>	<b>191</b>	<b>190</b>	<b>196</b>	<b>194</b>	<b>171</b>	<b>212</b>	<b>172</b>	<b>181</b>	<b>175</b>	<b>105</b>	<b>169</b>	<b>100%</b>	<b>127</b>	<b>100%</b>
<b>Non-Violations</b>																
Rear Axle Violation	3	10	19	1	0	2	3	4	3	1	1	0	5	1%	5	1%
Gate Down - No Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Train Activation	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Emergency Vehicle	1	5	7	4	7	9	2	6	8	5	0	1	5	1%	2	0%
Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
No Violation Occurred	307	504	520	566	650	538	568	534	582	557	632	499	538	98%	567	99%
<b>Total:</b>	<b>311</b>	<b>519</b>	<b>546</b>	<b>571</b>	<b>657</b>	<b>549</b>	<b>573</b>	<b>544</b>	<b>593</b>	<b>563</b>	<b>633</b>	<b>500</b>	<b>548</b>	<b>100%</b>	<b>574</b>	<b>100%</b>
<b>Uncontrollable Non-Issued Violations</b>																
No Plate	7	13	11	14	18	13	18	20	17	19	22	8	15	11%	8	12%
Out of State Plate	0	2	1	0	4	6	4	0	3	3	2	0	3	2%	2	3%
Glare on Plate	0	2	2	1	1	1	3	2	3	4	0	0	2	2%	0	1%
Illegible Plate	2	7	9	33	22	18	9	15	16	18	13	8	14	11%	1	1%
Plate Obstructed	6	6	7	10	5	4	10	5	4	3	8	0	6	5%	3	4%
Windshield Glare	9	26	37	22	53	41	32	33	18	17	22	14	27	20%	14	20%
Driver Obstructed	3	6	3	3	4	2	1	3	2	4	4	2	3	2%	3	4%
Car Obstructed	12	11	21	13	8	11	5	8	6	8	6	0	10	7%	13	18%
No DMV Match Found	11	11	17	13	10	6	21	16	17	17	12	12	14	10%	9	13%
LASD Expired	0	0	0	0	0	0	0	0	0	0	6	13	10	7%	0	0%
LASD Return	16	25	48	36	35	28	26	30	34	29	29	24	30	22%	12	18%
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	4	5%
<b>Total:</b>	<b>66</b>	<b>109</b>	<b>156</b>	<b>145</b>	<b>160</b>	<b>130</b>	<b>129</b>	<b>132</b>	<b>120</b>	<b>122</b>	<b>124</b>	<b>81</b>	<b>134</b>	<b>100%</b>	<b>70</b>	<b>100%</b>
<b>Controllable Non-Issued Violations</b>																
Framing of Plate	1	0	0	0	0	0	0	0	0	0	0	0	1	13%	1	6%
Focus / Clarity of Plate	0	0	3	1	0	0	0	0	0	0	0	0	2	25%	1	3%
Dark Interior	0	1	0	0	0	0	0	0	2	0	0	0	2	19%	2	9%
Framing of Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	1%
Focus / Clarity of Driver	0	0	1	0	0	0	0	0	0	0	0	0	1	13%	0	0%
Framing of Car	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	1%
Operator/Data Error	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	7	42%
Exposure	0	1	0	1	1	0	0	0	0	3	0	0	2	19%	1	6%
Equipment Malfunction	0	1	0	0	0	0	0	0	0	0	0	0	1	13%	5	29%
ACS Expired	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
<b>Total:</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100%</b>	<b>17</b>	<b>100%</b>
<b>Summary Metrics</b>																
Daily Average Vehicle Passes	1,029	977	1,154	1,132	1,108	1,040	1,198	1,137	1,312	1,232	1,375	1,299	Year to Date Average		2011 Average	
Average Issued Speed	18	18	18	18	16	18	18	18	18	18	18	18	1,166		972	
Average Issued Red Seconds	0.4	0.4	3.6	6.2	0.5	2.8	1.1	3.6	4.0	0.4	2.8	0.4	2.2		5.3	
Citation / Violation Issuance Rate	15%	25%	16%	23%	18%	33%	25%	38%	29%	31%	29%	23%	25%		33%	
Controllable Issuance Rate	92%	93%	89%	96%	97%	100%	100%	100%	96%	95%	100%	100%	96%		78%	

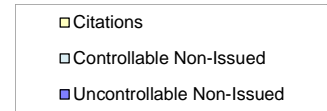
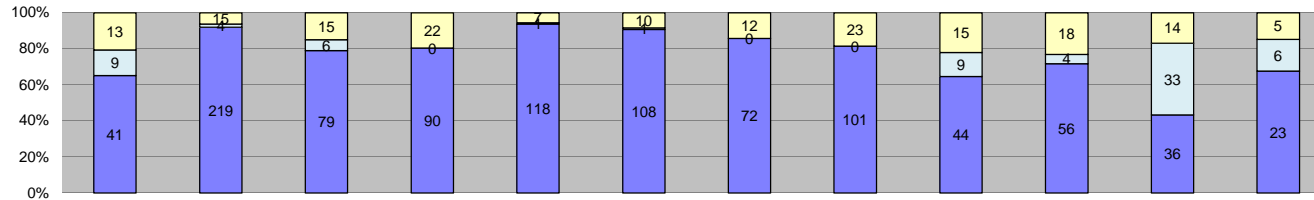


Events	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Year to Date Average		2011 Average	
													Quantity	%	Quantity	%
Non-Violations	107	140	179	180	186	180	192	57	0	0	103	463	179	92%	154	92%
Violations	13	32	21	17	27	25	16	3	0	0	4	6	16	8%	14	8%
<b>Total:</b>	<b>120</b>	<b>172</b>	<b>200</b>	<b>197</b>	<b>213</b>	<b>205</b>	<b>208</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>107</b>	<b>469</b>	<b>195</b>	<b>100%</b>	<b>168</b>	<b>100%</b>
<b>Violations</b>																
Uncontrollable Non-Issued	9	26	17	11	24	21	12	3	0	0	3	5	13	74%	8	57%
Controllable Non-Issued	0	1	0	0	0	0	0	0	0	0	0	0	1	6%	1	4%
Citations	4	5	4	6	3	4	4	0	0	0	1	1	4	20%	5	39%
<b>Total:</b>	<b>13</b>	<b>32</b>	<b>21</b>	<b>17</b>	<b>27</b>	<b>25</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>6</b>	<b>18</b>	<b>100%</b>	<b>14</b>	<b>100%</b>
<b>Non-Violations</b>																
Rear Axle Violation	0	1	0	0	0	0	0	0	0	0	0	0	1	1%	0	0%
Gate Down - No Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Train Activation	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Emergency Vehicle	1	8	10	5	4	1	1	1	0	0	0	4	4	2%	1	1%
Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
No Violation Occurred	106	131	169	175	182	179	191	56	0	0	103	459	175	97%	152	99%
<b>Total:</b>	<b>107</b>	<b>140</b>	<b>179</b>	<b>180</b>	<b>186</b>	<b>180</b>	<b>192</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>103</b>	<b>463</b>	<b>180</b>	<b>100%</b>	<b>154</b>	<b>100%</b>
<b>Uncontrollable Non-Issued Violations</b>																
No Plate	0	2	1	0	1	1	0	0	0	0	0	1	1	6%	1	10%
Out of State Plate	0	1	0	0	2	1	0	0	0	0	0	0	1	7%	0	2%
Glare on Plate	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Illegible Plate	0	6	4	3	10	11	3	0	0	0	2	3	5	26%	0	0%
Plate Obstructed	0	0	0	0	2	0	0	0	0	0	0	0	2	10%	0	1%
Windshield Glare	1	6	2	1	2	2	1	1	0	0	0	0	2	10%	1	10%
Driver Obstructed	0	0	2	0	0	0	1	0	0	0	1	0	1	7%	0	4%
Car Obstructed	2	5	5	5	3	2	4	1	0	0	0	0	3	17%	3	35%
No DMV Match Found	3	2	2	1	0	1	2	0	0	0	0	0	2	9%	1	18%
LASD Expired	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	1%
LASD Return	3	4	1	1	4	3	1	1	0	0	0	1	2	10%	1	17%
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	1%
<b>Total:</b>	<b>9</b>	<b>26</b>	<b>17</b>	<b>11</b>	<b>24</b>	<b>21</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>20</b>	<b>100%</b>	<b>8</b>	<b>100%</b>
<b>Controllable Non-Issued Violations</b>																
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	50%
Framing of Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	17%
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%
Operator/Data Error	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Exposure	0	1	0	0	0	0	0	0	0	0	0	0	1	100%	0	33%
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%
<b>Total:</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100%</b>	<b>1</b>	<b>100%</b>
<b>Summary Metrics</b>																
Daily Average Vehicle Passes	225	239	321	331	275	306	288	91	0	0	220	271	Year to Date Average		2011 Average	
Average Issued Speed	22	19	21	21	20	23	19	0	0	0	22	25	257		264	
Average Issued Red Seconds	0.4	8.6	25.2	0.6	0.6	0.3	7.4	0	0	0	0.3	0.3	4.9		14.6	
Citation / Violation Issuance Rate	31%	16%	19%	35%	11%	16%	25%	0%	0%	0%	25%	17%	22%		38%	
Controllable Issuance Rate	100%	83%	100%	100%	100%	100%	100%	0%	0%	0%	100%	100%	98%		94%	

