METROPOLITAN TRANSPORTATION AUTHORITY **LOS ANGELES COUNTY**

Photo Enforcement Services



Expo Line Monthly Report



September 2018





Los Angeles County MTA Expo Line Photo Enforcement Services September 2018 Monthly Report

Table of Contents

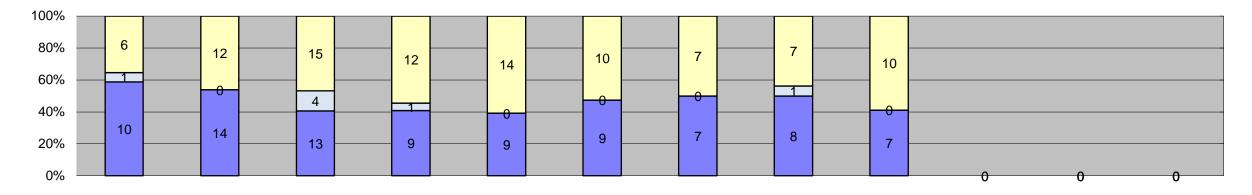
| Report Title | Page |
|--|------|
| Approach Summary Report, All Locations | 3 |
| Approach Summary Report, Location 5008: SB to EB Flower @ Washington | 4 |
| Approach Summary Report, Location 5018: SB to WB Flower @ USC Trade Tech | |
| Approach Summary Report, Location 5028: SB to EB Flower @ 23rd | |
| Approach Summary Report, Location 5038: SB to EB Flower @ Adams | |
| Approach Summary Report, Location 5048: SB to EB Flower @ 28th St | |
| Approach Summary Report, Location 5058: Sb to EB Flower @ 30th St | |
| Approach Summary Report, Location 5068: SB to EB Flower @ Jefferson | |
| Approach Summary Report, Location 5077: EB to NB Exposition @ Watt | |
| Approach Summary Report, Location 5079: WB to SB Exposition @ Bill Robertson | |
| Approach Summary Report, Location 5087: EB to NB Exposition @ Vermont | |
| Approach Summary Report, Location 5089: WB to SB Exposition @ Vermont | |
| Approach Summary Report, Location 5097: EB to NB Exposition @ Raymond | |
| Approach Summary Report, Location 5107: EB to NB Exposition @ Normandie | |
| Approach Summary Report, Location 5109: WB to SB Exposition @ Normandie | |
| Approach Summary Report, Location 5117: EB to NB Exposition @ Halldale | |
| Approach Summary Report, Location 5119 WB to SB Exposition @ Denker | |
| Approach Summary Report, Location 5127: EB to NB Exposition @ Western | |
| Approach Summary Report, Location 5129: WB to SB Exposition @ Western | |
| Approach Summary Report, Location 5137: EB to SB Exposition @ Crenshaw | |
| Monthly Citation Yield Report | 23 |
| 1110 min y Common 1 min 1 mport | 20 |





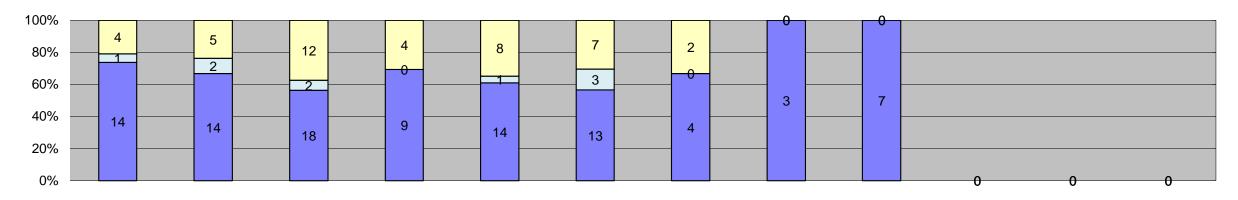
| 0% | | | | | | | | | | 0 | 0 | 0 | | | |
|--|----------------------|--------------------|--------------------|----------------------|-----------------------|----------------------|---------------|---------------|--------------------|--|---------------|--------|-------------------------|-------------|--|
| Events | Jan-18 | Feb-18 | Mar-18 | Apr-18 | May-18 | Jun-18 | Jul-18 | Aug-18 | Sep-18 | Oct-18 | Nov-18 | Dec-18 | Year to Date Mont | hly Average | |
| | | | | · | · · | | | | <u> </u> | | | | Quantity | % | |
| Non-Violations Violations | 12,735 | 12,518 836 | 13,860 957 | 12,902 | 13,947 923 | 12,865 825 | 11,429 714 | 11,263 955 | 10,303 906 | 0 | 0 | 0 | 12,425 874 | 93% 7% | |
| Total: | 836 13,571 | 13,354 | 14,817 | 918 13,820 | 923 14, 870 | 025 13,690 | 12,143 | 955 12,218 | 11,209 | 0 | 0 | 0 | 13,299 | 100% | |
| Violations | 10,071 | 10,004 | 14,017 | 10,020 | 14,070 | 13,030 | 12,140 | 12,210 | 11,203 | • | | | 13,233 | 10070 | |
| Uncontrollable Non-Issued | 507 | 491 | 553 | 505 | 516 | 481 | 461 | 572 | 503 | 0 | 0 | 0 | 510 | 58% | |
| Controllable Non-Issued | 41 | 36 | 53 | 38 | 58 | 49 | 40 | 61 | 60 | 0 | 0 | 0 | 48 | 6% | |
| Citations | 288 | 309 | 351 | 375 | 349 | 295 | 213 | 322 | 343 | 0 | 0 | 0 | 316 | 36% | |
| Total: Non-Violations | 836 | 836 | 957 | 918 | 923 | 825 | 714 | 955 | 906 | 0 | 0 | 0 | 874 | 64% | |
| Emergency Vehicle Non- | | | | | | | | | | Tonorous Control of the Control of t | | | | | |
| Issuable | 20 | 19 | 304 | 21 | 22 | 29 | 22 | 20 | 29 | 0 | 0 | 0 | 54 | 0% | |
| Emergency Vehicle PD | 0 | 0 | 0 | 0 | 4 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 3 | 0% | |
| Intersection Control in Progress- | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0% | |
| PD | | | | | | | | | | | | | | | |
| Gate Down/ No Train No Violation Occurred | 0 10,218 | 0 10,082 | 0 10,939 | 0 10,376 | 0 11,384 | 0 10,261 | 0 8,876 | 0 8,653 | 0 7,806 | 0 | 0 | 0 | 9,844 | 0% 79% | |
| Rear Axle Activation | 10,216 | 90 | 89 | 10,376 | 64 | 77 | 79 | 141 | 158 | 0 | 0 | 0 | 101 | 1% | |
| Right Turn- No Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | |
| Test Shot | 2,386 | 2,325 | 2,528 | 2,397 | 2,473 | 2,494 | 2,451 | 2,447 | 2,259 | 0 | 0 | 0 | 2,418 | 19% | |
| Train Activation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | | | |
| Amber Time Low | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 2 | 0% | |
| Vehicle Stopped- PD Total: | 2 12,735 | 1 12,518 | 0 13,860 | 2 12,902 | 0 13,947 | 0 12,865 | 11,429 | 11,263 | 0 10,303 | 0 | 0 0 | 0 | 12,423 | 0% 100% | |
| Uncontrollable Non-Issu | · | 12,310 | 10,000 | 12,302 | 15,371 | 12,000 | 11,723 | 11,203 | 10,000 | J | <u> </u> | J | 12,720 | 100 /0 | |
| Administrative Dismissal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0% | |
| Address/CDL/DOB Match Fail | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0% | |
| Car Obstructed | 6 | 5 | 10 | 12 | 5 | 8 | 1 | 14 | 13 | 0 | 0 | 0 | 8 | 2% | |
| Conditions Beyond Control | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | |
| Driver Identity Unclear Driver Obstructed | 62 21 | 54 28 | 28 40 | 27 38 | 12 32 | 21 43 | 22 26 | 14 53 | 12 36 | 0 | 0 | 0 | 28 35 | 5% 7% | |
| Exposed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | |
| Glare on Plate | 146 | 158 | 133 | 173 | 174 | 127 | 115 | 139 | 149 | 0 | 0 | 0 | 146 | 28% | |
| Glare on Windshield | 35 | 20 | 27 | 40 | 23 | 65 | 74 | 71 | 32 | 0 | 0 | 0 | 43 | 8% | |
| Illegible Plate | 3 | 11 | 1 | 1 | 2 | 0 | 7 | 6 | 0 | 0 | 0 | 0 | 3 | 1% | |
| Interest of Justice- PD Image Quality- PD | 0 17 | 9 | 0 14 | 0 16 | 20 | 0 21 | 0 13 | 0 15 | 0 2 | 0 | 0 | 0 | 1 14 | 0% 3% | |
| Issuance Criteria Not Met- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | |
| No Warning Sign | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | |
| No Plate | 144 | 149 | 198 | 155 | 181 | 150 | 165 | 200 | 207 | 0 | 0 | 0 | 172 | 33% | |
| No Speed Captured | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | |
| Obstruction In Photo- PD Out of State | 32 | 32 | 22 | 17 5 | 27 11 | 21 10 | 16 | 21 | 11 11 | 0 | 0 | 0 | 22 12 | 4% 2% | |
| Plate Obstructed | 10 31 | 10 23 | 16 32 | 21 | 27 | 15 | 16 6 | 18 19 | 17 | 0 | 0 | 0 | 21 | 2% 4% | |
| Short Yellow- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | |
| Third Party Damage | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | |
| TSB Expired | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 0 | 0 | 0 | 5 | 1% | |
| TSB No Hit | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 17 | 3% | |
| Total: Controllable Non-Issued | 507 | 491 | 553 | 505 | 516 | 481 | 461 | 572 | 503 | 0 | 0 | 0 | 529 | 100% | |
| Controllable Non-issued | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | |
| Clarity of Plate | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3% | |
| Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | |
| Dark Interior | 12 | 8 | 14 | 13 | 16 | 11 | 8 | 9 | 21 | 0 | 0 | 0 | 12 | 21% | |
| Data Box Related- PD Data Box Data Error- PD | 0 | 0 | 0 | U | 2 | 0 | U | 0 | 0 | 0 | 0 | 0 | 2 | 0% 3% | |
| Data Entry Error | 6 | 10 | 17 | 4 | 5 | 3 | 8 | 17 | 10 | 0 | 0 | 0 | 9 | 3% 15% | |
| Emergency Vehicle Issue | 5 | 6 | 4 | 6 | 4 | 9 | 3 | 7 | 9 | 0 | 0 | 0 | 6 | 10% | |
| Exposed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | |
| Equipment Malfunction | 5 | 0 | 3 | 0 | 2 | 4 | 1 | 5 | 2 | 0 | 0 | 0 | 3 | 5% | |
| Framing- PD Framing of Car | 0 | 9 | 0 7 | 0 15 | 0 19 | 0 17 | 0 18 | 0 20 | 0 16 | 0 | 0 | 0 | 14 | 0% 24% | |
| Framing of Car Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 24% 5% | |
| Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | |
| Framing of Plate | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2% | |
| Reject Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 3% | |
| Speed Not Determined | 6 | 3 | 8 | 0 | 8 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 9% | |
| Total: Summary Metrics | 41 | 36 | 53 | 38 | 58 | 49 | 40 | 61 | 60 | 0 | 0 | 0 | 59 Year to Date Mont | 100% | |
| Daily Average Vehicle Passes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | y Average | |
| Average Issued Speed | 372 | 347 | 375 | 373 | 358 | 333 | 333 | 325 | 323 | 0 | 0 | 0 | 349 | | |
| Average Issued Red Seconds | 729 | 808 | 851 | 1,195 | 1,373 | 898 | 1,442 | 501 | 601 | 0 | 0 | 0 | 933.0 | | |
| Citiation / Violation Issuance | 34% | 37% | 37% | 41% | 38% | 36% | 30% | 34% | 38% | 0% | 0% | 0% | 36% | | |
| Rate | | | | | | | | | | | | | | | |
| Controllable Issuance Rate | 88% | 90% | 87% | 91% | 86% | 86% | 84% | 84% | 85% | 0% | 0% | 0% | 87% | | |





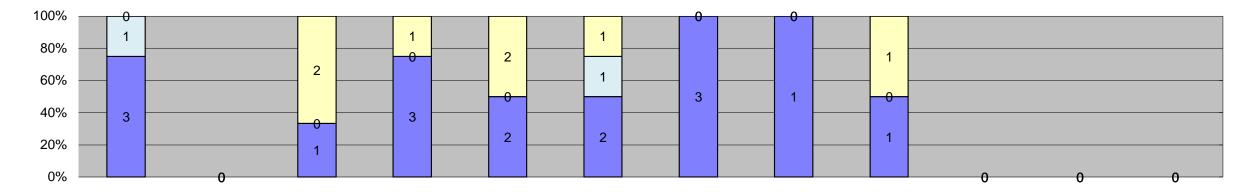
| Events | Jan-18 | Feb-18 | Mar-18 | Apr-18 | May-18 | Jun-18 | Jul-18 | Aug-18 | Sep-18 | Oct-18 | Nov-18 Dec-18 | Year to Date Mo | nthly Average | |
|-------------------------------------|--------------|--------|--------|--------|--------|--------|-----------------|--------|--------|--------|----------------|-----------------|---------------|--|
| Non-Violations | 727 | 718 | 731 | · | 739 | | | | 502 | OCI-16 | 1NOV-10 Dec-10 | Quantity 644 | % 97% | |
| | 17 | | | 657 | | 616 | 572 | 533 | | | | | | |
| Violations | | 26 | 32 | 22 | 23 | 19 | 14 | 16 | 17 | | | 21 | 3% | |
| Total: | 744 | 744 | 763 | 679 | 762 | 635 | 586 | 549 | 519 | | | 665 | 100% | |
| Violations | 10 | | 10 | - | - | | _ | | _ | | | 10 | 4.407 | |
| Uncontrollable Non-Issued | 10 | 14 | 13 | 9 | 9 | 9 | 7 | 8 | 7 | | | 10 | 44% | |
| Controllable Non-Issued | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | | | 2 | 8% | |
| Citations | 6 | 12 | 15 | 12 | 14 | 10 | 7 | 7 | 10 | | | 10 | 48% | |
| Total: | 17 | 26 | 32 | 22 | 23 | 19 | 14 | 16 | 17 | | | 22 | 52% | |
| Non-Violations | | | | | | | | : | | | | | | |
| Emergency Vehicle Non- | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 2 | 1 | | | 1 | 0% | |
| Issuable Emergency Vehicle PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Intersection Control in Progress- | U | U | U | U | 0 | 0 | 0 | U | 0 | | | U | | |
| PD | 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% | |
| No Violation Occurred | 589 | 582 | 595 | 529 | 603 | 491 | 440 | 405 | 378 | | | 512 | 80% | |
| Rear Axle Activation | 8 | 7 | 8 | 5 | 7 | 8 | 11 | 8 | 10 | | | 8 | 1% | |
| Right Turn- No Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Test Shot | 129 | 128 | 127 | 123 | 129 | 116 | 120 | 118 | 113 | | | 123 | 19% | |
| Train Activation | | | | | | | | | | | | 120 | 1370 | |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0% | |
| Amber Time Low | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | | |
| Vehicle Stopped- PD | 0 | 740 | 724 | 0 | 720 | 0 | 0 572 | 0 | 0 | | | 0 | 0% | |
| Total: | 727 | 718 | 731 | 657 | 739 | 616 | 572 | 533 | 502 | | | 644 | 100% | |
| Uncontrollable Non-Issu | | - | _ | - | - | _ | - | - | - | | | | | |
| Administrative Dismissal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Address/CDL/DOB Match Fail | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | 1 | 6% | |
| Conditions Beyond Control | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Driver Identity Unclear | 3 | 6 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | | | 2 | 14% | |
| Driver Obstructed | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | | 1 | 6% | |
| Exposed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Glare on Plate | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | | | 2 | 9% | |
| Glare on Windshield | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | | | 1 | 8% | |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Interest of Justice- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Image Quality- PD | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | | | 1 | 6% | |
| Issuance Criteria Not Met- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| No Warning Sign | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| No Plate | 3 | 3 | 7 | 4 | 5 | 6 | 5 | 8 | 4 | | | 5 | 30% | |
| No Speed Captured | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| | | | | | 4 | | | | | | | 4 | | |
| Obstruction In Photo- PD | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | | | | 8% | |
| Out of State | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | | | <u> </u> | 7% | |
| Plate Obstructed | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | | | 1 | 6% | |
| Short Yellow- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Third Party Damage | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| TSB Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| TSB No Hit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Total: | 10 | 14 | 13 | 9 | 9 | 9 | 7 | 8 | 7 | | | 17 | 100% | |
| Controllable Non-Issued | l Violations | | | | | | | | | | | | | |
| Cnduent Expire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Dark Interior | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | | 1 | 27% | |
| Data Box Related- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Data Box Data Error- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Data Entry Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Emergency Vehicle Issue | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Exposed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Equipment Malfunction | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | | | 2 | 45% | |
| Framing- PD | 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% | |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| | | | | | | | | | | | | 0 | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0% | |
| Reject Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Speed Not Determined | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | | | 1 | 27% | |
| Total: | 1 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | | | 4 | 100% | |
| Summary Metrics | | | | | | | | | | | | Year to Date Mo | - | |
| Daily Average Vehicle Passes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | | |
| Average Issued Speed | 24 | 22 | 25 | 21 | 23 | 24 | 22 | 20 | 24 | | | 23 | | |
| Average Issued Red Seconds | 6.2 | 32.9 | 6.9 | 32.3 | 10.5 | 0.6 | 4.2 | 13.0 | 3.5 | | | 12. | | |
| Citiation / Violation Issuance Rate | 35% | 46% | 47% | 55% | 61% | 53% | 50% | 44% | 59% | | | 509 | | |
| Controllable Issuance Rate | 86% | 100% | 79% | 92% | 100% | 100% | 100% | 88% | 100% | | | 949 | % | |
| | | | | | | | | | | | <u>'</u> | | | |





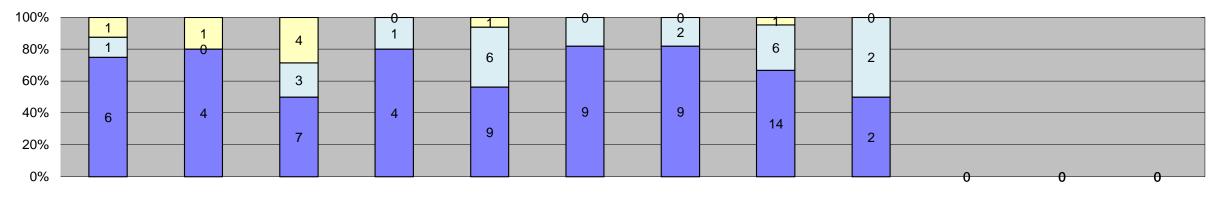
| Second 1470 715 726 | Events | Jan-18 | Feb-18 | Mar-18 | Apr-18 | May-18 | Jun-18 | Jul-18 | Aug-18 | Sep-18 | Oct-18 | Nov-18 | Dec-18 | Year to Date M | onthly Average | |
|--|-------------------------------------|---------------------------------------|--------|----------|--------|--------|--------|--------|--------|--------|--------|---------|--------|-------------------|----------------|--|
| Martin M | Non-Violations | | | | | - | | | _ | | 000 10 | 1407 10 | DC0 10 | Quantity 1,916 | 99% | |
| The control of the co | Violations | | | | | | | | | | | | | | | |
| Secretary Services 1 | Total: | 1,939 | 2,157 | 2,591 | 2,219 | 2,599 | 2,543 | 1,761 | 786 | 793 | | | | 1,932 | | |
| Processor 1 7 7 7 7 7 7 7 7 7 | Violations | | | | | | | | | | | | | | | |
| The control of 1 of 1 of 1 of 2 of 2 of 3 of 3 of 3 of 3 of 3 of 3 | Uncontrollable Non-Issued | 14 | 14 | 18 | 9 | 14 | 13 | 4 | 3 | 7 | | | | 11 | 58% | |
| Tree No. 19 0 19 0 19 0 19 0 19 0 19 0 19 0 19 | Controllable Non-Issued | 1 | | | 0 | | | | | | | | | | | |
| Triggion 1985 197 0 | Citations | | | | ļ | | • | | | | | | | | | |
| Tronger Wilson C | | 19 | 21 | 32 | 13 | 23 | 23 | 6 | 3 | 7 | | | | 18 | 68% | |
| Secretary Control of C | | | | | | | | | | | | | | Т | | |
| TROMES PROBLEM PROBLEM STORM S | Issuable | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | | | | 1 | 0% | |
| 9 | Emergency Vehicle PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| See Seed Professor 1978 1788 1798 | Intersection Control in Progress- | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Control Section 17.68 1.09 1.00 2.00 2.00 2.40 1.00 1 | | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Content Cont | | | | | | | | | | | | | | | | |
| 15 The Note of the Common 1 | Rear Axle Activation | | · | 1 | | | | | | | | | | | | |
| See | | | | 0 | | | 0 | | | | | | | | | |
| Treate 1-10 | Test Shot | 148 | 139 | 160 | 154 | 154 | 178 | 164 | 128 | 115 | | | | 149 | | |
| take Stages F7 of the 1 1/20 0 c | Train Activation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| Marie 1.00 2,198 2,398 2,398 2,398 2,398 3,798 7,798 789 799 | Amber Time Low | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Montrolate Non-search Visions Montrolate Non-search Vision | Vehicle Stopped- PD | | 0 | | 1 | | 0 | 0 | | | | | | 1 | | |
| Coloration Number Coloration Coloratio | | • | 2,136 | 2,559 | 2,206 | 2,576 | 2,520 | 1,755 | 783 | 786 | | | | 1,919 | 100% | |
| Semeny-Counted Park 0 0 0 0 0 0 0 0 0 | | | - | - | _ | - | _ | - | - | _ | | | | _ | | |
| An Commension 0 0 0 0 0 0 0 0 0 | | | | | | | | | | | | | | | | |
| Varieties Septical Control 0 0 0 0 0 0 0 0 0 | | | | | | | | | | | | | | | | |
| New Standing Linday 1 | | | | | | | | | | | | | | | | |
| Seeder Companied 3 | - | | | | | | | | | | | | | | | |
| Septemble 1 | • | • | | 1 | | | | | | 3 | | | | | | |
| Selector Prince 3 | Exposed | | | 0 | | • | | | | | | | | | | |
| Bare on Norshawed 1 | Glare on Plate | | | | | 1 | 1 | | | | | | | | | |
| The control function of the control | Glare on Windshield | | | | 1 | 1 | 4 | | | | | | | | | |
| magn Cather PC | Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Submort Order North Norther PD | Interest of Justice- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| 10 Marting Sign 0 0 0 0 0 0 0 0 0 | Image Quality- PD | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | | | | 2 | 9% | |
| 10- Flater | Issuance Criteria Not Met- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | | |
| Dispended Captured Color | No Warning Sign | | | | | | | | 0 | | | | | 0 | | |
| Note Control Private | | | | | | | | | • | | | | | - | | |
| Noted Statistale 1 | · | | | 0 | | | | | | | | | | 0 | | |
| File Colorational for 1 | | · | | 1 | | | | | | | | | | 1 | | |
| Michael Polanoge 0 | | · · · · · · · · · · · · · · · · · · · | | 0 | | · | | • | | | | | | 1 | | |
| Price Party Damage | | · | | | • | | | | | | | | | 0 | | |
| SBE Pried 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | | | | | | | | | | | | | | | | |
| SBN o | • | | | | | | | | | | | | | _ | | |
| Controllable Non-Assued Violations Ordinary of Plate 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | TSB No Hit | | | | | | | | | | | | | | | |
| Content Exprise D | Total: | 14 | 14 | 18 | 9 | 14 | 13 | 4 | 3 | 7 | | | | 18 | 100% | |
| Starty of Plate 0 | Controllable Non-Issue | d Violations | | | | | | | | | | | | | | |
| Carrity of Driver | Cnduent Expire | | | | | | | | | | | | | | | |
| Park Interior 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | Clarity of Plate | | | | | | | | | | | | | | | |
| Nata Box Related-PD 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | | | | | | | | | | | | | | | | |
| Part Box Data Error - PD | | | | | | | | | | | | | | | | |
| Atta Entry Error 0 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | | | | | | | | | | | | | | | | |
| Emergency Vehicle Issue 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 | | | | | | | | | | | | | | | | |
| Seposed O | | | | _ | _ | | 1 | | | _ | | | | 1 | | |
| Equipment Malfunction 0 0 0 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 | Exposed | | | | | | 0 | | | | | | | 0 | | |
| Framing-PD 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | Equipment Malfunction | | | | | | 1 | | | | | | | 1 | | |
| Framing of Car 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | Framing- PD | | | | | 0 | 0 | | | | | | | 0 | | |
| Operator Error O | Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Framing of Plate 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | Framing of Driver | | | | | | | | | | | | | 0 | | |
| Reject Expired 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | Operator Error | | | | | | | | | | | | | | | |
| Speed Not Determined 1 | Framing of Plate | | | | | | | | | | | | | | | |
| Total: 1 2 2 0 1 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | Reject Expired | 0 | | | | | 0 | | | | | | | 0 | | |
| Summary Metrics Year to Date Monthly Average Paily Average Vehicle Passes 0 <td>•</td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>1</td> <td></td> <td></td> | • | 1 | | | | | 1 | | | | | | | 1 | | |
| Deally Average Vehicle Passes 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | | I | | <u> </u> | U | I | 3 | U | U | U | | | | _ | | |
| Average Issued Speed 18 16 19 20 18 14 17 19 19 18 18 18 19 20 18 18 14 17 19 19 19 18 18 19 18 19 19 10 <td></td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| Exercise Issued Red Seconds 31.2 8.2 15.3 351.0 11.4 13.9 106.8 46.5 17.1 66.8 Sitiation / Violation Issuance Rate 21% 24% 38% 31% 35% 30% 0% 0% 0% 30% | Average Issued Speed | | | | | | | | | | | | | | | |
| Citiation / Violation Issuance Rate 21% 24% 38% 31% 35% 30% 33% 0% 0% 0% 30% | Average Issued Red Seconds | | | | | | | | | | | | | | | |
| | Citiation / Violation Issuance Rate | | - | | - | | | | | | | | | | | |
| | Controllable Issuance Rate | 80% | 71% | 86% | - | | | | | | | | | | | |