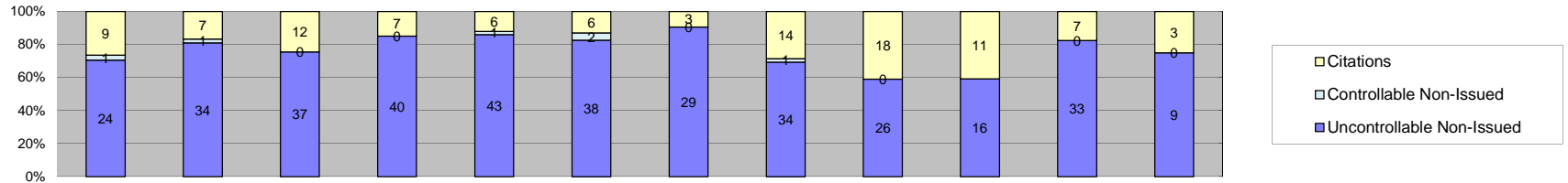




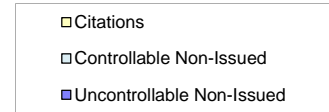
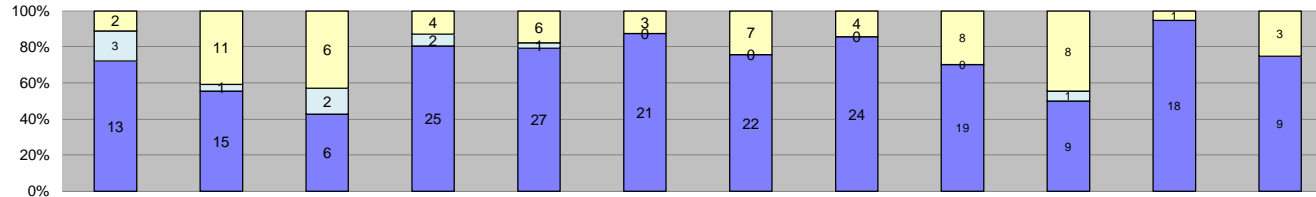
Events	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Year to Date Average		2011 Average	
													Quantity	%	Quantity	%
Non-Violations	322	270	290	284	338	313	310	390	367	394	410	269	330	61%	262	64%
Violations	168	198	189	215	254	202	226	227	235	251	199	144	209	39%	147	36%
<b>Total:</b>	<b>490</b>	<b>468</b>	<b>479</b>	<b>499</b>	<b>592</b>	<b>515</b>	<b>536</b>	<b>617</b>	<b>602</b>	<b>645</b>	<b>609</b>	<b>413</b>	<b>539</b>	<b>100%</b>	<b>408</b>	<b>100%</b>
<b>Violations</b>																
Uncontrollable Non-Issued	116	137	141	172	234	186	205	192	164	208	176	95	169	81%	94	64%
Controllable Non-Issued	2	18	12	15	14	11	14	3	31	2	2	25	12	6%	7	4%
Citations	50	43	36	28	6	5	7	32	40	41	21	24	28	13%	46	31%
<b>Total:</b>	<b>168</b>	<b>198</b>	<b>189</b>	<b>215</b>	<b>254</b>	<b>202</b>	<b>226</b>	<b>227</b>	<b>235</b>	<b>251</b>	<b>199</b>	<b>144</b>	<b>209</b>	<b>100%</b>	<b>147</b>	<b>100%</b>
<b>Non-Violations</b>																
Rear Axle Violation	2	2	3	0	0	3	2	5	0	2	1	0	3	1%	2	1%
Gate Down - No Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Train Activation	0	0	0	1	0	0	0	0	0	0	0	0	1	0%	0	0%
Emergency Vehicle	4	2	7	2	5	3	4	3	3	6	6	3	4	1%	4	1%
Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
No Violation Occurred	316	266	280	281	333	307	304	382	364	386	403	266	324	98%	255	98%
<b>Total:</b>	<b>322</b>	<b>270</b>	<b>290</b>	<b>284</b>	<b>338</b>	<b>313</b>	<b>310</b>	<b>390</b>	<b>367</b>	<b>394</b>	<b>410</b>	<b>269</b>	<b>332</b>	<b>100%</b>	<b>262</b>	<b>100%</b>
<b>Uncontrollable Non-Issued Violations</b>																
No Plate	13	18	15	21	20	24	12	22	19	20	19	5	17	10%	12	12%
Out of State Plate	5	4	2	0	4	1	4	6	0	1	4	2	3	2%	2	2%
Glare on Plate	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Illegible Plate	0	7	6	7	13	18	5	6	0	3	1	2	7	4%	0	0%
Plate Obstructed	1	5	5	4	1	0	0	2	0	6	1	0	3	2%	1	1%
Windshield Glare	15	27	19	57	135	85	135	81	62	61	56	31	64	36%	23	25%
Driver Obstructed	4	5	2	5	6	3	7	8	6	5	5	3	5	3%	7	7%
Car Obstructed	15	18	28	8	35	25	17	32	18	28	17	9	21	12%	14	15%
No DMV Match Found	21	24	21	21	8	10	5	11	21	30	24	16	18	10%	14	15%
LASD Expired	0	0	0	0	0	0	0	0	0	2	4	9	5	3%	0	0%
LASD Return	42	29	43	49	12	20	20	24	38	52	45	18	33	19%	19	20%
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	2	2%
<b>Total:</b>	<b>116</b>	<b>137</b>	<b>141</b>	<b>172</b>	<b>234</b>	<b>186</b>	<b>205</b>	<b>192</b>	<b>164</b>	<b>208</b>	<b>176</b>	<b>95</b>	<b>175</b>	<b>100%</b>	<b>94</b>	<b>100%</b>
<b>Controllable Non-Issued Violations</b>																
Framing of Plate	1	0	0	0	0	0	0	0	0	0	0	0	1	4%	0	3%
Focus / Clarity of Plate	0	0	0	0	0	0	1	0	0	0	0	0	1	4%	0	1%
Dark Interior	1	0	0	6	0	0	0	2	0	1	2	1	2	8%	2	27%
Framing of Driver	0	1	0	1	1	0	1	1	4	0	0	0	2	5%	3	49%
Focus / Clarity of Driver	0	0	0	1	0	0	0	0	0	0	0	0	1	4%	0	3%
Framing of Car	0	0	0	1	0	0	0	0	0	1	0	0	1	4%	1	13%
Operator/Data Error	0	1	0	0	0	0	0	0	0	0	0	0	1	4%	0	0%
Exposure	0	0	2	1	0	0	0	0	0	0	0	17	7	24%	0	4%
Equipment Malfunction	0	16	10	5	13	11	12	0	27	0	0	7	13	45%	0	1%
ACS Expired	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
<b>Total:</b>	<b>2</b>	<b>18</b>	<b>12</b>	<b>15</b>	<b>14</b>	<b>11</b>	<b>14</b>	<b>3</b>	<b>31</b>	<b>2</b>	<b>2</b>	<b>25</b>	<b>28</b>	<b>100%</b>	<b>7</b>	<b>100%</b>
<b>Summary Metrics</b>																
Daily Average Vehicle Passes	1,952	1,711	2,091	2,125	2,094	1,930	2,048	2,120	3,426	2,148	3,177	2,632	Year to Date Average		2011 Average	
Average Issued Speed	0	0	0	0	0	0	0	0	0	0	0	0	2,288		1,890	
Average Issued Red Seconds	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		2.4	
Citation / Violation Issuance Rate	30%	22%	19%	13%	2%	2%	3%	14%	17%	16%	11%	17%	14%		32%	
Controllable Issuance Rate	96%	70%	75%	65%	30%	31%	33%	91%	56%	95%	91%	49%	65%		87%	