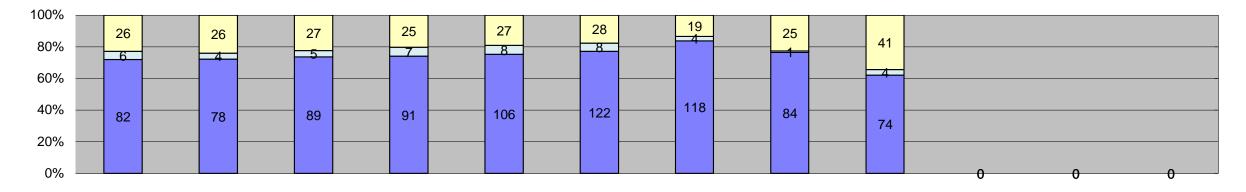
| Events | Jan-18 | Feb-18 | Mar-18 | Apr-18 | May-18 | Jun-18 | Jul-18 | Aug-18 | Sep-18 | Oct-18 Nov-18 [| Dec-18 Year to Date Monthly Average | |
|-------------------------------------|--------------|--------|--------|--------|--------|--------|--------|--------|--------|------------------|-------------------------------------|--|
| Non-Violations | | 1,081 | | 1,156 | | 1,199 | 1,086 | 1,207 | 1,231 | OCt-16 1NOV-18 E | Quantity % 1,144 100% | |
| | 1,056 4 | | 1,167 | | 1,114 | | | 1,207 | | | | |
| Violations | | 0 | 3 | 4 | 4 | 4 202 | 3 | | 2 | | 3 0% | |
| Total: | 1,060 | 1,081 | 1,170 | 1,160 | 1,118 | 1,203 | 1,089 | 1,208 | 1,233 | | 1,147 100% | |
| Violations | _ | | | - | _ | | _ | | | | | • |
| Uncontrollable Non-Issued | 3 | 0 | 1 | 3 | 2 | 2 | 3 | 1 | 1 | | 2 45% | |
| Controllable Non-Issued | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | | 1 23% | |
| Citations | 0 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 1 | | 1 32% | |
| Total: | 4 | 0 | 3 | 4 | 4 | 4 | 3 | 1 | 2 | | 4 68% | |
| Non-Violations | | | | | | | | | | | | |
| Emergency Vehicle Non- | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | 1 0% | |
| Issuable | _ | | | | | | | | | | | |
| Emergency Vehicle PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 0% | |
| Intersection Control in Progress-PD | 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% | |
| No Violation Occurred | 925 | 955 | 1,040 | 1,027 | 980 | 1,065 | 956 | 1,074 | 1,098 | | 1,013 89% | |
| | | | | | | | | | | | · | |
| Rear Axle Activation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 0% | |
| Right Turn- No Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 0% | |
| Test Shot | 130 | 126 | 127 | 129 | 134 | 134 | 130 | 133 | 132 | | 131 11% | |
| Train Activation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Amber Time Low | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 0% | |
| Vehicle Stopped- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 0% | |
| Total: | 1,056 | 1,081 | 1,167 | 1,156 | 1,114 | 1,199 | 1,086 | 1,207 | 1,231 | | 1,145 100% | |
| Uncontrollable Non-Issu | | | | | | | | | | | | |
| Administrative Dismissal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 0% | |
| Address/CDL/DOB Match Fail | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 0% | |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 0% | |
| Conditions Beyond Control | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 0% | |
| Driver Identity Unclear | 2 | | 0 | 1 | | · · | 0 | | 0 | | 2 25% | |
| • | | 0 | | - | 0 | 0 | | 0 | | | | |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 0% | |
| Exposed | 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% | |
| Glare on Windshield | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | | 2 34% | |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 0% | |
| Interest of Justice- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 0% | |
| Image Quality- PD | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | | 1 17% | |
| Issuance Criteria Not Met- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 0% | |
| No Warning Sign | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 0% | |
| No Plate | 1 | 0 | 0 | 2 | 2 | 2 | 1 | 1 | 1 | | 1 24% | |
| No Speed Captured | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 0% | |
| Obstruction In Photo- PD | | | | | | | | | 0 | | 0 0% | |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Out of State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 0% | |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 0% | |
| Short Yellow- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 0% | |
| Third Party Damage | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 0% | |
| TSB Epired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 0% | |
| TSB No Hit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 0% | |
| Total: | 3 | 0 | 1 | 3 | 2 | 2 | 3 | 1 | 1 | | 6 100% | |
| Controllable Non-Issued | d Violations | | | | | | | | | | | |
| Cnduent Expire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 0% | |
| Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 0% | |
| Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 0% | |
| Dark Interior | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | | 1 50% | |
| Data Box Related- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 0% | |
| Data Box Data Error- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 0% | |
| Data Entry Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 0% | |
| - | | | | | | | | | | | | |
| Emergency Vehicle Issue | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 1 50% | |
| Exposed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 0% | |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 0% | |
| Framing- PD | 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% | |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 0% | |
| Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 0% | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 0% | |
| Reject Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 0% | |
| Speed Not Determined | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 0% | |
| Total: | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | | 2 100% | |
| Summary Metrics | | | _ | - | | - | | | - | | Year to Date Monthly Average | |
| Daily Average Vehicle Passes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | |
| | 28 | 22 | 17 | 20 | 20 | 0 | 0 | 0 | 18 | | 21 | |
| Average Issued Speed | | | | | | | | | | | | |
| Average Issued Red Seconds | 200.0 | 61.0 | 520.2 | 61.8 | 89.6 | 0.0 | 0.0 | 0.0 | 67.3 | | 166.7 | |
| Citiation / Violation Issuance Rate | 0% | 0% | 67% | 25% | 50% | 25% | 0% | 0% | 50% | | 43% | |
| Controllable Issuance Rate | 0% | 0% | 100% | 100% | 100% | 50% | 0% | 0% | 100% | | 90% | |





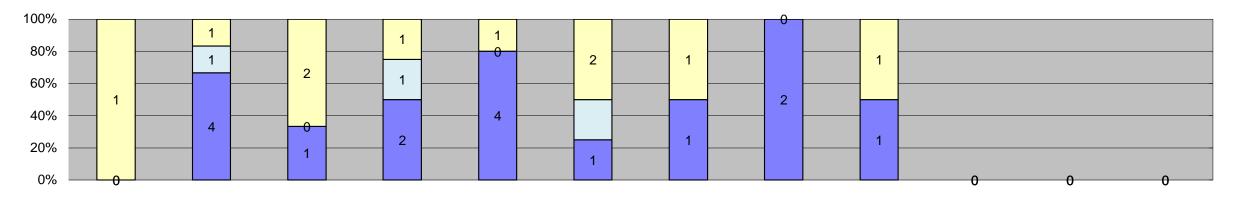
| | 1 10 | F 1 40 | 14 40 | A 40 | 14 40 | 1 10 | 1.1.40 | A 10 | 0 10 | 0.110 | N 40 | D 10 | Year to Date Mont | hly Average I | |
|-------------------------------------|------------|---------------|------------|-----------------|---------------|-----------|-----------|-----------|----------|--------|--------|--------|-------------------|---------------|--|
| Events Non Violetiene | Jan-18 | Feb-18 | Mar-18 | Apr-18 | May-18 | Jun-18 | Jul-18 | Aug-18 | Sep-18 | Oct-18 | Nov-18 | Dec-18 | Quantity | % | |
| Non-Violations Violations | 599 8 | 614 5 | 592 14 | 509 | 543 16 | 487 11 | 448 11 | 481 21 | 534 4 | | | | 534 11 | 98% 2% | |
| Total: | 607 | 619 | 606 | 5 514 | 55 9 | 498 | 459 | 502 | 538 | | | | 545 | 100% | |
| Violations | 007 | 019 | 000 | 314 | 339 | 490 | 459 | 302 | 330 | | | | 343 | 100 /6 | |
| Uncontrollable Non-Issued | 6 | 4 | 7 | 4 | 9 | 9 | 9 | 14 | 2 | | | | 7 | 61% | |
| Controllable Non-Issued | 1 | 0 | 3 | 1 | 6 | 2 | 2 | 6 | 2 | | | | 3 | 25% | |
| Citations | 1 | 1 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | | | | 2 | 14% | |
| Total: | 8 | 5 | 14 | 5 | 16 | 11 | 11 | 21 | 4 | | | | 12 | 86% | |
| Non-Violations | | | | | | | | | | | | | | | |
| Emergency Vehicle Non- | 1 | 3 | 1 | 1 | 0 | 2 | 1 | 0 | 2 | | | | 2 | 0% | |
| Issuable Emergency Vehicle PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Intersection Control in Progress- | | | | | | | | | | | | | | | |
| PD | 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% | |
| No Violation Occurred | 581 | 592 | 569 | 474 | 528 | 468 | 425 | 462 | 518 | | | | 513 | 96% | |
| Rear Axle Activation | 6 | 7 | 5 | 11 | 2 | 1 | 2 | 5 | 7 | | | | 5 | 1% | |
| Right Turn- No Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Test Shot | 10 | 12 | 17 | 23 | 13 | 16 | 20 | 14 | 7 | | | | 15 | 3% | |
| Train Activation Amber Time Low | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 1 | 0% | |
| Vehicle Stopped- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Total: | 599 | 614 | 592 | 509 | 543 | 487 | 448 | 481 | 534 | | | | 535 | 100% | |
| Uncontrollable Non-Issu | | | | | | | | | | | | | | | |
| Administrative Dismissal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Address/CDL/DOB Match Fail | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | | | | 6 | 34% | |
| Conditions Beyond Control | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Driver Identity Unclear | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 1 | 6% | |
| Driver Obstructed | 5 | 3 | 4 | 2 | 5 | 0 | 5 | 10 | 1 | | | | 4 | 25% | |
| Exposed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | | | | 1 | 6% | |
| Glare on Windshield Illegible Plate | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | | | | 1 | 6% | |
| Interest of Justice- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% 0% | |
| Image Quality- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Issuance Criteria Not Met- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| No Warning Sign | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| No Plate | 0 | 1 | 0 | 2 | 1 | 3 | 2 | 2 | 0 | | | | 2 | 10% | |
| No Speed Captured | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Obstruction In Photo- PD | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 1 | 6% | |
| Out of State | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | | | | 1 | 8% | |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Short Yellow- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Third Party Damage | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| TSB Epired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| TSB No Hit Total: | 6 | 0 4 | 7 | 0 4 | 0 9 | 0 | 9 | 0 | 0 | | | | 0 | 0% 100% | |
| Controllable Non-Issued | | 4 | , | 4 | 9 | 9 | 9 | 14 | 2 | | | | 18 | 100% | |
| Cnduent Expire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Dark Interior | 1 | 0 | 3 | 0 | 5 | 2 | 1 | 3 | 2 | | | | 2 | 48% | |
| Data Box Related- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Data Box Data Error- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Data Entry Error | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | | | | 2 | 33% | |
| Emergency Vehicle Issue | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | | | 1 | 20% | |
| Exposed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Framing- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Framing of Car Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% 0% | |
| Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Reject Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Speed Not Determined | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Total: | 1 | 0 | 3 | 1 | 6 | 2 | 2 | 6 | 2 | | | | 5 | 100% | |
| Summary Metrics | | | | | | | | | | | | | Year to Date Mon | thly Average | |
| Daily Average Vehicle Passes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | | |
| Average Issued Speed | 17 | 15 | 16 | 17 | 18 | 24 | 16 | 16 | 0 | | | | 17 | | |
| Average Issued Red Seconds | 217.2 | 107.3 | 162.0 | 207.7 | 337.2 | 164.2 | 249.0 | 0.1 | 0.0 | | | | 180.6 | | |
| Citiation / Violation Issuance Rate | 13% | 20% | 29% | 0% | 6% | 0% | 0% | 5% | 0% | | | | 14% | | |
| Controllable Issuance Rate | 50% | 100% | 57% | 0% | 14% | 0% | 0% | 14% | 0% | | | | 47% | | |





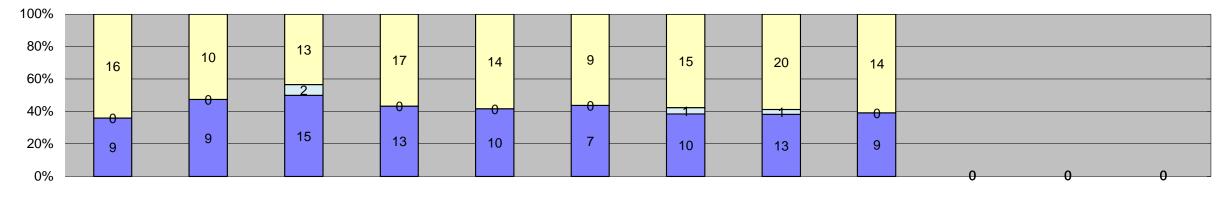
| Cyonto | lon 10 | Feb-18 | Mar-18 | Apr 10 | Mov 19 | lue 10 | Iul 10 | Aug 10 | Can 10 | Oct-18 | Nov-18 Dec- | Year to Date Mor | thly Average | |
|-------------------------------------|--------------|------------|--------|--------|------------|--------|------------|--------|------------|--------|-------------|------------------|--------------|--|
| Events New Violetiese | Jan-18 | | | Apr-18 | May-18 | Jun-18 | Jul-18 | Aug-18 | Sep-18 | OCt-18 | Nov-18 Dec- | Quantity | % | |
| Non-Violations | 158 114 | 156 108 | 151 | 166 | 154 141 | 163 | 151 141 | 189 | 163 119 | | | 161 126 | 56% 44% | |
| Violations | | | 121 | 123 | | 158 | | 110 | | | | | | |
| Total: | 272 | 264 | 272 | 289 | 295 | 321 | 292 | 299 | 282 | | | 287 | 100% | |
| Violations | | | | | | | | | | | | | - | |
| Uncontrollable Non-Issued | 82 | 78 | 89 | 91 | 106 | 122 | 118 | 84 | 74 | | | 94 | 74% | |
| Controllable Non-Issued | 6 | 4 | 5 | 7 | 8 | 8 | 4 | 1 | 4 | | | 5 | 4% | |
| Citations | 26 | 26 | 27 | 25 | 27 | 28 | 19 | 25 | 41 | | | 27 | 21% | |
| Total: | 114 | 108 | 121 | 123 | 141 | 158 | 141 | 110 | 119 | | | 126 | 79% | |
| Non-Violations | | | | | | | | | | | | | | |
| Emergency Vehicle Non- | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | | | 2 | 1% | |
| Issuable Emergency Vehicle PD | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | | | 2 | 1% | |
| Intersection Control in Progress- | U | U | U | U | l | 2 | U | U | 0 | | | | | |
| PD | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | | | 1 | 1% | |
| Gate Down/ No Train | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| No Violation Occurred | 17 | 18 | 17 | 21 | 21 | 18 | 15 | 41 | 31 | | | 22 | 13% | |
| Rear Axle Activation | 9 | 4 | 6 | 7 | 11 | 13 | 5 | 12 | 4 | | | 8 | 5% | |
| Right Turn- No Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Test Shot | 132 | 131 | 128 | 134 | 120 | 129 | 131 | 135 | 127 | | | 130 | 79% | |
| Train Activation | | | | | | | | | | | | 130 | 7 3 70 | |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | | 00/ | |
| Amber Time Low | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Vehicle Stopped- PD | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | | 1 1 | 1% | |
| Total: | 158 | 156 | 151 | 166 | 154 | 163 | 151 | 189 | 163 | | | 165 | 100% | |
| Uncontrollable Non-Issu | | | | | | | | | | | | | | |
| Administrative Dismissal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Address/CDL/DOB Match Fail | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | | 1 | 1% | |
| Car Obstructed | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | | 1 | 1% | |
| Conditions Beyond Control | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Driver Identity Unclear | 20 | 15 | 11 | 14 | 5 | 9 | 10 | 3 | 2 | | | 10 | 10% | |
| Driver Obstructed | 9 | 10 | 17 | 18 | 12 | 22 | 12 | 16 | 16 | | | 15 | 15% | |
| Exposed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Glare on Plate | 2 | 6 | 1 | 7 | 1 | 1 | 0 | 2 | 11 | | | 4 | 4% | |
| Glare on Windshield | 1 | 3 | 14 | 18 | 13 | 46 | 48 | 26 | 3 | | | 19 | 19% | |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Interest of Justice- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Image Quality- PD | 2 | 6 | 6 | 6 | 11 | 5 | 8 | 8 | 0 | | | 7 | 6% | |
| Issuance Criteria Not Met- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| No Warning Sign | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| No Plate | 29 | 24 | 28 | 21 | 38 | 26 | 28 | 22 | 34 | | | 28 | 28% | |
| | 0 | | | | | | 0 | | | | | 0 | 0% | |
| No Speed Captured | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | 9 | | |
| Obstruction In Photo- PD | 13 | 10 | 6 | 3 | 17 | 9 | 11 | 5 | 6 | | | | 9% | |
| Out of State | 1 | 2 | 0 | 1 | 3 | 2 | 1 | 2 | 1 | | | 2 | 2% | |
| Plate Obstructed | 5 | 2 | 3 | 2 | 5 | 2 | 0 | 0 | 1 | | | 3 | 3% | |
| Short Yellow- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Third Party Damage | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| TSB Epired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| TSB No Hit | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | | | 3 | 3% | |
| Total: | 82 | 78 | 89 | 91 | 106 | 122 | 118 | 84 | 74 | | | 100 | 100% | |
| Controllable Non-Issued | l Violations | | | | | | | | | | | | | |
| Cnduent Expire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Dark Interior | 3 | 3 | 4 | 6 | 6 | 5 | 2 | 0 | 4 | | | 4 | 41% | |
| Data Box Related- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Data Box Data Error- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Data Entry Error | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | | | 1 | 10% | |
| Emergency Vehicle Issue | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | | | 1 | 10% | |
| Exposed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Equipment Malfunction | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | | | 2 | 15% | |
| Framing- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Framing of Car | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 1 | 10% | |
| | | | | | | | | | | | | | | |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Reject Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Speed Not Determined | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | | | 2 | 15% | |
| Total: | 6 | 4 | 5 | 7 | 8 | 8 | 4 | 1 | 4 | | | 10 | 100% | |
| Summary Metrics | | | | | | | | | | | | Year to Date Mor | thly Average | |
| Daily Average Vehicle Passes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | | |
| Average Issued Speed | 27 | 27 | 28 | 27 | 27 | 28 | 28 | 26 | 27 | | | 27 | | |
| Average Issued Red Seconds | 0.4 | 0.5 | 0.5 | 0.4 | 0.9 | 0.5 | 2.9 | 0.5 | 0.6 | | | 0.8 | | |
| Citiation / Violation Issuance Rate | 23% | 24% | 22% | 20% | 19% | 18% | 13% | 23% | 34% | | | 22% | | |
| Controllable Issuance Rate | 81% | 87% | 84% | 78% | 77% | 78% | 83% | 96% | 91% | | | 84% | | |
| | | | 1 | | I | | | 1 | | | | | | |





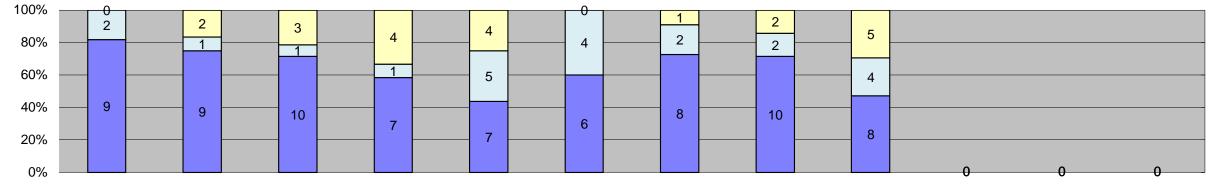
| Events | Jan-18 | Feb-18 | Mar-18 | Apr-18 | May-18 | Jun-18 | Jul-18 | Aug-18 | Sep-18 | Oct-18 | Nov-18 Dec-18 | Year to Date Mor | nthly Average | |
|-------------------------------------|-------------|--------|--------|--------|---------|-------------|----------|---------------|------------|--|----------------|------------------|---------------|--|
| Non-Violations | 952 | 915 | 1,075 | 963 | 977 | 871 | 902 | 1,071 | 939 | 000 10 | 1407 10 DCC 10 | Quantity 963 | % 100% | |
| Violations | 1 | 6 | 3 | 4 | 5 | 4 | 2 | 2 | 2 | | | 3 | 0% | |
| Total: | 953 | 921 | 1,078 | 967 | 982 | 875 | 904 | 1,073 | 941 | | | 966 | 100% | |
| Violations | | 02. | 1,010 | 33. | 332 | 5.10 | 33. | .,0.0 | J | | | 333 | 10070 | |
| Uncontrollable Non-Issued | 0 | 4 | 1 | 2 | 4 | 1 | 1 | 2 | 1 | - | | 2 | 47% | |
| Controllable Non-Issued | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | | | 1 | 24% | |
| Citations | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | | | 1 | 29% | |
| Total: | 1 | 6 | 3 | 4 | 5 | 4 | 2 | 2 | 2 | | | 4 | 71% | |
| Non-Violations | | | | | | | | | | | | | | |
| Emergency Vehicle Non- | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 000000000000000000000000000000000000000 | | 0 | 0% | |
| Issuable | | | | | | | | | | | | | | |
| Emergency Vehicle PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Intersection Control in Progress-PD | 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% | |
| No Violation Occurred | 804 | 764 | 913 | 818 | 818 | 726 | 756 | 910 | 791 | | | 811 | 84% | |
| Rear Axle Activation | 2 | 2 | 1 | 0 | 1 | 1 | 0 | 3 | 0 | | | 2 | 0% | |
| Right Turn- No Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Test Shot | 146 | 149 | 161 | 145 | 158 | 144 | 146 | 158 | 148 | | | 151 | 16% | |
| Train Activation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 151 | 1070 | |
| Amber Time Low | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Vehicle Stopped- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Total: | 9 52 | 915 | 1,075 | 963 | 977 | 8 71 | 902 | 1, 071 | 939 | | | 963 | 100% | |
| Uncontrollable Non-Issu | | 910 | 1,075 | 303 | 311 | 0/1 | 302 | 1,071 | 333 | | | 303 | 10070 | |
| Administrative Dismissal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Address/CDL/DOB Match Fail | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Conditions Beyond Control | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Driver Identity Unclear | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Exposed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | | | 1 | 21% | |
| Glare on Windshield | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Interest of Justice- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Image Quality- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Issuance Criteria Not Met- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| No Warning Sign | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| No Plate | 0 | 3 | 1 | 1 | 4 | 0 | 0 | 1 | 1 | | | 2 | 38% | |
| No Speed Captured | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Obstruction In Photo- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | | | 1 | 21% | |
| Out of State | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | | | 1 | 21% | |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Short Yellow- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Third Party Damage | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| TSB Epired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| TSB No Hit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Total: | 0 | 4 | 1 | 2 | 4 | 1 | 1 | 2 | 1 | | | 5 | 100% | |
| Controllable Non-Issued | | 7 | • | | 7 | , | ' | Z | ' | 00 | | 3 | 100 /0 | |
| Cnduent Expire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Dark Interior | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 1 | 33% | |
| Data Box Related- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Data Box Data Error- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Data Entry Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Emergency Vehicle Issue | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Exposed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Framing- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Framing of Car | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | | 1 | 33% | |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Reject Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Speed Not Determined | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | | | 1 | 33% | |
| Total: | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | | | 3 | 100% | |
| Summary Metrics | <u>,</u> | • | - | • | | • | <u> </u> | • | <u> </u> | | | Year to Date Mo | | |
| Daily Average Vehicle Passes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | | |
| Average Issued Speed | 16 | 16 | 17 | 22 | 18 | 18 | 23 | 16 | 14 | | | 18 | | |
| Average Issued Red Seconds | 46.0 | 54.5 | 39.6 | 97.3 | 28.0 | 250.5 | 419.2 | 46.7 | 95.2 | | | 119. | | |
| Citiation / Violation Issuance Rate | 100% | 17% | 67% | 25% | 20% | 50% | 50% | 0% | 50% | The state of the s | | 47% | | |
| Controllable Issuance Rate | 100% | 50% | 100% | 50% | 100% | 67% | 100% | 0% | 100% | | | 83% | | |
| | | 3370 | . 5576 | 3370 | . 55 /6 | 3. 70 | . 55 /6 | J / J | . 55 /6 | | | 1 337 | | |





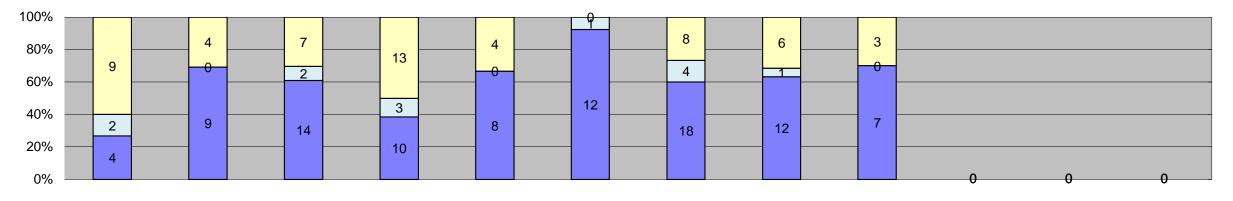
| Events | Jan-18 | Feb-18 | Mar-18 | Apr-18 | May-18 | Jun-18 | Jul-18 | Aug-18 | Sep-18 | Oct-18 | Nov-18 | Dec-18 | | lonthly Average | |
|-------------------------------------|-----------------|-----------------|--------|--------|--------|--------|-----------------|--------|-----------------|--------|---------|--------|-------------------|-----------------|--|
| Non-Violations | 1,151 | 1,124 | 1,171 | 1,086 | 1,161 | 1,014 | 951 | 933 | 909 | 00.10 | 1101 10 | 200 10 | Quantity 1,056 | 98% | |
| Violations | 25 | 19 | 30 | 30 | 24 | 16 | 26 | 34 | 23 | | | | 25 | 2% | |
| Total: | 1,176 | 1,143 | 1,201 | 1,116 | 1,185 | 1,030 | 977 | 967 | 932 | | | | 1,081 | 100% | |
| Violations | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 9 | 9 | 15 | 13 | 10 | 7 | 10 | 13 | 9 | | | | 11 | 40% | |
| Controllable Non-Issued | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | | | | 1 | 5% | |
| Citations Total: | 16 25 | 10 19 | 13 | 17 | 14 | 9 | 15 26 | 20 | 14 23 | | | | 14 | 54% 46% | |
| Non-Violations | 25 | 19 | 30 | 30 | 24 | 16 | 20 | 34 | 23 | | | | 26 | 46% | |
| Emergency Vehicle Non- | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | | | | 00/ | |
| Issuable | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | | 1 | 0% | |
| Emergency Vehicle PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Intersection Control in Progress-PD | 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% | |
| No Violation Occurred | 987 | 971 | 1,001 | 931 | 997 | 861 | 798 | 783 | 780 | | | | 901 | 85% | |
| Rear Axle Activation | 2 | 1 | 3 | 3 | 0 | 0 | 2 | 4 | 3 | | | | 3 | 0% | |
| Right Turn- No Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Test Shot | 161 | 152 | 167 | 152 | 164 | 153 | 151 | 146 | 125 | | | | 152 | 14% | |
| Train Activation Amber Time Low | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 00/ | |
| Vehicle Stopped- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% 0% | |
| Total: | 1,151 | 1,124 | 1,171 | 1,086 | 1,161 | 1,014 | 951 | 933 | 909 | | | | 1,057 | 100% | |
| Uncontrollable Non-Issi | | 1,124 | ., | 1,000 | 1,101 | 1,014 | 301 | 300 | 303 | | | | 1,007 | 10070 | |
| Administrative Dismissal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 1 | 0 | 0% | |
| Address/CDL/DOB Match Fail | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Car Obstructed | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | | | 1 | 5% | |
| Conditions Beyond Control | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Driver Identity Unclear | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | | | | 1 | 5% | |
| Driver Obstructed | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 4 | 0 | | | | 2 | 9% | |
| Exposed Glare on Plate | 0 | 0 | 0 2 | 0 2 | 0 | 0 | 2 | 0 | 0 | | | | 0 2 | 0% 7% | |
| Glare on Windshield | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | | | | 2 | 7% | |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Interest of Justice- PD | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | | | 1 | 5% | |
| Image Quality- PD | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 1 | 5% | |
| Issuance Criteria Not Met- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| No Warning Sign | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| No Plate | 4 | 6 | 6 | 7 | 4 | 3 | 4 | 4 | 9 | | | | 5 | 25% | |
| No Speed Captured | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Obstruction In Photo- PD | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | | | | 1 | 6% | |
| Out of State Plate Obstructed | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | | | | 2 | 5% 7% | |
| Short Yellow- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Third Party Damage | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| TSB Epired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| TSB No Hit | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 3 | 14% | |
| Total: | 9 | 9 | 15 | 13 | 10 | 7 | 10 | 13 | 9 | | | | 21 | 100% | |
| Controllable Non-Issue | | | | | | | | | | | | | | | |
| Cnduent Expire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Clarity of Plate Clarity of Driver | 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% | |
| Data Box Related- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Data Box Data Error- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Data Entry Error | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | | | | 2 | 60% | |
| Emergency Vehicle Issue | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | | | | 1 | 40% | |
| Exposed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Framing- PD | 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% | |
| Framing of Driver Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% 0% | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Reject Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Speed Not Determined | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Total: | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | | | | 3 | 100% | |
| Summary Metrics | | | | | | | | | | | | | Year to Date M | lonthly Average | |
| Daily Average Vehicle Passes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | 0 | |
| Average Issued Speed | 19 | 19 | 19 | 18 | 20 | 19 | 17 | 18 | 18 | | | | | 9 | |
| Average Issued Red Seconds | 0.4 | 8.1 | 0.5 | 3.2 | 28.0 | 0.6 | 0.5 | 31.9 | 55.8 | | | | | 1.3 | |
| Citiation / Violation Issuance Rate | 64% | 53% | 43% | 57% | 58% | 56% | 58% | 59% | 61% | | | | | 7 % | |
| Controllable Issuance Rate | 100% | 100% | 87% | 100% | 100% | 100% | 94% | 95% | 100% | | | | 97 | 7% | |