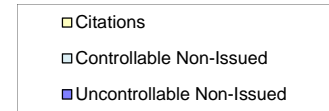
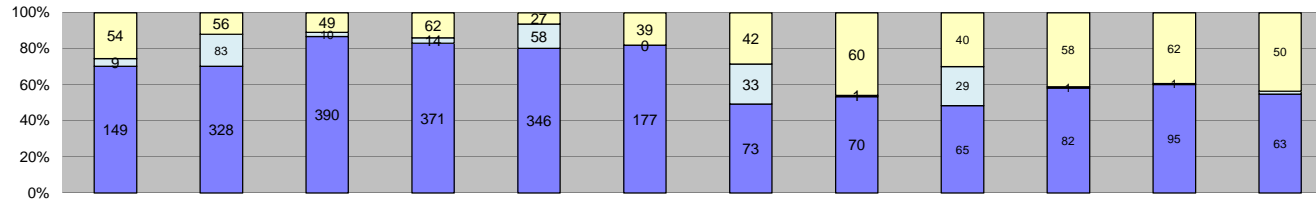
Events	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Year to Date Average		2011 Average	
													Quantity	%	Quantity	%
Non-Violations	540	1,214	565	540	452	380	519	588	567	495	531	636	586	85%	499	91%
Violations	63	238	100	112	126	119	84	124	68	78	83	34	102	15%	47	9%
<b>Total:</b>	<b>603</b>	<b>1,452</b>	<b>665</b>	<b>652</b>	<b>578</b>	<b>499</b>	<b>603</b>	<b>712</b>	<b>635</b>	<b>573</b>	<b>614</b>	<b>670</b>	<b>688</b>	<b>100%</b>	<b>546</b>	<b>100%</b>
<b>Violations</b>																
Uncontrollable Non-Issued	41	219	79	90	118	108	72	101	44	56	36	23	82	79%	30	64%
Controllable Non-Issued	9	4	6	0	1	1	0	0	9	4	33	6	8	8%	2	5%
Citations	13	15	15	22	7	10	12	23	15	18	14	5	14	13%	15	31%
<b>Total:</b>	<b>63</b>	<b>238</b>	<b>100</b>	<b>112</b>	<b>126</b>	<b>119</b>	<b>84</b>	<b>124</b>	<b>68</b>	<b>78</b>	<b>83</b>	<b>34</b>	<b>104</b>	<b>100%</b>	<b>47</b>	<b>100%</b>
<b>Non-Violations</b>																
Rear Axle Violation	1	0	0	0	1	0	1	2	0	0	0	0	1	0%	0	0%
Gate Down - No Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Train Activation	1	1	0	0	0	0	0	0	0	0	0	0	1	0%	0	0%
Emergency Vehicle	9	5	4	6	9	6	8	10	5	1	3	1	6	1%	4	1%
Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
No Violation Occurred	529	1,208	561	534	442	374	510	576	562	494	528	635	579	99%	495	99%
<b>Total:</b>	<b>540</b>	<b>1,214</b>	<b>565</b>	<b>540</b>	<b>452</b>	<b>380</b>	<b>519</b>	<b>588</b>	<b>567</b>	<b>495</b>	<b>531</b>	<b>636</b>	<b>587</b>	<b>100%</b>	<b>499</b>	<b>100%</b>
<b>Uncontrollable Non-Issued Violations</b>																
No Plate	0	12	9	12	10	7	9	4	1	2	5	3	7	8%	2	6%
Out of State Plate	0	2	1	1	0	2	1	2	0	1	1	1	1	1%	1	2%
Glare on Plate	0	0	0	1	0	0	0	1	1	0	0	0	1	1%	0	0%
Illegible Plate	3	56	27	25	37	44	15	42	13	4	3	0	24	27%	0	1%
Plate Obstructed	0	2	1	2	3	0	1	3	0	1	0	0	2	2%	0	0%
Windshield Glare	4	13	2	4	11	5	12	22	9	10	8	6	9	10%	3	9%
Driver Obstructed	1	5	2	3	2	5	1	4	1	1	0	1	2	3%	2	7%
Car Obstructed	17	109	16	13	25	13	10	5	2	5	3	3	18	21%	13	42%
No DMV Match Found	7	13	11	13	13	19	14	10	11	11	9	7	12	13%	6	19%
LASD Expired	0	0	0	0	0	0	0	0	0	1	0	2	2	2%	0	0%
LASD Return	9	7	10	16	17	13	9	8	6	20	7	0	11	12%	4	12%
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	1	3%
<b>Total:</b>	<b>41</b>	<b>219</b>	<b>79</b>	<b>90</b>	<b>118</b>	<b>108</b>	<b>72</b>	<b>101</b>	<b>44</b>	<b>56</b>	<b>36</b>	<b>23</b>	<b>89</b>	<b>100%</b>	<b>30</b>	<b>100%</b>
<b>Controllable Non-Issued Violations</b>																
Framing of Plate	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	4%
Focus / Clarity of Plate	1	1	1	0	0	0	0	0	0	0	0	0	1	5%	0	0%
Dark Interior	2	2	1	0	1	1	0	0	4	4	16	6	4	22%	1	22%
Framing of Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	1	22%
Focus / Clarity of Driver	0	0	4	0	0	0	0	0	0	0	0	0	4	21%	0	4%
Framing of Car	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	4%
Operator/Data Error	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Exposure	1	1	0	0	0	0	0	0	0	0	0	0	1	5%	0	7%
Equipment Malfunction	5	0	0	0	0	0	0	0	5	0	17	0	9	47%	1	37%
ACS Expired	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
<b>Total:</b>	<b>9</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>4</b>	<b>33</b>	<b>6</b>	<b>19</b>	<b>100%</b>	<b>2</b>	<b>100%</b>
<b>Summary Metrics</b>																
Daily Average Vehicle Passes	1,249	1,696	1,403	1,501	1,266	1,341	1,592	1,371	1,495	1,381	1,442	1,419	Year to Date Average		2011 Average	
Average Issued Speed	19	24	20	18	20	17	19	18	19	18	18	16	1,430		1,320	
Average Issued Red Seconds	11.5	9.4	7.2	3.9	7.5	1.1	9.7	0.3	7.0	0.4	3.1	0.6	5.2		4.2	
Citation / Violation Issuance Rate	21%	6%	15%	20%	6%	8%	14%	19%	22%	23%	17%	15%	15%		30%	
Controllable Issuance Rate	59%	79%	71%	100%	88%	91%	100%	100%	63%	82%	30%	45%	76%		86%	



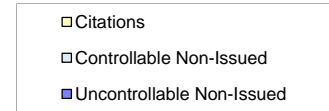
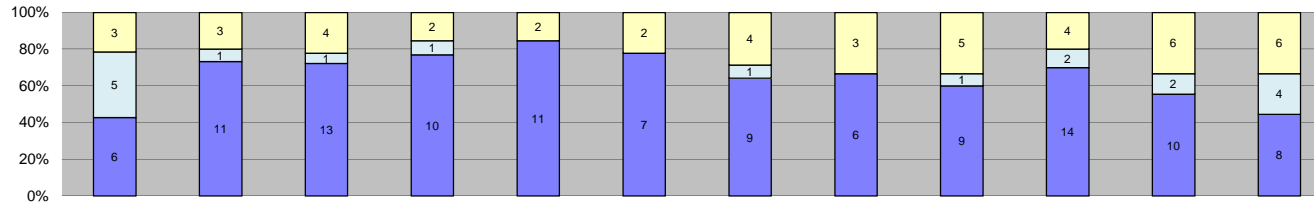
Events	2012												Year to Date Average		2011 Average	
	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Quantity	%	Quantity	%
Non-Violations	383	318	345	323	322	321	357	337	279	409	383	300	340	90%	331	92%
Violations	34	42	49	47	50	46	32	49	44	27	40	12	39	10%	29	8%
<b>Total:</b>	<b>417</b>	<b>360</b>	<b>394</b>	<b>370</b>	<b>372</b>	<b>367</b>	<b>389</b>	<b>386</b>	<b>323</b>	<b>436</b>	<b>423</b>	<b>312</b>	<b>379</b>	<b>100%</b>	<b>360</b>	<b>100%</b>
<b>Violations</b>																
Uncontrollable Non-Issued	24	34	37	40	43	38	29	34	26	16	33	9	30	76%	20	70%
Controllable Non-Issued	1	1	0	0	1	2	0	1	0	0	0	0	1	3%	1	3%
Citations	9	7	12	7	6	6	3	14	18	11	7	3	9	21%	8	27%
<b>Total:</b>	<b>34</b>	<b>42</b>	<b>49</b>	<b>47</b>	<b>50</b>	<b>46</b>	<b>32</b>	<b>49</b>	<b>44</b>	<b>27</b>	<b>40</b>	<b>12</b>	<b>40</b>	<b>100%</b>	<b>29</b>	<b>100%</b>
<b>Non-Violations</b>																
Rear Axle Violation	1	2	2	2	0	1	0	2	0	0	1	0	2	0%	1	0%
Gate Down - No Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Train Activation	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Emergency Vehicle	1	5	6	3	2	9	5	13	7	3	3	1	5	1%	1	0%
Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
No Violation Occurred	381	311	337	318	320	311	352	322	272	406	379	299	334	98%	329	99%
<b>Total:</b>	<b>383</b>	<b>318</b>	<b>345</b>	<b>323</b>	<b>322</b>	<b>321</b>	<b>357</b>	<b>337</b>	<b>279</b>	<b>409</b>	<b>383</b>	<b>300</b>	<b>340</b>	<b>100%</b>	<b>331</b>	<b>100%</b>
<b>Uncontrollable Non-Issued Violations</b>																
No Plate	1	2	1	2	2	6	5	1	4	5	5	1	3	8%	2	10%
Out of State Plate	0	0	2	0	0	1	0	1	1	1	0	0	1	3%	1	3%
Glare on Plate	0	0	0	0	0	0	0	0	0	0	0	1	1	3%	0	0%
Illegible Plate	1	2	1	4	1	1	3	6	4	1	4	0	3	7%	0	0%
Plate Obstructed	0	1	3	2	2	0	0	0	0	0	0	0	2	5%	1	2%
Windshield Glare	2	5	4	4	8	3	4	5	4	1	2	5	4	11%	3	14%
Driver Obstructed	4	0	0	2	4	3	0	3	1	1	5	0	3	8%	1	5%
Car Obstructed	13	15	13	15	14	11	4	8	4	0	7	1	10	26%	9	39%
No DMV Match Found	0	2	7	5	5	4	9	8	3	4	4	0	5	14%	3	13%
LASD Expired	0	0	0	1	0	0	0	0	0	0	1	0	1	3%	0	1%
LASD Return	3	7	6	5	7	9	4	2	5	3	5	1	5	13%	3	11%
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	1%
<b>Total:</b>	<b>24</b>	<b>34</b>	<b>37</b>	<b>40</b>	<b>43</b>	<b>38</b>	<b>29</b>	<b>34</b>	<b>26</b>	<b>16</b>	<b>33</b>	<b>9</b>	<b>37</b>	<b>100%</b>	<b>23</b>	<b>100%</b>
<b>Controllable Non-Issued Violations</b>																
Framing of Plate	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	8%
Focus / Clarity of Plate	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	17%
Dark Interior	1	0	0	0	0	2	0	0	0	0	0	0	2	43%	0	25%
Framing of Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	8%
Focus / Clarity of Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	8%
Framing of Car	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	8%
Operator/Data Error	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	8%
Exposure	0	0	0	0	1	0	0	1	0	0	0	0	1	29%	0	17%
Equipment Malfunction	0	1	0	0	0	0	0	0	0	0	0	0	1	29%	0	0%
ACS Expired	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
<b>Total:</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100%</b>	<b>1</b>	<b>100%</b>
<b>Summary Metrics</b>																
Daily Average Vehicle Passes	538	464	565	564	497	565	576	501	580	496	551	509	534		487	
Average Issued Speed	17	18	17	18	16	21	13	17	17	15	21	19	17		18	
Average Issued Red Seconds	17.2	14.8	11.9	0.5	20.2	25.5	20.7	19.3	2.4	9.5	0.5	0.3	11.9		13.6	
Citation / Violation Issuance Rate	26%	17%	24%	15%	12%	13%	9%	29%	41%	41%	18%	25%	22%		30%	
Controllable Issuance Rate	90%	88%	100%	100%	86%	75%	100%	93%	100%	100%	100%	100%	94%		88%	