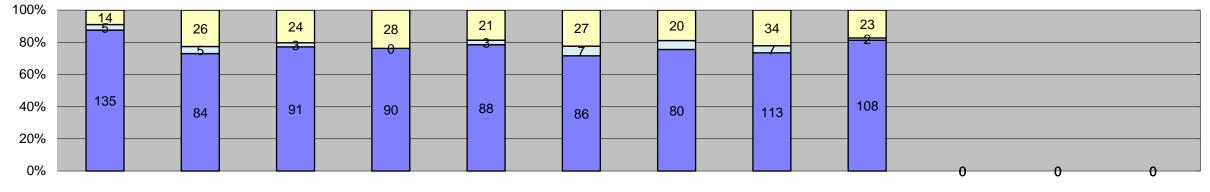
| Ftr | 1 40 | F-1-40 | M 40 | A 40 | M- 40 | 1 - 40 | 1.140 | A = 40 | 0 40 | 0:140 | N - 40 | D - 10 | Year to Date M | lonthly Average | |
|---|------------------|-------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|-------------------|--------|--------|--------|-----------------|-----------------|--|
| Events Non-Violations | Jan-18 219 | Feb-18 257 | Mar-18 327 | Apr-18 261 | May-18 252 | Jun-18 211 | Jul-18 217 | Aug-18 226 | Sep-18 206 | Oct-18 | Nov-18 | Dec-18 | Quantity 242 | 95% | |
| Violations | 11 | 12 | 14 | 12 | 16 | 10 | 11 | 14 | 17 | | | | 13 | 95% 5% | |
| Total: | 230 | 269 | 341 | 273 | 268 | 221 | 228 | 240 | 223 | | | | 255 | 100% | |
| Violations | 200 | 200 | 041 | 210 | 200 | ZZ 1 | ZZ | 240 | LLU | | | | 200 | 10070 | |
| Uncontrollable Non-Issued | 9 | 9 | 10 | 7 | 7 | 6 | 8 | 10 | 8 | | | | 8 | 60% | |
| Controllable Non-Issued | 2 | 1 | 1 | 1 | 5 | 4 | 2 | 2 | 4 | | | | 2 | 18% | |
| Citations | 0 | 2 | 3 | 4 | 4 | 0 | 1 | 2 | 5 | | | | 3 | 22% | |
| Total: | 11 | 12 | 14 | 12 | 16 | 10 | 11 | 14 | 17 | | | | 14 | 78% | |
| Non-Violations | | | | | | | | | | | | | | | |
| Emergency Vehicle Non- | 1 | 1 | 2 | 2 | 3 | 1 | 3 | 2 | 4 | | | | 2 | 1% | |
| Issuable Emergency Vehicle PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Intersection Control in Progress- | | | | | | | | | | | | | | | |
| PD | 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% | |
| No Violation Occurred | 98 | 127 | 125 | 127 | 112 | 90 | 97 | 105 | 96 | | | | 109 | 45% | |
| Rear Axle Activation | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 1 | | | | 1 | 0% | |
| Right Turn- No Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Test Shot Train Activation | 120 0 | 129 0 | 199 0 | 131 0 | 136 0 | 120 0 | 116 0 | 119 0 | 105 0 | | | | 131 | 54% | |
| Amber Time Low | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Vehicle Stopped- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Total: | 219 | 257 | 327 | 261 | 252 | 211 | 217 | 226 | 206 | | | | 242 | 100% | |
| Uncontrollable Non-Issu | | | | | | | | | | | | | | . 5576 | |
| Administrative Dismissal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Address/CDL/DOB Match Fail | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | | | | 1 | 7% | |
| Conditions Beyond Control | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Driver Identity Unclear | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 1 | 7% | |
| Driver Obstructed | 1 | 0 | 0 | 2 | 0 | 2 | 1 | 2 | 1 | | | | 2 | 11% | |
| Exposed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Glare on Plate | 2 | 6 | 5 | 3 | 4 | 3 | 1 | 4 | 4 | | | | 4 | 26% | |
| Glare on Windshield | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | | | | 1 | 9% | |
| Illegible Plate Interest of Justice- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 1 | 7% 0% | |
| Image Quality- PD | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 7% | |
| Issuance Criteria Not Met- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| No Warning Sign | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| No Plate | 4 | 0 | 3 | 1 | 3 | 1 | 4 | 2 | 2 | | | | 3 | 18% | |
| No Speed Captured | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Obstruction In Photo- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Out of State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Plate Obstructed | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | | | | 1 | 7% | |
| Short Yellow- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Third Party Damage | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| TSB Epired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| TSB No Hit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Total: | 9 | 9 | 10 | 7 | 7 | 6 | 8 | 10 | 8 | | | | 14 | 100% | |
| Controllable Non-Issued Cnduent Expire | 0 Violations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | - | | 0 | 0% | |
| Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Dark Interior | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 3 | | | | 1 | 20% | |
| Data Box Related- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Data Box Data Error- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Data Entry Error | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 1 | 14% | |
| Emergency Vehicle Issue | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | | | 1 | 14% | |
| Exposed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 - | | | | 1 1 | 14% | |
| Framing- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Framing of Car | 1 | 1 | 0 | 0 | 1 | 3 | 2 | 2 | 0 | | | | 2 | 24% | |
| Framing of Driver Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% 0% | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Reject Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Speed Not Determined | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | | | 1 | 14% | |
| Total: | 2 | 1 | 1 | 1 | 5 | 4 | 2 | 2 | 4 | | | | 7 | 100% | |
| Summary Metrics | | | - | | - | - | | _ | - | | 1 | | Year to Date M | | |
| Daily Average Vehicle Passes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |) | |
| Average Issued Speed | 19 | 20 | 17 | 17 | 17 | 16 | 17 | 17 | 21 | | | | 1 | 8 | |
| | | | | 210 | 07.0 | 004.4 | 00.0 | 20.0 | | | | | 1 | | |
| Average Issued Red Seconds | 42.5 | 0.5 | 54.8 | 24.8 | 67.6 | 231.4 | 80.6 | 33.6 | 7.0 | | | | |).3 | |
| - | 42.5 0% 0% | 0.5 17% 67% | 54.8 21% 75% | 24.8 33% 80% | 25% 44% | 0% 0% | 9% 33% | 33.6 14% 50% | 7.0 29% 56% | | | | 21 | % 8% | |





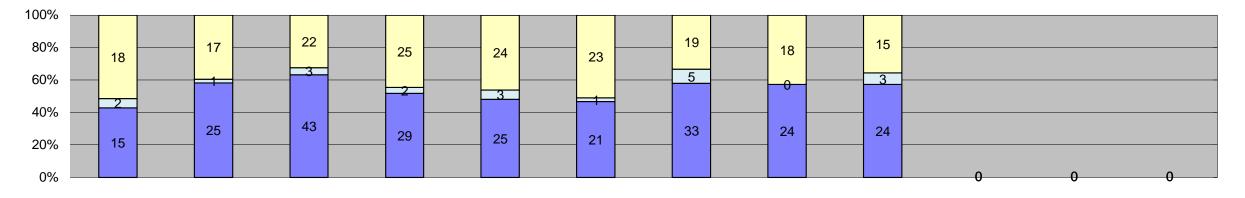
| From Processor 1999 1999 1999 1999 1999 1999 1999 19 | Events | Jan-18 | Feb-18 | Mar-18 | Apr-18 | May-18 | Jun-18 | Jul-18 | Aug-18 | Sep-18 | Oct-18 | Nov-18 | Dec-18 | Year to Date M | onthly Average | |
|--|-------------------------------------|--------|--------|--------|--------|--------|--------|--------|----------|--------|--------|--------|--------|----------------|----------------|--|
| The color The | Non-Violations | | | | | , | | | _ | | | | | Guantit | 94% | |
| The service of the se | Violations | 15 | 13 | 23 | 26 | 12 | | 30 | 19 | 10 | | | | 18 | 6% | |
| The reference of the series of | Total: | 303 | 279 | 299 | 341 | 293 | 325 | 404 | 324 | 320 | | | | 321 | 100% | |
| Controlled | Violations | | | | | | | | | | | | | | | |
| Part | Uncontrollable Non-Issued | 4 | 9 | 14 | 10 | 8 | 12 | 18 | 12 | 7 | | | | 10 | 54% | |
| Total 16 | Controllable Non-Issued | 2 | 0 | 2 | 3 | 0 | 1 | 4 | 1 | 0 | | | | 2 | 11% | |
| STATE OF THE PROPERTY OF THE P | Citations | | 4 | 7 | 13 | 4 | 0 | | 6 | | | | | / | | |
| TREPROTE METAPOR 1 | | 15 | 13 | 23 | 26 | 12 | 13 | 30 | 19 | 10 | | | | 19 | 65% | |
| Seed and Company of the company of t | | | | | 1 | | | | ! | | | | - | ı | | |
| Property | | 1 | 1 | 1 | 3 | 0 | 2 | 0 | 0 | 1 | | | | 2 | 0% | |
| Secretary Ambrogones | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Section Control Cont | Intersection Control in Progress- | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Commonwhile | PD (N. T.) | | | | | | | | | | | | | | | |
| The Area Machados 1 3 5 1 6 1 1 5 7 7 7 7 7 7 7 7 7 | | | | - | | | | | | | | | | | | |
| Part | | | - | | | | | | | | | | | | | |
| The College of College | | • | | | • | | · | • | | | | | | | | |
| Transferrence | | | | - | | | | | - | | | | | | | |
| A CAMER TRAINS O | | | | | | | | | | | | | | 220 | 1376 | |
| Trans 1 | | | | | | | | | | | | | | 0 | 0% | |
| Testing 18 | | | | - | | | | | | | | | | | | |
| Company Comp | | | | | | | | | - | | | | | | | |
| Coloration Numbered Coloration Colorat | | | | | | | | | | | | | | | | |
| Address | Administrative Dismissal | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Confidence (Polymorphic Con | Address/CDL/DOB Match Fail | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Prince P | Car Obstructed | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | | | | 1 | 6% | |
| Prince P | Conditions Beyond Control | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Segretary 1 | Driver Identity Unclear | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Siles on Prince 0 | Driver Obstructed | 0 | | 2 | 0 | 2 | 2 | | · ' | | | | | 2 | | |
| Second Continue Co | Exposed | | | 0 | | 0 | | | | | | | | 0 | | |
| Register Register Paris O | | | | 1 | | | | | | | | | | 4 | | |
| Internet of Laboration PD | | | | | | | | | | | | | | 1 | | |
| mage Calengle PP | | | | | | | | | | | | | | | | |
| Submort Carlon North North Pice 0 | | | | | | | 0 | | - | | | | | 0 | | |
| 80 Warring Sign 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | | | | | | | 0 | | | | | | | 0 | | |
| 10 Planto 1 2 4 3 3 2 3 6 4 2 0 5 6 1 7 7 8 1 7 8 1 7 8 1 7 8 1 7 8 1 8 1 8 | | | | | | | | | | | | | | | | |
| No Speed Captured O O O O O O O O O O O O O O O O O O O | - | | | | | | | | | | | | | | | |
| Description in Prince PO | | 0 | | | | | | | - | | | | | | | |
| Jul of Stable 0 0 0 0 0 0 0 0 1 0 1 6% Mark Table Debruched 3 2 2 14 ½ | Obstruction In Photo- PD | | | | | | 1 | | | | | | | 1 | | |
| Signate Method Property Pro | Out of State | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | | | | 1 | 6% | |
| Prince Parry Damage | Plate Obstructed | 3 | 2 | 3 | 1 | 0 | 3 | 0 | 0 | 0 | | | | 2 | 14% | |
| SBE pired 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | Short Yellow- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| SBN or No | Third Party Damage | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Total: 4 9 14 10 8 12 18 12 7 18 100% | TSB Epired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | | |
| Controllable Non-Issaued Violations Controllable Non-Issaued Violations Controllable Non-Issaued Violations Co | TSB No Hit | | | 1 | | | | | | | | | | 1 | | |
| Circle Color Col | | | 9 | 14 | 10 | 8 | 12 | 18 | 12 | 7 | | | | 18 | 100% | |
| Clarity of Plate 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | | | | 0 | • | 2 | 0 | | 2 | 0 | | | | 1 0 | 00/ | |
| Clarity of Dirver 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | | | | | | | | | | | | | | | | |
| Dark Interior 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | | | | | | | | | | | | | | | | |
| Sea Box Related - PD | | | | | | | | | | | | | | | | |
| Cata Box Data Error - PD | Data Box Related- PD | | | | | | | | | | | | | | | |
| Data Entry Error 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | Data Box Data Error- PD | | - | | | | | | | | | | | | | |
| Emergency Vehicle Issue 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | Data Entry Error | | | | | | | | | | | | | | | |
| Exposed 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | Emergency Vehicle Issue | | | 0 | _ | | | | | _ | | | | 1 | | |
| Framing-PD 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | Exposed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Framing of Car 1 0 0 0 3 0 1 3 0 1 3 1 0 0 0 0 0 0 0 0 | Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | | |
| Framing of Driver 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | Framing- PD | 0 | | | | | 0 | | 0 | | | | | | | |
| Comparation | Framing of Car | | | | | | 1 | | | | | | | | | |
| Framing of Plate 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | Framing of Driver | | - | | | | | | | | | | | | | |
| Reject Expired 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | | | | - | | | | | | | | | | | | |
| Speed Not Determined 1 0 2 0 0 0 0 0 0 0 0 | | | | | | | | | | | | | | | | |
| Total: 2 0 2 3 0 1 4 1 0 4 1 0 4 100% Summary Metrics Paily Average Vehicle Passes 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | | 1 | - | | | | | | | | | | | | | |
| Summary Metrics Year to Date Monthly Average Daily Average Vehicle Passes 0 <td></td> <td>ا و</td> <td></td> <td></td> <td></td> <td></td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> | | ا و | | | | | 1 | | | | | | | | | |
| Daily Average Vehicle Passes 0 16 16 16 16 16 16 16 16 10 | | | U | | 3 | U | I | 4 | <u> </u> | U | | | | · | | |
| Average Issued Speed 17 15 16 16 15 16 16 15 16 16 16 14 16 16 16 16 16 16 16 16 17 17 15 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | - | |
| Average Issued Red Seconds 20.0 0.4 0.8 0.6 329.8 0.3 20.5 5.6 34.1 45.8 Citiation / Violation Issuance Rate 60% 31% 30% 50% 33% 0% 27% 32% 30% 30% 37% | Average Issued Speed | | | | | | | | - | | | | | | | |
| Citiation / Violation Issuance Rate 60% 31% 30% 50% 33% 0% 27% 32% 30% | Average Issued Red Seconds | | | | | | | | | | | | | | | |
| | Citiation / Violation Issuance Rate | | | | | | | | | | | | | | | |
| | Controllable Issuance Rate | 82% | 100% | | | | | | | | | | | 87 | ' % | |





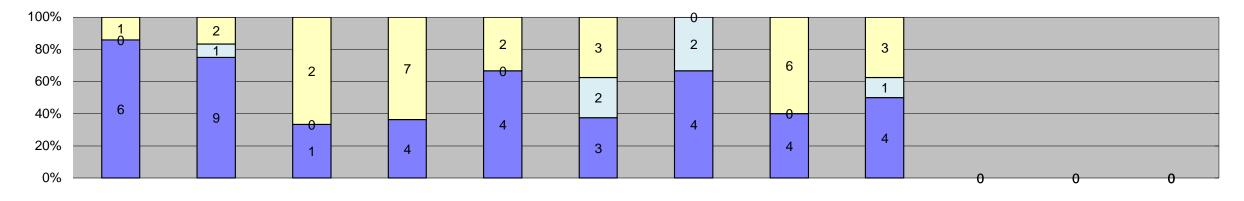
| | 1 10 | | 11 10 | 1. 10 | 11 10 | 1 10 | 1.1.10 | A 10 | 0 10 | 0 / 10 | N. 40 | D 40 | Year to Date M | Monthly Average | |
|---|-----------------|------------|------------|----------------|----------------|----------------|----------------|-----------------|-----------------|--------|--------|-----------------------|----------------|-----------------|--|
| Events | Jan-18 | Feb-18 | Mar-18 | Apr-18 | May-18 | Jun-18 | Jul-18 | Aug-18 | Sep-18 | Oct-18 | Nov-18 | Dec-18 | Quantity | % | |
| Non-Violations Violations | 831 154 | 865 115 | 913 118 | 932 118 | 900 112 | 927 120 | 968 106 | 1,063 154 | 846 133 | | | | 916 126 | 88% 12% | |
| Total: | 985 | 980 | 1,031 | 1,050 | 1,012 | 1,047 | 1,074 | 1,217 | 979 | | | | 1,042 | 100% | |
| Violations | 303 | 900 | 1,031 | 1,030 | 1,012 | 1,047 | 1,074 | 1,217 | 313 | | | | 1,042 | 100 /6 | |
| Uncontrollable Non-Issued | 135 | 84 | 91 | 90 | 88 | 86 | 80 | 113 | 108 | | | | 97 | 77% | |
| Controllable Non-Issued | 5 | 5 | 3 | 0 | 3 | 7 | 6 | 7 | 2 | | | | 5 | 4% | |
| Citations | 14 | 26 | 24 | 28 | 21 | 27 | 20 | 34 | 23 | | | | 24 | 19% | |
| Total: | 154 | 115 | 118 | 118 | 112 | 120 | 106 | 154 | 133 | | | | 126 | 81% | |
| Non-Violations | | | | | | | | | | | | | | | |
| Emergency Vehicle Non- | 2 | 0 | 4 | 2 | 2 | 4 | 0 | 3 | 1 | | | | 3 | 0% | |
| Issuable Emergency Vehicle PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | | | | 1 | 0% | |
| Intersection Control in Progress- | | | | | | | | | | | | | | | |
| PD | 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% | |
| No Violation Occurred | 688 | 703 | 751 | 768 | 749 | 755 | 791 | 893 | 690 | | | | 754 | 82% | |
| Rear Axle Activation | 3 | 10 | 8 | 13 | 4 | 4 | 5 | 15 | 15 | | | | 9 | 1% | |
| Right Turn- No Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Test Shot Train Activation | 138 | 152 | 150 | 149 | 145 | 164 | 172 | 151 | 140 | | | | 151 | 16% | |
| Amber Time Low | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Vehicle Stopped- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Total: | 831 | 865 | 913 | 932 | 900 | 927 | 968 | 1,063 | 846 | | | | 918 | 100% | |
| Uncontrollable Non-Issu | | | | | | | | -, | | | | | | | |
| Administrative Dismissal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Address/CDL/DOB Match Fail | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Car Obstructed | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | | | | 2 | 2% | |
| Conditions Beyond Control | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Driver Identity Unclear | 18 | 4 | 3 | 5 | 3 | 6 | 4 | 5 | 3 | | | | 6 | 5% | |
| Driver Obstructed | 0 | 0 | 5 | 3 | 4 | 3 | 1 | 4 | 2 | | | | 3 | 3% | |
| Exposed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Glare on Plate | 46 | 48 | 43 | 51 | 54 | 40 | 35 | 50 | 53 | | | | 47 | 45% | |
| Glare on Windshield | 30 | 12 | 7 | 14 | 5 | 9 | 12 | 25 | 19 | | | | 15 | 14% | |
| Illegible Plate Interest of Justice- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 1% 0% | |
| Image Quality- PD | 10 | 2 | 1 | 3 | 3 | 6 | 2 | 3 | 0 | | | | 4 | 4% | |
| Issuance Criteria Not Met- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| No Warning Sign | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| No Plate | 22 | 15 | 25 | 12 | 15 | 18 | 20 | 23 | 29 | | | | 20 | 19% | |
| No Speed Captured | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Obstruction In Photo- PD | 3 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 1 | | | | 2 | 2% | |
| Out of State | 2 | 0 | 2 | 0 | 0 | 2 | 1 | 1 | 1 | | | | 2 | 1% | |
| Plate Obstructed | 2 | 3 | 2 | 0 | 4 | 0 | 2 | 0 | 0 | | | | 3 | 3% | |
| Short Yellow- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Third Party Damage | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| TSB Epired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| TSB No Hit Total: | 0 135 | 0 | 1 | 0 90 | 0 88 | 0 86 | 0 80 | 0 113 | 0 108 | | | | 104 | 1% 100% | |
| Controllable Non-Issued | | 84 | 91 | 90 | 00 | 00 | 80 | 113 | 108 | | | | 104 | 100% | |
| Cnduent Expire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 1 1 1 1 1 | 0 | 0% | |
| Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Dark Interior | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | | | | 2 | 17% | |
| Data Box Related- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Data Box Data Error- PD | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | | | | 1 | 11% | |
| Data Entry Error | 0 | 2 | 2 | 0 | 0 | 2 | 3 | 2 | 0 | | | | 2 | 25% | |
| Emergency Vehicle Issue | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | | | | 1 | 14% | |
| Exposed | 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% | |
| Framing- PD Framing of Car | 2 | 0 2 | 0 | 0 | 0 2 | 1 | 0 | 0 2 | 0 | | | | 2 | 18% | |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Reject Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Speed Not Determined | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | | | | 1 | 15% | |
| Total: | 5 | 5 | 3 | 0 | 3 | 7 | 6 | 7 | 2 | | | | 9 | 100% | |
| Summary Metrics | | | | | | | | | | | | | Year to Date M | onthly Average | |
| Daily Average Vehicle Passes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | 0 | |
| Average Issued Speed | 19 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | | | | | 20 | |
| Average Issued Red Seconds | 0.9 | 0.5 | 0.4 | 0.5 | 0.5 | 0.6 | 1.1 | 1.1 | 0.8 | | | | 0 | | |
| Citiation / Violation Issuance Rate | 9% | 23% | 20% | 24% | 19% | 23% | 19% | 22% | 17% | | | | | 9% -0/ | |
| Controllable Issuance Rate | 74% | 84% | 89% | 100% | 88% | 79% | 77% | 83% | 92% | | | | 85 | 5% | |





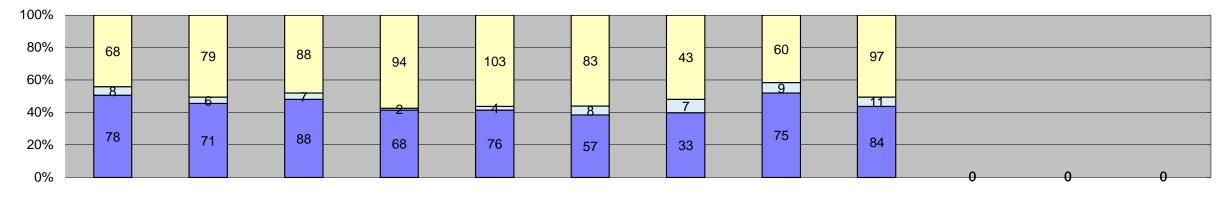
| Events | Jan-18 | Feb-18 | Mar-18 | Apr-18 | May-18 | Jun-18 | Jul-18 | Aug-18 | Sep-18 | Oct-18 Nov-18 | Dec-18 | | lonthly Average | |
|--|-----------------|-----------------|-----------------|-----------------|-----------------|--------------|---------------------------------------|------------|-----------------|---------------|--------|-----------------|-----------------|--|
| Non-Violations | 585 | 558 | 629 | 657 | 697 | 729 | 662 | 702 | 681 | 300 10 100 10 | 200 10 | Quantity 656 | 93% | |
| Violations | 35 | 43 | 68 | 56 | 52 | 45 | 57 | 42 | 42 | | | 49 | 7% | |
| Total: | 620 | 601 | 697 | 713 | 749 | 774 | 719 | 744 | 723 | | | 704 | 100% | |
| Violations | 020 | 00. | 33. | | | | 7.0 | | 0 | | | 70. | 10070 | |
| Uncontrollable Non-Issued | 15 | 25 | 43 | 29 | 25 | 21 | 33 | 24 | 24 | | | 27 | 54% | |
| Controllable Non-Issued | 2 | 1 | 3 | 2 | 3 | 1 | 5 | 0 | 3 | | | 3 | 5% | |
| Citations | 18 | 17 | 22 | 25 | 24 | 23 | 19 | 18 | 15 | | | 20 | 41% | |
| Total: | 35 | 43 | 68 | 56 | 52 | 45 | 57 | 42 | 42 | | | 49 | 59% | |
| Non-Violations | | | | | | | | | | | | | | |
| Emergency Vehicle Non- | 0 | 4 | 1 | 1 | 2 | 3 | 2 | 0 | 1 | | | 2 | 0% | |
| Issuable | | - | l . | l . | | | | | I | | | | | |
| Emergency Vehicle PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Intersection Control in Progress-PD | 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% | |
| No Violation Occurred | 461 | 433 | 505 | 523 | 560 | 587 | 521 | 578 | 545 | | | 524 | 80% | |
| Rear Axle Activation | 6 | 4 | 5 | 3 | 1 | 2 | 10 | 5 | 16 | | | 6 | 1% | |
| Right Turn- No Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Test Shot | 118 | 117 | 118 | 130 | 134 | 137 | 129 | 119 | 119 | | | 125 | 19% | |
| Train Activation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 120 | 1970 | |
| Amber Time Low | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| | | - | | | | 0 | | 0 | | | | 0 | | |
| Vehicle Stopped- PD Total: | 0 585 | 0 558 | 0 629 | 0 657 | 0 697 | 729 | 6 62 | 702 | 0 681 | | | 656 | 0% 100% | |
| Uncontrollable Non-Issu | | ეეგ | 029 | 00/ | 09/ | 129 | 002 | 702 | 001 | | | 000 | 100% | |
| Administrative Dismissal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | I | 0 | 0% | |
| Address/CDL/DOB Match Fail | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | | | 2 | 4% | |
| Conditions Beyond Control | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 4% 0% | |
| Driver Identity Unclear | 3 | 4 | 3 | 4 | 2 | 2 | 1 | 2 | 0 | | | 3 | 8% | |
| Driver Obstructed | 1 | 2 | 3 | 3 | 1 | 4 | 0 | 1 | 2 | | | 2 | 6% | |
| Exposed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Glare on Plate | 3 | 7 | 9 | 7 | 9 | 4 | 8 | 5 | 10 | | | 7 | 21% | |
| Glare on Windshield | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 1 | 10 | | | 1 | 3% | |
| Illegible Plate | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | | | 1 | 3% | |
| Interest of Justice- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| | 0 | 0 | 1 | 1 | 3 | 3 | 2 | 0 | 1 | | | | 5% | |
| Image Quality- PD | | | 1 | ' | | | | | 0 | | | 2 | | |
| Issuance Criteria Not Met- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| No Warning Sign | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| No Plate | 7 | 6 | 17 | 9 | 7 | 5 | 17 | 10 | 8 | | | 10 | 29% | |
| No Speed Captured Obstruction In Photo- PD | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% 5% | |
| | | - | 2 | 2 | 0 | 1 | · · · · · · · · · · · · · · · · · · · | | | | | 2 | | |
| Out of State Plate Obstructed | 0 | 1 | ı | 0 | 0 | 0 | 0 | 0 | 0 | | | 1 | 3% | |
| Short Yellow- PD | 0 | 0 | 5 | 2 | 0 | 0 | 2 | 0 | 0 | | | 2 | 6% 0% | |
| Third Party Damage | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | | | 0 | | |
| | | | | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| TSB Epired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| TSB No Hit Total: | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | | | 2 | 6% | |
| Controllable Non-Issued | 15 | 25 | 43 | 29 | 25 | 21 | 33 | 24 | 24 | | | 33 | 100% | |
| Cnduent Expire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Clarity of Plate | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | | 1 | 13% | |
| Clarity of Priate Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Dark Interior | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | 1 | 13% | |
| Data Box Related- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Data Box Data Error- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Data Entry Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | 1 | 13% | |
| Emergency Vehicle Issue | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | | | <u>'</u> 1 | 17% | |
| Exposed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Equipment Malfunction | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 1 | 13% | |
| Framing- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Framing of Car | 0 | 1 | 1 | 0 | 1 | 1 | 4 | 0 | 1 | | | 2 | 19% | |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Reject Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Speed Not Determined | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | | | 1 | 13% | |
| Total: | 2 | 1 | 3 | 2 | 3 | 1 | 5 | 0 | 3 | | | I 8 | 100% | |
| Summary Metrics | | • | J | | 3 | • | J | U | 3 | | | | lonthly Average | |
| Daily Average Vehicle Passes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | Ontrily Average | |
| Average Issued Speed | 18 | 19 | 19 | 20 | 20 | 20 | 20 | 18 | 19 | | | | 9 | |
| Average Issued Red Seconds | 41.4 | 50.0 | 0.6 | 0.5 | 9.0 | 0.5 | 13.1 | 0.3 | 4.1 | | | | 3.3 | |
| Citiation / Violation Issuance Rate | 51% | 40% | 32% | 45% | 46% | 51% | 33% | 43% | 36% | | | | 2% | |
| Controllable Issuance Rate | 90% | 94% | 88% | 93% | 89% | 96% | 79% | 100% | 83% | | | |)% | |
| Controllable Issualice Kale | ઝ ∪ 7⁄0 | 3470 | 0070 | ჟა% | OB 70 | 3 070 | 1370 | 100% | 037/0 | | | 90 | //0 | |