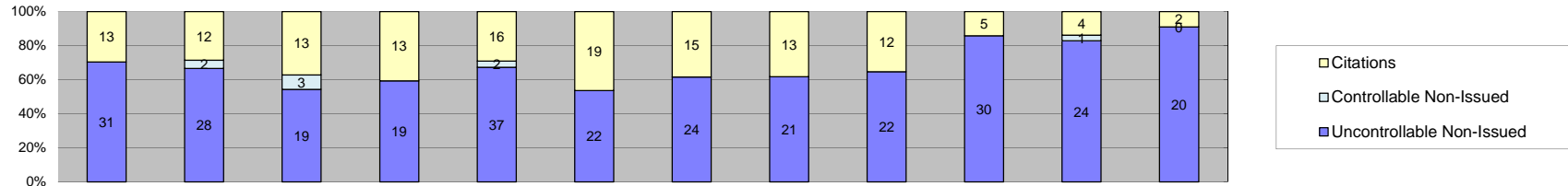
Events	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Year to Date Average		2011 Average	
													Quantity	%	Quantity	%
Non-Violations	92	67	81	101	127	77	122	126	119	116	141	165	111	83%	114	56%
Violations	18	27	14	31	34	24	29	28	27	18	19	12	23	17%	89	44%
<b>Total:</b>	<b>110</b>	<b>94</b>	<b>95</b>	<b>132</b>	<b>161</b>	<b>101</b>	<b>151</b>	<b>154</b>	<b>146</b>	<b>134</b>	<b>160</b>	<b>177</b>	<b>135</b>	<b>100%</b>	<b>203</b>	<b>100%</b>
<b>Violations</b>																
Uncontrollable Non-Issued	13	15	6	25	27	21	22	24	19	9	18	9	17	71%	52	58%
Controllable Non-Issued	3	1	2	2	1	0	0	0	0	1	0	0	2	7%	1	1%
Citations	2	11	6	4	6	3	7	4	8	8	1	3	5	22%	36	41%
<b>Total:</b>	<b>18</b>	<b>27</b>	<b>14</b>	<b>31</b>	<b>34</b>	<b>24</b>	<b>29</b>	<b>28</b>	<b>27</b>	<b>18</b>	<b>19</b>	<b>12</b>	<b>24</b>	<b>100%</b>	<b>89</b>	<b>100%</b>
<b>Non-Violations</b>																
Rear Axle Violation	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Gate Down - No Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Train Activation	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Emergency Vehicle	1	2	2	1	3	2	4	6	0	3	0	0	3	2%	2	2%
Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
No Violation Occurred	91	65	79	100	124	75	118	120	119	113	141	165	109	98%	113	98%
<b>Total:</b>	<b>92</b>	<b>67</b>	<b>81</b>	<b>101</b>	<b>127</b>	<b>77</b>	<b>122</b>	<b>126</b>	<b>119</b>	<b>116</b>	<b>141</b>	<b>165</b>	<b>112</b>	<b>100%</b>	<b>114</b>	<b>100%</b>
<b>Uncontrollable Non-Issued Violations</b>																
No Plate	3	2	1	5	1	0	6	6	5	2	3	0	3	12%	9	17%
Out of State Plate	0	1	1	0	0	1	0	2	1	0	1	0	1	4%	2	3%
Glare on Plate	0	0	0	0	0	1	0	0	0	0	0	0	1	4%	0	0%
Illegible Plate	0	2	0	0	2	1	3	2	0	0	1	0	2	7%	1	1%
Plate Obstructed	0	0	1	0	0	0	0	1	0	0	0	0	1	4%	0	1%
Windshield Glare	1	0	0	1	0	1	0	0	0	0	0	0	1	4%	2	3%
Driver Obstructed	0	1	0	2	3	2	0	0	0	0	2	0	2	7%	5	10%
Car Obstructed	5	4	3	5	3	3	2	0	0	0	0	0	4	13%	2	3%
No DMV Match Found	2	3	0	2	3	2	4	3	4	1	1	1	2	9%	8	16%
LASD Expired	0	0	0	2	0	0	0	0	0	0	0	3	3	9%	0	0%
LASD Return	2	2	0	8	15	10	7	10	9	6	10	5	8	28%	18	35%
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	6	11%
<b>Total:</b>	<b>13</b>	<b>15</b>	<b>6</b>	<b>25</b>	<b>27</b>	<b>21</b>	<b>22</b>	<b>24</b>	<b>19</b>	<b>9</b>	<b>18</b>	<b>9</b>	<b>27</b>	<b>100%</b>	<b>52</b>	<b>100%</b>
<b>Controllable Non-Issued Violations</b>																
Framing of Plate	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	14%
Focus / Clarity of Plate	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	29%
Dark Interior	0	0	0	0	0	0	0	0	0	1	0	0	1	27%	0	14%
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	14%
Operator/Data Error	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Exposure	0	1	1	0	0	0	0	0	0	0	0	0	1	27%	0	0%
Equipment Malfunction	3	0	1	2	1	0	0	0	0	0	0	0	2	47%	0	29%
ACS Expired	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
<b>Total:</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100%</b>	<b>1</b>	<b>100%</b>
<b>Summary Metrics</b>																
Daily Average Vehicle Passes	22,742	164	205	163	206	155	192	254	170	460	284	271	Year to Date Average		2011 Average	
Average Issued Speed	13	17	15	18	19	17	18	18	20	17	13	17	2,105		497	
Average Issued Red Seconds	22.4	9.9	31.8	21.5	16.2	57.7	15.2	33.2	15.4	9.8	0.5	0.7	19.5		16.8	
Citation / Violation Issuance Rate	11%	41%	43%	13%	18%	13%	24%	14%	30%	44%	5%	25%	23%		39%	
Controllable Issuance Rate	40%	92%	75%	67%	86%	100%	100%	100%	100%	89%	100%	100%	87%		97%	



Events	2012												Year to Date Average		2011 Average	
	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Quantity	%	Quantity	%
Non-Violations	1,541	1,313	1,352	1,520	1,239	1,222	1,770	1,484	1,419	1,698	1,898	1,476	1,494	85%	1,016	90%
Violations	212	467	449	447	431	216	148	131	134	141	158	115	254	15%	107	10%
<b>Total:</b>	<b>1,753</b>	<b>1,780</b>	<b>1,801</b>	<b>1,967</b>	<b>1,670</b>	<b>1,438</b>	<b>1,918</b>	<b>1,615</b>	<b>1,553</b>	<b>1,839</b>	<b>2,056</b>	<b>1,591</b>	<b>1,748</b>	<b>100%</b>	<b>1,123</b>	<b>100%</b>
<b>Violations</b>																
Uncontrollable Non-Issued	149	328	390	371	346	177	73	70	65	82	95	63	184	72%	63	59%
Controllable Non-Issued	9	83	10	14	58	0	33	1	29	1	1	2	22	9%	12	11%
Citations	54	56	49	62	27	39	42	60	40	58	62	50	50	20%	32	30%
<b>Total:</b>	<b>212</b>	<b>467</b>	<b>449</b>	<b>447</b>	<b>431</b>	<b>216</b>	<b>148</b>	<b>131</b>	<b>134</b>	<b>141</b>	<b>158</b>	<b>115</b>	<b>256</b>	<b>100%</b>	<b>107</b>	<b>100%</b>
<b>Non-Violations</b>																
Rear Axle Violation	2	0	0	1	0	2	3	1	1	1	1	0	2	0%	0	0%
Gate Down - No Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Train Activation	0	2	0	1	0	0	0	0	0	0	0	0	2	0%	0	0%
Emergency Vehicle	0	1	4	2	1	4	1	3	1	1	1	1	2	0%	1	0%
Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
No Violation Occurred	1,539	1,310	1,348	1,516	1,238	1,216	1,766	1,480	1,417	1,696	1,896	1,475	1,491	100%	1,014	100%
<b>Total:</b>	<b>1,541</b>	<b>1,313</b>	<b>1,352</b>	<b>1,520</b>	<b>1,239</b>	<b>1,222</b>	<b>1,770</b>	<b>1,484</b>	<b>1,419</b>	<b>1,698</b>	<b>1,898</b>	<b>1,476</b>	<b>1,496</b>	<b>100%</b>	<b>1,016</b>	<b>100%</b>
<b>Uncontrollable Non-Issued Violations</b>																
No Plate	25	45	44	50	27	25	21	24	23	19	33	7	29	14%	13	20%
Out of State Plate	3	4	2	6	1	3	1	2	3	2	2	2	3	1%	2	2%
Glare on Plate	22	75	37	15	7	8	7	5	3	2	2	2	15	7%	0	0%
Illegible Plate	11	73	162	141	185	39	2	1	1	3	10	2	53	26%	0	0%
Plate Obstructed	1	0	1	2	1	0	0	0	1	1	0	0	1	1%	0	0%
Windshield Glare	2	19	14	13	16	14	9	7	2	1	5	0	9	5%	4	7%
Driver Obstructed	8	14	15	18	3	4	3	2	2	7	6	3	7	3%	4	6%
Car Obstructed	49	73	78	84	91	53	8	0	0	1	1	0	49	24%	20	32%
No DMV Match Found	10	6	12	8	6	14	7	13	16	15	12	16	11	5%	7	10%
LASD Expired	0	0	0	4	0	0	0	0	0	0	6	22	11	5%	0	0%
LASD Return	18	19	25	30	9	17	15	16	14	31	18	9	18	9%	13	21%
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	1	1%
<b>Total:</b>	<b>149</b>	<b>328</b>	<b>390</b>	<b>371</b>	<b>346</b>	<b>177</b>	<b>73</b>	<b>70</b>	<b>65</b>	<b>82</b>	<b>95</b>	<b>63</b>	<b>206</b>	<b>100%</b>	<b>63</b>	<b>100%</b>
<b>Controllable Non-Issued Violations</b>																
Framing of Plate	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Focus / Clarity of Plate	3	0	8	5	0	0	0	0	0	0	0	0	5	8%	0	0%
Dark Interior	0	2	1	3	0	0	0	1	0	0	0	0	2	3%	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	1	0	0	0	0	0	0	1	0	1	1%	0	1%
Framing of Car	1	0	0	0	0	0	0	0	0	0	0	0	1	1%	0	0%
Operator/Data Error	0	0	0	0	52	0	32	0	0	1	0	0	28	41%	5	46%
Exposure	5	2	1	0	1	0	1	0	0	0	0	2	2	3%	0	1%
Equipment Malfunction	0	79	0	5	5	0	0	0	29	0	0	0	30	43%	6	51%
ACS Expired	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
<b>Total:</b>	<b>9</b>	<b>83</b>	<b>10</b>	<b>14</b>	<b>58</b>	<b>0</b>	<b>33</b>	<b>1</b>	<b>29</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>69</b>	<b>100%</b>	<b>12</b>	<b>100%</b>
<b>Summary Metrics</b>																
Daily Average Vehicle Passes	Year to Date Average												2011 Average			
Average Issued Speed	3,276	3,081	2,955	3,374	2,456	2,480	3,210	2,642	2,347	2,987	2,521	2,751	2,840		3,367	
Average Issued Red Seconds	16	17	18	18	19	18	18	18	18	19	18	18	18		19	
Citation / Violation Issuance Rate	6.5	8.0	5.0	3.5	4.4	7.5	7.5	4.3	13.8	3.4	5.4	4.6	6.2		6.4	
Controllable Issuance Rate	25%	12%	11%	14%	6%	18%	28%	46%	30%	41%	39%	43%	26%		34%	
	86%	40%	83%	82%	32%	100%	56%	98%	58%	98%	98%	96%	77%		81%	



Events	2012												Year to Date Average		2011 Average	
	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Quantity	%	Quantity	%
Non-Violations	77	86	98	51	81	74	78	88	73	100	109	84	83	85%	16	80%
Violations	14	15	18	13	13	9	14	9	15	20	18	18	15	15%	4	20%
<b>Total:</b>	<b>91</b>	<b>101</b>	<b>116</b>	<b>64</b>	<b>94</b>	<b>83</b>	<b>92</b>	<b>97</b>	<b>88</b>	<b>120</b>	<b>127</b>	<b>102</b>	<b>98</b>	<b>100%</b>	<b>20</b>	<b>100%</b>
<b>Violations</b>																
Uncontrollable Non-Issued	6	11	13	10	11	7	9	6	9	14	10	8	10	63%	2	56%
Controllable Non-Issued	5	1	1	1	0	0	1	0	1	2	2	4	2	13%	1	17%
Citations	3	3	4	2	2	2	4	3	5	4	6	6	4	24%	1	27%
<b>Total:</b>	<b>14</b>	<b>15</b>	<b>18</b>	<b>13</b>	<b>13</b>	<b>9</b>	<b>14</b>	<b>9</b>	<b>15</b>	<b>20</b>	<b>18</b>	<b>18</b>	<b>15</b>	<b>100%</b>	<b>4</b>	<b>100%</b>
<b>Non-Violations</b>																
Rear Axle Violation	0	0	0	0	1	0	0	0	0	0	0	0	1	1%	0	2%
Gate Down - No Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Train Activation	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	1%
Emergency Vehicle	1	1	5	1	1	1	1	1	0	0	2	0	2	2%	0	3%
Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	1%
No Violation Occurred	76	85	93	50	79	73	77	87	73	100	107	84	82	97%	15	95%
<b>Total:</b>	<b>77</b>	<b>86</b>	<b>98</b>	<b>51</b>	<b>81</b>	<b>74</b>	<b>78</b>	<b>88</b>	<b>73</b>	<b>100</b>	<b>109</b>	<b>84</b>	<b>85</b>	<b>100%</b>	<b>16</b>	<b>100%</b>
<b>Uncontrollable Non-Issued Violations</b>																
No Plate	2	3	1	1	2	1	1	1	2	2	1	2	2	11%	1	33%
Out of State Plate	0	0	0	0	1	0	0	0	0	1	0	1	1	7%	0	4%
Glare on Plate	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Illegible Plate	0	0	1	0	0	0	0	0	0	2	0	0	2	10%	0	0%
Plate Obstructed	1	0	1	0	1	0	0	0	0	0	0	0	1	7%	0	0%
Windshield Glare	2	3	3	2	3	2	2	3	4	6	5	1	3	20%	0	19%
Driver Obstructed	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	4%
Car Obstructed	0	1	0	5	1	3	0	1	2	1	0	1	2	13%	0	15%
No DMV Match Found	1	0	3	1	1	1	1	0	0	1	3	2	2	11%	0	7%
LASD Expired	0	0	0	1	0	0	1	0	0	0	0	1	1	7%	0	0%
LASD Return	0	4	4	0	2	0	4	1	1	1	1	0	2	15%	0	19%
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
<b>Total:</b>	<b>6</b>	<b>11</b>	<b>13</b>	<b>10</b>	<b>11</b>	<b>7</b>	<b>9</b>	<b>6</b>	<b>9</b>	<b>14</b>	<b>10</b>	<b>8</b>	<b>15</b>	<b>100%</b>	<b>2</b>	<b>100%</b>
<b>Controllable Non-Issued Violations</b>																
Framing of Plate	1	0	0	0	0	0	0	0	0	0	0	0	1	18%	0	0%
Focus / Clarity of Plate	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Dark Interior	2	1	1	1	0	0	0	0	1	1	2	4	2	29%	0	50%
Framing of Driver	1	0	0	0	0	0	0	0	0	0	0	0	1	18%	0	13%
Focus / Clarity of Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	13%
Framing of Car	1	0	0	0	0	0	0	0	0	1	0	0	1	18%	0	25%
Operator/Data 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	0	0	0	1	18%	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%
<b>Total:</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>100%</b>	<b>1</b>	<b>100%</b>
<b>Summary Metrics</b>																
Daily Average Vehicle Passes	4,881	4,022	4,979	4,812	3,641	4,575	4,802	4,743	4,906	5,303	4,984	5,088	Year to Date Average		2011 Average	
Average Issued Speed	25	26	24	28	27	26	22	20	25	20	26	21	24	996		
Average Issued Red Seconds	6.9	41.3	0.5	0.5	0.5	0.8	0.8	20.3	0.4	25.2	0.7	1.7	8.3	2.7		
Citation / Violation Issuance Rate	21%	20%	22%	15%	15%	22%	29%	33%	33%	20%	33%	33%	25%	27%		
Controllable Issuance Rate	38%	75%	80%	67%	100%	100%	80%	100%	83%	67%	75%	60%	77%	62%		