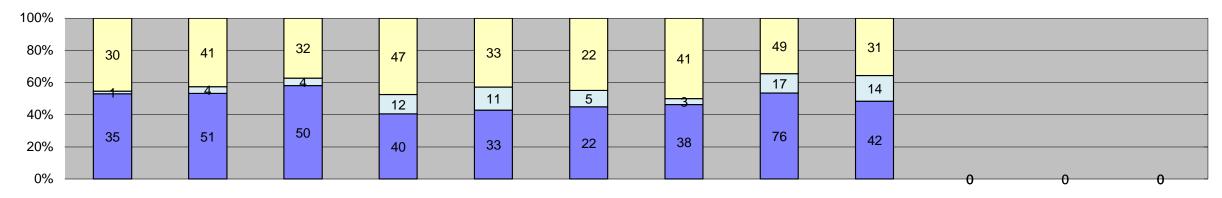
| Events | Jan-18 | Feb-18 | Mar-18 | Apr-18 | May-18 | Jun-18 | Jul-18 | Aug-18 | Sep-18 | Oct-18 | Nov-18 | Dec-18 | Year to Date M | lonthly Average | |
|-------------------------------------|----------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------------|--------|-----------------|-----------------|--|
| Non-Violations | 367 | 296 | 325 | 325 | 768 | 324 | 244 | 293 | 282 | 000-10 | 1404-10 | Dec-10 | Quantity 358 | % 98% | |
| | | | | | | | | | | | | | | | |
| Violations | 7 | 12 | 3 | 11 | 6 | 8 | 6 | 10 | 8 | | | | 8 | 2% | |
| Total: | 374 | 308 | 328 | 336 | 774 | 332 | 250 | 303 | 290 | | | | 366 | 100% | |
| Violations | - | | - | | | - | | | | | | | | | |
| Uncontrollable Non-Issued | 6 | 9 | 1 | 4 | 4 | 3 | 4 | 4 | 4 | | | | 4 | 48% | |
| Controllable Non-Issued | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | | | | 2 | 17% | |
| Citations | 1 | 2 | 2 | 7 | 2 | 3 | 0 | 6 | 3 | | | | 3 | 36% | |
| Total: | 7 | 12 | 3 | 11 | 6 | 8 | 6 | 10 | 8 | | | | 9 | 64% | |
| Non-Violations | | | | | | | | | | | | | | | |
| Emergency Vehicle Non- | 2 | 2 | 282 | 1 | 0 | 3 | 0 | 0 | 0 | | | | 58 | 14% | |
| Issuable | | | | | | | | | | | | | | | |
| Emergency Vehicle PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Intersection Control in Progress-PD | 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% | |
| No Violation Occurred | 318 | 256 | 0 | 276 | 725 | 271 | 221 | 242 | 258 | | | | 321 | 76% | |
| | | | 1 | | | | | | 250 | | | | 321 | | |
| Rear Axle Activation | 0 | 1 | | 1 | 0 | 0 | 1 | 0 | 1 | | | | 1 | 0% | |
| Right Turn- No Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Test Shot | 47 | 37 | 42 | 47 | 43 | 50 | 22 | 51 | 23 | | | | 40 | 10% | |
| Train Activation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| Amber Time Low | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Vehicle Stopped- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Total: | 367 | 296 | 325 | 325 | 768 | 324 | 244 | 293 | 282 | | | | 420 | 100% | |
| Uncontrollable Non-Iss | ued Violations | | | | | | | | | | | | | | |
| Administrative Dismissal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Address/CDL/DOB Match Fail | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Conditions Beyond Control | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Driver Identity Unclear | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 1 | 11% | |
| Driver Obstructed | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | | | | 1 | 15% | |
| Exposed | 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% | |
| Glare on Windshield | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 1 | 11% | |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Interest of Justice- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Image Quality- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Issuance Criteria Not Met- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| No Warning Sign | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| No Plate | 5 | 7 | 0 | 2 | 3 | 2 | 2 | 3 | 2 | | | | 3 | 37% | |
| No Speed Captured | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Obstruction In Photo- PD | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 1 | 11% | |
| Out of State | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | | | | 1 | 14% | |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Short Yellow- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Third Party Damage | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| TSB Epired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| TSB No Hit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Total: | 6 | | 4 | | | | | 4 | | | | | | | |
| | | 9 | - | 4 | 4 | 3 | 4 | 4 | 4 | | | | 9 | 100% | |
| Controllable Non-Issue | | | | | 2 | | | | 2 | | | | | 22/ | |
| Cnduent Expire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Dark Interior | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | | | | 2 | 44% | |
| Data Box Related- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Data Box Data Error- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Data Entry Error | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 1 | 22% | |
| Emergency Vehicle Issue | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | | | | 2 | 33% | |
| Exposed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Framing- PD | 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% | |
| Framing of Oriver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | 0 | 0% | |
| | | | | | | | | | 0 | | | | | | |
| Reject Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Speed Not Determined | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Total: | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | | | | 5 | 100% | |
| Summary Metrics | | | | | | | | | | | | | | lonthly Average | |
| Daily Average Vehicle Passes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |) | |
| Average Issued Speed | 18 | 16 | 21 | 18 | 14 | 17 | 22 | 17 | 18 | | | | | 8 | |
| Average Issued Red Seconds | 0.8 | 346.9 | 0.3 | 194.9 | 334.4 | 156.6 | 384.9 | 288.6 | 256.1 | | | | | 8.2 | |
| Citiation / Violation Issuance Rate | 14% | 17% | 67% | 64% | 33% | 38% | 0% | 60% | 38% | | | | 41 | % | |
| Controllable Issuance Rate | 100% | 67% | 100% | 100% | 100% | 60% | 0% | 100% | 75% | | | | 88 | 3% | |
| | - | • | · | | | | · | | | | | | | | |





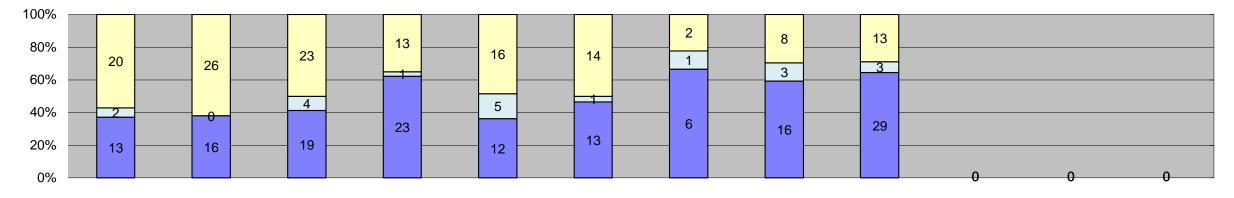
| Events | Jan-18 | Feb-18 | Mar-18 | Apr-18 | May-18 | Jun-18 | Jul-18 | Aug-18 | Sep-18 | Oct-18 | Nov-18 | Dec-18 | Year to Date M | onthly Average | |
|-------------------------------------|-----------|----------|----------|-----------|-----------|------------|------------|------------|----------|--------|--------|--------|-----------------|----------------|--|
| Non-Violations | 485 | 413 | 482 | 435 | 419 | 475 | 406 | 427 | 361 | | | 200 10 | Quantity 434 | 74% | |
| Violations | 154 | 156 | 183 | 164 | 183 | 148 | 83 | 144 | 192 | | | | 156 | 26% | |
| Total: | 639 | 569 | 665 | 599 | 602 | 623 | 489 | 571 | 553 | | | | 590 | 100% | |
| Violations | | | 3 | | | | | • | | , | · | | | | |
| Uncontrollable Non-Issued | 78 | 71 | 88 | 68 | 76 | 57 | 33 | 75 | 84 | | | | 70 | 45% | |
| Controllable Non-Issued | 8 | 6 | 7 | 2 | 4 | 8 | 7 | 9 | 11 | | | | 7 | 4% | |
| Citations | 68 | 79 | 88 | 94 | 103 | 83 | 43 | 60 | 97 | | | | 79 | 51% | |
| Total: | 154 | 156 | 183 | 164 | 183 | 148 | 83 | 144 | 192 | | | | 156 | 49% | |
| Non-Violations | | | , | | | | | | | | | | | | |
| Emergency Vehicle Non- Issuable | 5 | 1 | 5 | 2 | 0 | 3 | 7 | 5 | 6 | | | | 4 | 1% | |
| Emergency Vehicle PD | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | | | | 3 | 1% | |
| Intersection Control in Progress- | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | | | 1 | 0% | |
| PD | | | | | | | | | | | | | | | |
| Gate Down/ No Train | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| No Violation Occurred | 336 | 294 | 329 | 299 | 286 | 328 | 258 | 269 | 221 | | | | 291 7 | 66% | |
| Rear Axle Activation | 6 | 3 | 2 | 3 | 2 | 7 | 7 | 21 | 15 | | | | 0 | 2% 0% | |
| Right Turn- No Violation Test Shot | 0 137 | 0 115 | 0 146 | 0 130 | 0 128 | 0 137 | 0 134 | 0 132 | 0 118 | | | | 131 | 30% | |
| Train Activation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | | 131 | 30 /6 | |
| Amber Time Low | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Vehicle Stopped- PD | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 1 | 0% | |
| Total: | 485 | 413 | 482 | 435 | 419 | 475 | 406 | 427 | 361 | | | | 438 | 100% | |
| Uncontrollable Non-Issu | | | | | | | | | | | | | | | |
| Administrative Dismissal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Address/CDL/DOB Match Fail | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Car Obstructed | 2 | 0 | 1 | 2 | 3 | 0 | 0 | 2 | 1 | | | | 2 | 2% | |
| Conditions Beyond Control | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Driver Identity Unclear | 6 | 8 | 5 | 0 | 0 | 0 | 2 | 2 | 3 | | | | 4 | 5% | |
| Driver Obstructed | 0 | 1 | 3 | 2 | 4 | 5 | 1 | 6 | 5 | | | | 3 | 4% | |
| Exposed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Glare on Plate Glare on Windshield | 35 2 | 23 | 22 | 24 | 25 1 | 11 0 | 9 | 12 7 | 23 5 | | | | 20 3 | 26% 3% | |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | | | | 1 | 1% | |
| Interest of Justice- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Image Quality- PD | 3 | 0 | 1 | 3 | 3 | 5 | 1 | 2 | 0 | | | | 3 | 3% | |
| Issuance Criteria Not Met- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| No Warning Sign | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| No Plate | 21 | 22 | 31 | 31 | 31 | 27 | 16 | 36 | 40 | | | | 28 | 36% | |
| No Speed Captured | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Obstruction In Photo- PD | 4 | 7 | 5 | 4 | 5 | 4 | 1 | 0 | 1 | | | | 4 | 5% | |
| Out of State | 0 | 2 | 4 | 0 | 0 | 2 | 1 | 2 | 3 | | | | 2 | 3% | |
| Plate Obstructed | 5 | 6 | 6 | 1 | 4 | 3 | 0 | 5 | 2 | | | | 4 | 5% | |
| Short Yellow- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Third Party Damage | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| TSB Epired TSB No Hit | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 5 | 0% | |
| Total: | 78 | 71 | 88 | 68 | 76 | 57 | 33 | 75 | 84 | | | | 80 | 6% 100% | |
| Controllable Non-Issued | | 71 | 00 | 00 | 76 | 37 | 33 | 75 | 04 | | | | 80 | 100% | |
| Cnduent Expire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Dark Interior | 5 | 0 | 2 | 1 | 0 | 1 | 1 | 0 | 3 | | | | 2 | 18% | |
| Data Box Related- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Data Box Data Error- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Data Entry Error | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 4 | | | | 2 | 19% | |
| Emergency Vehicle Issue | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | | | | 1 | 10% | |
| Exposed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Equipment Malfunction | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | | | | 1 | 8% | |
| Framing- PD Framing of Car | 1 | 0 4 | 0 | 0 | 3 | 0 5 | 0 | 0 | 0 4 | | | | 0 3 | 0% 25% | |
| Framing of Car Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Framing of Plate | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 1 | 8% | |
| Reject Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Speed Not Determined | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | | | | 1 | 10% | |
| Total: | 8 | 6 | 7 | 2 | 4 | 8 | 7 | 9 | 11 | | | | 12 | 100% | |
| Summary Metrics | | | | | | | | | | | | | Year to Date M | onthly Average | |
| Daily Average Vehicle Passes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | 0 | |
| Average Issued Speed | 20 | 21 | 20 | 21 | 20 | 21 | 21 | 20 | 19 | | | | | 20 | |
| Average Issued Red Seconds | 0.5 | 0.4 | 1.3 | 2.1 | 1.0 | 0.5 | 2.7 | 0.5 | 1.6 | | | | | .2 | |
| Citiation / Violation Issuance Rate | 44% | 51% | 48% | 57% | 56% | 56% 01% | 52% 86% | 42% 87% | 51% | | | | | 1% 1% | |
| Controllable Issuance Rate | 89% | 93% | 93% | 98% | 96% | 91% | 86% | 87% | 90% | | | | 91 | 1 /0 | |