Events	2012												Year to Date Average		2011 Average	
	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Quantity	%	Quantity	%
Non-Violations	197	186	194	178	207	215	220	298	229	218	259	237	220	86%	43	82%
Violations	44	42	35	32	55	41	39	34	34	35	29	22	37	14%	10	18%
<b>Total:</b>	<b>241</b>	<b>228</b>	<b>229</b>	<b>210</b>	<b>262</b>	<b>256</b>	<b>259</b>	<b>332</b>	<b>263</b>	<b>253</b>	<b>288</b>	<b>259</b>	<b>257</b>	<b>100%</b>	<b>52</b>	<b>100%</b>
<b>Violations</b>																
Uncontrollable Non-Issued	31	28	19	19	37	22	24	21	22	30	24	20	25	65%	3	26%
Controllable Non-Issued	0	2	3	0	2	0	0	0	0	0	1	0	2	5%	5	51%
Citations	13	12	13	13	16	19	15	13	12	5	4	2	11	30%	2	23%
<b>Total:</b>	<b>44</b>	<b>42</b>	<b>35</b>	<b>32</b>	<b>55</b>	<b>41</b>	<b>39</b>	<b>34</b>	<b>34</b>	<b>35</b>	<b>29</b>	<b>22</b>	<b>38</b>	<b>100%</b>	<b>10</b>	<b>100%</b>
<b>Non-Violations</b>																
Rear Axle Violation	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Gate Down - No Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Train Activation	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Emergency Vehicle	0	0	3	2	3	2	1	4	0	4	2	3	3	1%	0	0%
Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
No Violation Occurred	197	186	191	176	204	213	219	294	229	214	257	234	218	99%	43	100%
<b>Total:</b>	<b>197</b>	<b>186</b>	<b>194</b>	<b>178</b>	<b>207</b>	<b>215</b>	<b>220</b>	<b>298</b>	<b>229</b>	<b>218</b>	<b>259</b>	<b>237</b>	<b>221</b>	<b>100%</b>	<b>43</b>	<b>100%</b>
<b>Uncontrollable Non-Issued Violations</b>																
No Plate	4	5	4	4	2	2	9	2	5	3	4	3	4	11%	1	33%
Out of State Plate	3	0	0	0	1	2	0	0	1	0	0	0	2	5%	0	7%
Glare on Plate	0	0	2	0	1	0	0	0	0	0	0	0	2	4%	0	0%
Illegible Plate	0	2	1	1	5	3	1	1	0	1	0	0	2	5%	0	0%
Plate Obstructed	0	0	0	0	0	0	0	0	0	1	0	0	1	3%	0	0%
Windshield Glare	1	2	0	2	1	1	4	3	0	0	0	0	2	6%	0	0%
Driver Obstructed	3	2	2	2	4	5	3	8	3	4	0	2	3	10%	0	3%
Car Obstructed	6	13	4	7	8	2	0	0	0	0	0	0	7	19%	1	23%
No DMV Match Found	5	0	4	2	7	4	4	2	4	7	3	1	4	11%	0	13%
LASD Expired	0	0	0	0	0	0	0	0	0	0	4	1	3	7%	0	0%
LASD Return	9	4	2	1	8	3	3	5	9	14	13	13	7	20%	1	20%
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
<b>Total:</b>	<b>31</b>	<b>28</b>	<b>19</b>	<b>19</b>	<b>37</b>	<b>22</b>	<b>24</b>	<b>21</b>	<b>22</b>	<b>30</b>	<b>24</b>	<b>20</b>	<b>36</b>	<b>100%</b>	<b>3</b>	<b>100%</b>
<b>Controllable Non-Issued Violations</b>																
Framing of Plate	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	7%
Focus / Clarity of Plate	0	0	1	0	0	0	0	0	0	0	0	0	1	23%	0	0%
Dark Interior	0	0	0	0	1	0	0	0	0	0	1	0	1	23%	0	2%
Framing of Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	3%
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	7%
Operator/Data Error	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
Exposure	0	1	2	0	1	0	0	0	0	0	0	0	1	31%	0	5%
Equipment Malfunction	0	1	0	0	0	0	0	0	0	0	0	0	1	23%	4	76%
ACS Expired	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%
<b>Total:</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>100%</b>	<b>5</b>	<b>100%</b>
<b>Summary Metrics</b>																
Daily Average Vehicle Passes	1,290	1,241	1,219	1,202	919	1,160	1,533	1,462	1,659	1,575	1,619	1,551	1,369		206	
Average Issued Speed	15	15	15	15	14	14	16	17	15	15	15	17	15		7	
Average Issued Red Seconds	26.4	43.3	33.0	20.3	6.5	21.4	27.8	40.2	34.2	25.9	14.6	35.7	27.4		24.6	
Citation / Violation Issuance Rate	30%	29%	37%	41%	29%	46%	38%	38%	35%	14%	14%	9%	30%		29%	
Controllable Issuance Rate	100%	86%	81%	100%	89%	100%	100%	100%	100%	100%	80%	100%	95%		64%	

**Calls For Information**

Reason for Call	Dec-12	3 Month Average	Year to Date Average	Year to Date Total	2011 Average
<i>Appointment</i>	3	2	4	39	3
<i>Bail</i>	4	5	4	49	8
<i>Complaint</i>	0	0	1	1	0
<i>Contest Violation</i>	2	10	11	127	9
<i>Courtesy Notice</i>	1	2	3	38	0
<i>Explain Citation</i>	3	2	3	23	3
<i>Explain Court</i>	0	0	0	0	0
<i>Explain the Project</i>	0	0	0	0	0
<i>Extension</i>	1	2	3	34	3
<i>Other</i>	0	0	0	0	0
<i>Affidavit of Non-Liability</i>	6	7	8	94	8
<i>Affidavit of Non-Liability Status</i>	2	0	2	7	1
<i>Traffic Shool</i>	1	0	1	7	1
<b>Total Calls</b>	23	31	40	419	36
<b>Appointments Scheduled</b>	4	1	3	32	3
<b>Affidavits of Non-Liability Processed</b>	42	47	41	487	43
<b>Court Packets Prepared</b>	22	26	27	322	29





A **xerox** Company

## Los Angeles County MTA Blue Line Monthly Citation Yield - By Location *December 2012*

Direction	Location	Code	Days of Enforcement	Events	Violations	Citations	Yield*
WB	20th St @ Long Beach Blvd.	322	31	0	0	0	0.00
EB	Vernon Ave @ Long Beach	421	31	13	8	4	0.13
EB	Century Blvd. @ Grandee	821	31	6	4	2	0.06
WB	Century Blvd. @ Grandee	822	31	6	5	2	0.06
EB	103rd St @ Grandee	841	31	25	14	9	0.29
EB	119th St @ Willowbrook	981	31	10	4	1	0.03
WB	119th St @ Willowbrook	982	31	23	14	3	0.10
EB	130th @ Willowbrook	1051	31	13	7	3	0.10
WB	130th @ Willowbrook	1052	31	0	0	0	0.00
EB	Stockwell @ Willowbrook	1081	31	49	33	0	0.00
WB	Stockwell @ Willowbrook	1082	31	18	12	7	0.23
EB	Washington to NB Los Angeles	2003	31	605	105	24	0.77
WB	Washington to SB Los Angeles	2008	31	469	6	1	0.03
EB	Washington to NB San Pedro	2017	31	413	144	24	0.77
WB	Washington to SB San Pedro	2018	31	670	34	5	0.16
EB	Washington to NB Broadway	2027	31	312	12	3	0.10
SB	Flower to EB 18th Street	2036	31	177	12	3	0.10
SB	Flower to EB 10 Fwy On Ramp	2046	31	1591	115	50	1.61
WB	Vanice @ Flower	2054	31	102	18	6	0.19
SB	Flower to EB Venice	2056	31	259	22	2	0.06
<b>Totals</b>			<b>31</b>	<b>4,761</b>	<b>569</b>	<b>149</b>	<b>4.81</b>

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



A **xerox** Company

**Los Angeles County MTA Blue Line  
Disposition Summary Report  
December 2012**

	<b>Dec-12</b>		<b>3 Month Average</b>		<b>YTD Total</b>		<b>YTD Average</b>		<b>2011 Average</b>	
<b>Disposition Type</b>	<b>Count /Amount Paid</b>		<b>Count /Amount Paid</b>		<b>Count /Amount Paid</b>		<b>Count /Amount Paid</b>		<b>Count /Amount Paid</b>	
<i>Bail Forfeiture</i>	<b>36</b>	<b>\$18,995.00</b>	<b>38</b>	<b>\$19,489</b>	<b>526</b>	<b>\$264,582</b>	<b>44</b>	<b>\$22,049</b>	<b>56</b>	<b>\$28,408</b>
<i>Fine Paid</i>	<b>18</b>	<b>\$9,851.00</b>	<b>14</b>	<b>\$7,188</b>	<b>212</b>	<b>\$110,524</b>	<b>18</b>	<b>\$9,210</b>	<b>19</b>	<b>\$9,912</b>
<i>Department Void</i>	<b>0</b>	<b>\$0.00</b>	<b>0</b>	<b>\$0</b>	<b>4</b>	<b>\$0</b>	<b>0</b>	<b>\$0</b>	<b>1</b>	<b>\$0</b>
<i>Not Guilty</i>	<b>58</b>	<b>\$0.00</b>	<b>52</b>	<b>\$0</b>	<b>449</b>	<b>\$0</b>	<b>37</b>	<b>\$0</b>	<b>14</b>	<b>\$0</b>
<i>Section D Void</i>	<b>42</b>	<b>\$0.00</b>	<b>33</b>	<b>\$0</b>	<b>360</b>	<b>\$0</b>	<b>30</b>	<b>\$0</b>	<b>46</b>	<b>\$0</b>
<i>Traffic School</i>	<b>26</b>	<b>\$13,251.00</b>	<b>21</b>	<b>\$10,662</b>	<b>328</b>	<b>\$147,324</b>	<b>27</b>	<b>\$12,277</b>	<b>44</b>	<b>\$23,224</b>
<b>Court Gross Total</b>	<b>180</b>	<b>\$42,097.00</b>	<b>158</b>	<b>\$37,339</b>	<b>1,879</b>	<b>\$522,430</b>	<b>157</b>	<b>\$43,536</b>	<b>181</b>	<b>\$61,544</b>
<b>MTA Gross Total*</b>	<b>80</b>	<b>\$11,588.04</b>	<b>309</b>	<b>\$10,613</b>	<b>1066</b>	<b>\$154,323</b>	<b>89</b>	<b>\$12,860</b>	<b>120</b>	<b>\$17,346</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

	<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>Open</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	1155	22.1%	420	11	1	735	98.5%	63.6%	541	74%	43	151	79%	-	-
Feb-04	4,775	3,564	1211	25.4%	450	13	6	761	98.3%	62.8%	562	74%	53	146	81%	-	-
Mar-04	5,478	4,052	1426	26.0%	637	20	3	789	97.5%	55.3%	569	72%	47	173	78%	-	-
Apr-04	4,159	2,638	1521	36.6%	788	20	6	733	97.4%	48.2%	551	75%	50	132	82%	-	-
May-04	4,008	2,442	1566	39.1%	595	24	4	971	97.6%	62.0%	684	70%	66	221	77%	-	-
Jun-04	3,563	2,232	1331	37.4%	729	22	2	602	96.5%	45.2%	421	70%	45	136	77%	-	-
Jul-04	3,772	2,425	1347	35.7%	532	19	4	815	97.7%	60.5%	582	71%	64	169	79%	-	-
Aug-04	3,476	2,270	1206	34.7%	696	28	12	510	94.9%	42.3%	367	72%	38	105	79%	-	-
Sep-04	3,701	2,417	1284	34.7%	823	22	6	461	95.5%	35.9%	340	74%	33	88	81%	-	-
Oct-04	3,497	2,260	1237	35.4%	549	15	3	688	97.9%	55.6%	487	71%	66	135	80%	-	-
Nov-04	3,218	2,056	1162	36.1%	467	20	15	695	97.3%	59.8%	502	72%	44	149	79%	-	-
Dec-04	3,843	2,736	1107	28.8%	590	15	14	517	97.3%	46.7%	375	73%	49	93	82%	-	-
Jan-05	3,656	2,621	1035	28.3%	456	15	41	579	97.6%	55.9%	424	73%	36	119	79%	-	-
Feb-05	3,200	2,207	993	31.0%	440	9	27	553	98.5%	55.7%	404	73%	43	106	81%	-	-
Mar-05	3,156	2,116	1040	33.0%	454	26	29	586	95.9%	56.3%	436	74%	48	102	83%	-	-
Apr-05	3,688	2,383	1305	35.4%	755	126	32	550	82.2%	42.1%	405	74%	48	97	82%	-	-
May-05	3,617	2,390	1227	33.9%	618	117	24	609	84.4%	49.6%	442	73%	52	115	81%	-	-
Jun-05	3,871	2,719	1152	29.8%	650	114	41	502	82.6%	43.6%	352	70%	38	112	78%	-	-
Jul-05	3,507	2,277	1230	35.1%	538	111	0	692	86.2%	56.3%	457	66%	103	132	81%	-	-
Aug-05	3,711	2,481	1230	33.1%	675	142	19	555	80.2%	45.1%	396	71%	47	112	80%	-	-
Sep-05	3,855	2,629	1226	31.8%	562	125	8	664	84.3%	54.2%	475	72%	50	139	79%	-	-
Oct-05	4,897	3,728	1169	23.9%	566	97	18	603	86.5%	51.6%	422	70%	57	124	79%	-	-
Nov-05	4,956	3,785	1171	23.6%	633	105	16	538	84.1%	45.9%	400	74%	35	103	81%	-	-
Dec-05	4,919	3,937	982	20.0%	529	116	26	453	80.5%	46.1%	346	76%	35	72	84%	-	-
Jan-06	4,752	3,726	1026	21.6%	558	98	30	468	83.6%	45.6%	348	74%	39	81	83%	70	15.3%
Feb-06	4,929	3,808	1121	22.7%	657	97	33	464	83.7%	41.4%	338	73%	34	92	80%	39	9.8%
Mar-06	5,620	4,412	1208	21.5%	710	110	72	498	83.8%	41.2%	347	70%	57	94	81%	45	9.5%
Apr-06	5,159	4,084	1075	20.8%	572	126	30	503	80.9%	46.8%	368	73%	53	82	84%	66	15.6%
May-06	4,914	3,801	1113	22.6%	566	124	26	547	82.2%	49.1%	397	73%	57	93	83%	68	17.0%
Jun-06	4,855	3,834	1021	21.0%	531	153	17	490	76.8%	48.0%	366	75%	39	85	83%	49	14.2%
Jul-06	4,835	3,620	1215	25.1%	647	108	40	568	84.9%	46.7%	396	70%	59	113	80%	40	11.5%
Aug-06	4,677	3,572	1105	23.6%	820	123	19	285	71.2%	25.8%	198	69%	27	60	79%	62	18.3%
Sep-06	4,487	3,396	1091	24.3%	702	115	21	389	78.1%	35.7%	266	68%	46	77	80%	53	15.3%
Oct-06	7,566	6,244	1322	17.5%	913	181	27	409	70.7%	30.9%	303	74%	22	84	79%	52	14.1%
Nov-06	5,897	4,690	1207	20.5%	706	112	52	501	83.2%	41.5%	359	72%	49	93	81%	42	10.6%
Dec-06	5,891	4,671	1220	20.7%	697	128	78	523	82.4%	42.9%	378	72%	36	109	79%	71	19.4%
Jan-07	5,244	4,035	1209	23.1%	822	129	63	387	77.7%	32.0%	278	72%	37	72	81%	40	10.1%
Feb-07	4,897	3,777	1120	22.9%	913	140	61	207	65.7%	18.5%	154	74%	17	36	83%	65	32.8%
Mar-07	5,936	4,506	1430	24.1%	967	191	90	463	74.3%	32.4%	327	71%	51	85	82%	40	15.0%
Apr-07	5,139	4,237	902	17.6%	595	111	88	307	78.1%	34.0%	204	66%	55	48	84%	91	30.0%
May-07	1,148	471	677	59.0%	270	100	76	407	82.8%	60.1%	291	71%	30	86	79%	50	13.9%
Jun-07	3,802	2,589	1213	31.9%	955	125	85	258	73.3%	21.3%	180	70%	13	65	75%	57	15.1%
Jul-07	3,417	2,250	1167	34.2%	932	116	96	235	74.0%	20.1%	148	63%	20	67	71%	40	14.4%

	<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>Open</u>	<u>Closure</u> <u>Rate</u>	<u>Court</u> <u>Packs</u>	<u>Contest</u> <u>Rate</u>
Aug-07	4,301	3,151	1150	26.7%	861	130	66	289	73.2%	25.1%	195	67%	21	73	75%	98	63.6%
Sep-07	3,904	3,069	835	21.4%	588	104	56	247	74.4%	29.6%	145	59%	21	81	67%	40	12.2%
Oct-07	6,157	5,056	1101	17.9%	771	100	43	330	78.9%	30.0%	184	56%	40	106	68%	53	26.0%
Nov-07	7,367	6,035	1332	18.1%	913	115	2	419	78.5%	31.5%	172	41%	159	88	79%	44	15.1%
Dec-07	5,880	4,659	1221	20.8%	869	122	0	352	74.3%	28.8%	162	46%	116	74	79%	48	26.7%
Jan-08	6,059	5,047	1012	16.7%	679	112	0	333	74.8%	32.9%	208	62%	81	44	87%	41	27.7%
Feb-08	7,348	6,296	1052	14.3%	695	122	1	357	74.6%	33.9%	211	59%	87	59	83%	60	30.8%
Mar-08	6,761	5,525	1236	18.3%	890	110	2	346	76.0%	28.0%	189	55%	95	62	82%	33	22.8%
Apr-08	6,259	4,964	1295	20.7%	1025	94	0	270	74.2%	20.8%	182	67%	45	43	84%	57	31.0%
May-08	6,273	5,174	1099	17.5%	906	63	2	193	75.6%	17.6%	119	62%	41	33	83%	50	29.1%
Jun-08	5,517	4,350	1167	21.2%	957	74	0	210	73.9%	18.0%	131	62%	40	39	81%	41	25.3%
Jul-08	5,736	4,740	996	17.4%	745	74	3	251	77.4%	25.2%	171	68%	38	42	83%	41	19.7%
Aug-08	5,001	3,982	1019	20.4%	687	91	2	332	78.6%	32.6%	204	61%	73	55	83%	23	10.9%
Sep-08	5,049	4,204	845	16.7%	514	77	1	331	81.2%	39.2%	196	59%	76	59	82%	48	25.4%
Oct-08	5,045	4,313	732	14.5%	451	59	0	281	82.6%	38.4%	149	53%	50	82	71%	44	24.2%
Nov-08	4,824	4,190	634	13.1%	339	65	0	295	81.9%	46.5%	164	56%	61	70	76%	41	34.5%
Dec-08	5,295	4,552	743	14.0%	391	70	0	352	83.4%	47.4%	163	46%	144	45	87%	30	22.9%
Jan-09	4,838	4,178	660	13.6%	377	68	0	283	80.6%	42.9%	138	49%	92	53	81%	42	24.6%
Feb-09	4,965	4,299	666	13.4%	354	61	1	312	83.7%	46.8%	182	58%	69	61	80%	31	15.2%
Mar-09	5,197	4,390	807	15.5%	525	70	2	282	80.2%	34.9%	174	62%	50	58	79%	43	21.9%
Apr-09	5,448	4,301	1147	21.1%	782	23	2	365	94.1%	31.8%	169	46%	134	62	83%	52	34.9%
May-09	4,847	4,078	769	15.9%	445	92	0	324	77.9%	42.1%	172	53%	95	57	82%	43	26.2%
Jun-09	4,247	3,588	659	15.5%	394	54	2	265	83.2%	40.2%	134	51%	83	48	82%	73	44.8%
Jul-09	4,226	3,533	693	16.4%	432	64	1	261	80.4%	37.7%	145	56%	61	55	79%	35	25.4%
Aug-09	4,471	3,814	657	14.7%	387	60	1	270	81.9%	41.1%	130	48%	83	57	79%	32	17.6%
Sep-09	3,864	3,282	582	15.1%	345	53	18	237	82.8%	40.7%	113	48%	84	40	83%	9	5.2%
Oct-09	4,644	4,002	642	13.8%	388	75	2	254	77.3%	39.6%	120	47%	89	45	82%	36	21.3%
Nov-09	3,626	3,082	544	15.0%	359	53	12	185	78.8%	34.0%	97	52%	51	37	80%	41	23.8%
Dec-09	4,139	3,511	628	15.2%	361	49	8	267	84.9%	42.5%	157	59%	54	56	79%	33	24.6%
Jan-10	3,822	3,255	567	14.8%	346	38	33	221	87.0%	39.0%	135	61%	34	52	76%	25	17.2%
Feb-10	3,063	2,321	742	24.2%	444	80	22	298	80.0%	40.2%	191	64%	38	69	77%	19	14.6%
Mar-10	3,392	2,601	791	23.3%	474	91	27	317	79.1%	40.1%	191	60%	42	84	74%	9	8.0%
Apr-10	3,685	2,935	750	20.4%	493	55	67	257	85.5%	34.3%	143	56%	62	52	80%	12	10.0%
May-10	3,465	2,732	733	21.2%	507	66	59	226	81.2%	30.8%	125	55%	50	51	77%	35	36.1%
Jun-10	3,312	2,531	781	23.6%	472	46	45	309	88.5%	39.6%	176	57%	75	58	81%	28	17.8%
Jul-10	2,783	2,107	676	24.3%	432	57	34	244	83.0%	36.1%	155	64%	45	44	82%	18	13.3%
Aug-10	3,492	2,687	805	23.1%	510	65	62	295	84.6%	36.6%	155	53%	69	71	76%	34	17.8%
Sep-10	2,612	1,985	627	24.0%	382	50	22	245	84.2%	39.1%	127	52%	46	72	71%	39	20.4%
Oct-10	2,746	2,105	641	23.3%	365	56	12	276	83.7%	43.1%	176	64%	37	63	77%	33	23.1%
Nov-10	2,802	2,146	656	23.4%	419	51	51	237	85.0%	36.1%	115	49%	56	66	72%	14	11.2%
Dec-10	2,787	2,130	657	23.6%	411	68	25	246	79.9%	37.4%	123	50%	53	70	72%	45	25.6%

	<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>Open</u>	<u>Closure</u> <u>Rate</u>	<u>Court</u> <u>Packs</u>	<u>Contest</u> <u>Rate</u>
Jan-11	2,780	2,163	617	22.2%	364	73	20	253	78.9%	41.0%	110	43%	86	57	77%	35	22.6%
Feb-11	2,705	2,157	548	20.3%	310	74	20	238	77.7%	43.4%	119	50%	55	64	73%	32	20.6%
Mar-11	2,710	2,008	702	25.9%	440	62	13	262	81.6%	37.3%	108	41%	73	81	69%	23	18.1%
Apr-11	2,937	2,223	714	24.3%	457	74	88	257	82.3%	36.0%	121	47%	65	71	72%	36	20.5%
May-11	3,285	2,527	758	23.1%	529	56	105	229	85.6%	30.2%	100	44%	55	74	68%	29	25.2%
Jun-11	3,064	2,366	698	22.8%	522	60	70	176	80.4%	25.2%	63	36%	39	74	58%	34	27.6%
Jul-11	3,619	2,989	630	17.4%	479	50	101	151	83.4%	24.0%	52	34%	19	80	47%	36	32.7%
Aug-11	5,913	5,027	886	15.0%	678	71	147	208	83.3%	23.5%	74	36%	24	110	47%	29	24.4%
Sep-11	4,528	3,781	747	16.5%	549	58	110	198	84.2%	26.5%	68	34%	15	115	42%	25	23.1%
Oct-11	4,646	3,843	803	17.3%	572	65	115	231	84.2%	28.8%	61	26%	23	147	36%	25	20.7%
Nov-11	4,075	3,384	691	17.0%	501	52	66	190	83.1%	27.5%	36	19%	23	131	31%	13	13.0%
Dec-11	5,073	4,281	792	15.6%	570	57	118	222	85.6%	28.0%	50	23%	50	122	45%	33	52.4%
Jan-12	4,336	3,602	734	16.9%	563	76	116	171	79.1%	23.3%	52	30%	23	96	44%	30	57.7%
Feb-12	5,520	4,191	1329	24.1%	1118	77	119	211	81.1%	15.9%	49	23%	28	134	36%	32	43.2%
Mar-12	4,908	3,721	1187	24.2%	1006	91	158	181	78.8%	15.2%	48	27%	24	109	40%	22	32.4%
Apr-12	5,137	3,831	1306	25.4%	1087	91	164	219	80.8%	16.8%	41	19%	47	131	40%	27	44.3%
May-12	5,018	3,703	1315	26.2%	1194	68	121	121	78.1%	9.2%	27	22%	15	79	35%	38	105.6%
Jun-12	4,419	3,417	1002	22.7%	830	76	116	172	79.1%	17.2%	29	17%	13	130	24%	32	88.9%
Jul-12	5,102	4,210	892	17.5%	730	73	102	162	78.3%	18.2%	18	11%	4	140	14%	18	50.0%
Aug-12	4,922	3,990	932	18.9%	679	75	107	253	82.8%	27.1%	15	6%	15	223	12%	24	66.7%
Sep-12	4,648	3,764	884	19.0%	673	99	128	211	77.4%	23.9%	6	3%	4	201	5%	30	83.3%
Oct-12	4,914	4,046	868	17.7%	647	93	165	221	80.6%	25.5%	3	1%	3	215	3%	29	80.6%
Nov-12	5,347	4,539	808	15.1%	629	80	131	179	79.5%	22.2%	1	1%	2	176	2%	18	50.0%
Dec-12	4,761	4,192	569	12.0%	420	63	74	149	78.0%	26.2%	0	0%	1	148	1%	22	44.0%
<b>Total</b>	<b>482,539</b>	<b>377,023</b>	<b>105,516</b>	<b>21.9%</b>	<b>65,917</b>	<b>8,460</b>	<b>4,521</b>	<b>39,599</b>	<b>83.9%</b>	<b>37.5%</b>	<b>24,325</b>	<b>63.0%</b>	<b>5,377</b>	<b>9,897</b>	<b>76.8%</b>	<b>3,285</b>	<b>27.4%</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.