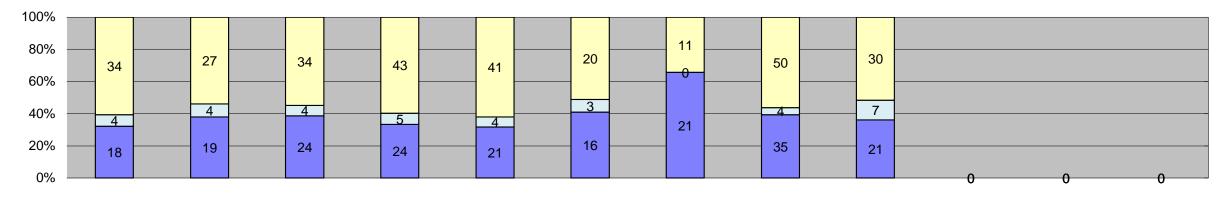
| - · | 1 10 | F 1 40 | M 40 | A 40 | NA 40 | 1 10 | 1.1.40 | A 40 | 0 10 | 0 1 10 | N. 40 | D 40 | Year to Date M | onthly Average | |
|--|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------|--|--------|-----------------|----------------|--|
| Events Non-Violations | Jan-18 803 | Feb-18 705 | Mar-18 803 | Apr-18 791 | May-18 832 | Jun-18 802 | Jul-18 777 | Aug-18 922 | Sep-18 789 | Oct-18 | Nov-18 | Dec-18 | Quantity 803 | 90% | |
| Violations | 66 | 96 | 86 | 99 | 77 | 49 | 82 | 142 | 87 | | | | 87 | 10% | |
| Total: | 869 | 801 | 889 | 890 | 909 | 851 | 859 | 1,064 | 876 | | | | 890 | 100% | |
| Violations | 003 | 001 | 003 | 030 | 303 | 001 | 000 | 1,004 | 010 | | | | 000 | 10070 | |
| Uncontrollable Non-Issued | 35 | 51 | 50 | 40 | 33 | 22 | 38 | 76 | 42 | | 4 | 1 | 43 | 49% | |
| Controllable Non-Issued | 1 | 4 | 4 | 12 | 11 | 5 | 3 | 17 | 14 | | | | 8 | 9% | |
| Citations | 30 | 41 | 32 | 47 | 33 | 22 | 41 | 49 | 31 | | | | 36 | 42% | |
| Total: | 66 | 96 | 86 | 99 | 77 | 49 | 82 | 142 | 87 | | | | 87 | 58% | |
| Non-Violations | | | | | | | | | | | | | | | |
| Emergency Vehicle Non- | 0 | 2 | 2 | 1 | 0 | 3 | 2 | 4 | 3 | | | | 2 | 0% | |
| Issuable Emergency Vehicle PD | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | | | | 1 | 0% | |
| Intersection Control in Progress- | | | | | | - | | | | | | | | | |
| PD | 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% | |
| No Violation Occurred | 603 | 503 | 598 | 609 | 641 | 597 | 594 | 700 | 552 | | and the state of t | | 600 | 75% | |
| Rear Axle Activation | 12 | 8 | 6 | 7 | 3 | 8 | 7 | 18 | 20 | | | | 10 | 1% | |
| Right Turn- No Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Test Shot | 188 | 192 | 197 | 174 | 188 | 193 | 174 | 199 | 208 | | | | 190 | 24% | |
| Train Activation Amber Time Low | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | | | | | 00/ | |
| Vehicle Stopped- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% 0% | |
| Total: | 803 | 705 | 803 | 791 | 832 | 802 | 777 | 922 | 789 | | | | 803 | 100% | |
| Uncontrollable Non-Issu | | 7 00 | 003 | 7.51 | 00Z | 302 | 111 | JLL | 109 | | | | | 10070 | |
| Administrative Dismissal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Address/CDL/DOB Match Fail | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Car Obstructed | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 7 | 2 | | | | 3 | 5% | |
| Conditions Beyond Control | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Driver Identity Unclear | 1 | 4 | 1 | 2 | 0 | 1 | 3 | 2 | 0 | | | | 2 | 4% | |
| Driver Obstructed | 1 | 2 | 3 | 3 | 0 | 1 | 4 | 7 | 2 | | | | 3 | 6% | |
| Exposed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Glare on Plate | 12 | 16 | 12 | 12 | 14 | 8 | 11 | 18 | 11 | | | | 13 | 25% | |
| Glare on Windshield | 0 | 0 | 1 | 0 | 0 | 2 | 4 | 6 | 1 | | | | 3 | 5% | |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Interest of Justice- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Image Quality- PD Issuance Criteria Not Met- PD | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | | | | 2 | 3% 0% | |
| No Warning Sign | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| No Plate | 12 | 18 | 21 | 19 | 13 | 8 | 11 | 19 | 18 | | 000000000000000000000000000000000000000 | | 15 | 30% | |
| No Speed Captured | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Obstruction In Photo- PD | 3 | 4 | 1 | 0 | 0 | 1 | 1 | 5 | 0 | | | | 3 | 5% | |
| Out of State | 1 | 1 | 3 | 0 | 1 | 0 | 3 | 8 | 2 | | | | 3 | 5% | |
| Plate Obstructed | 4 | 3 | 4 | 3 | 4 | 1 | 1 | 2 | 4 | | | | 3 | 6% | |
| Short Yellow- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Third Party Damage | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| TSB Expired | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | | | 2 | 3% | |
| TSB No Hit | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 2 | 4% | |
| Total: | 35 | 51 | 50 | 40 | 33 | 22 | 38 | 76 | 42 | | | | 51 | 100% | |
| Controllable Non-Issued | | | 1 | | | | | | | | | | • | | |
| Cnduent Expire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Clarity of Driver Dark Interior | 0 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 | 0 2 | | | | 2 | 0% 11% | |
| Dark Interior Data Box Related- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Data Box Data Error- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Data Entry Error | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 2 | 1 | | | | 1 | 8% | |
| Emergency Vehicle Issue | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | | | | 1 | 9% | |
| Exposed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Framing- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Framing of Car | 1 | 0 | 2 | 8 | 9 | 5 | 3 | 11 | 10 | | | | 6 | 44% | |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | | | | 3 | 21% | |
| Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Reject Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | | 1 | 7% | |
| Speed Not Determined | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Total: | 1 | 4 | 4 | 12 | 11 | 5 | 3 | 17 | 14 | | | | 14 | 100% | |
| Summary Metrics | 0 | ^ | | ^ | ^ | ^ | ^ | ^ | ^ | | | | | onthly Average | |
| Daily Average Vehicle Passes Average Issued Speed | 0 20 | 0 22 | 0 22 | 0 21 | 0 21 | 0 22 | 0 21 | 0 19 | 0 20 | | | | | 1 | |
| Average Issued Speed Average Issued Red Seconds | 5.5 | 0.5 | 0.4 | 2.3 | 0.5 | 0.6 | 2.0 | 0.6 | 1.2 | | | | 1. | | |
| Citiation / Violation Issuance Rate | 45% | 43% | 37% | 47% | 43% | 45% | 50% | 35% | 36% | | | | 42 | | |
| Controllable Issuance Rate | 97% | 91% | 89% | 80% | 75% | 81% | 93% | 74% | 69% | | | | 83 | | |
| | | | | | | | | | | I . | 1 | 1 | | | |





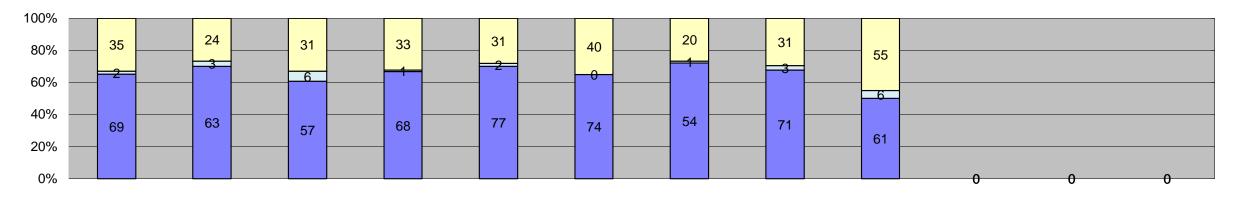
| Events | Jan-18 | Feb-18 | Mar-18 | Apr-18 | May-18 | Jun-18 | Jul-18 | Aug-18 | Sep-18 | Oct-18 | Nov-18 | Dec-18 | Year to Date M | lonthly Average | |
|---|--------------|-------------|------------|--------|------------|-------------|------------|-------------|----------|--------|--------|--------|----------------|-----------------|--|
| Non-Violations | 616 | 585 | 642 | 537 | 642 | 541 | 457 | 485 | 408 | 70 | | | 546 | 94% | |
| Violations | 35 | 42 | 46 | 37 | 33 | 28 | 9 | 27 | 45 | | | | 34 | 6% | |
| Total: | 651 | 627 | 688 | 574 | 675 | 569 | 466 | 512 | 453 | | | | 579 | 100% | |
| Violations | | | 3 | | | | | | | , | | | | | |
| Uncontrollable Non-Issued | 13 | 16 | 19 | 23 | 12 | 13 | 6 | 16 | 29 | | | | 16 | 48% | |
| Controllable Non-Issued | 2 | 0 | 4 | 1 | 5 | 1 | 1 | 3 | 3 | | | | 3 | 7% | |
| Citations | 20 | 26 | 23 | 13 | 16 | 14 | 2 | 8 | 13 | | | | 15 | 44% | |
| Total: | 35 | 42 | 46 | 37 | 33 | 28 | 9 | 27 | 45 | | | | 34 | 56% | |
| Non-Violations | | | | | | | | | | | | | | | |
| Emergency Vehicle Non- Issuable | 2 | 1 | 0 | 2 | 3 | 1 | 1 | 0 | 5 | | | | 2 | 0% | |
| Emergency Vehicle PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Intersection Control in Progress- | 0 | | | | | | | | | | | | 0 | 0% | |
| PD | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| Gate Down/ No Train | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| No Violation Occurred | 487 | 456 | 499 | 402 | 494 | 403 | 334 | 352 | 271 | | | | 411 | 75% | |
| Rear Axle Activation | 0 | 3 | 2 | 0 | 1 | 0 | 1 | 0 | 1 | | | | 2 | 0% | |
| Right Turn- No Violation | 0 | 0 124 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Test Shot Train Activation | 127 | | 141 | 133 | 144 | 137 0 | 121 0 | 133 0 | 123 8 | | | | 131 | 24% | |
| Amber Time Low | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Vehicle Stopped- PD | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 1 | 0% | |
| Total: | 616 | 585 | 642 | 537 | 642 | 541 | 457 | 485 | 408 | | | | 547 | 100% | |
| Uncontrollable Non-Issi | | 303 | UTE | 331 | V7£ | VT 1 | 701 | TUJ | TUU | | | | J JT/ | 10070 | |
| Administrative Dismissal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Address/CDL/DOB Match Fail | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Car Obstructed | 1 | 3 | 5 | 3 | 0 | 1 | 0 | 1 | 6 | | | | 3 | 11% | |
| Conditions Beyond Control | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Driver Identity Unclear | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 2 | 7% | |
| Driver Obstructed | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 1 | 1 | | | | 1 | 4% | |
| Exposed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Glare on Plate | 1 | 1 | 0 | 3 | 1 | 2 | 0 | 1 | 4 | | | | 2 | 7% | |
| Glare on Windshield | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | | | | 1 | 4% | |
| Illegible Plate | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | | | | 1 | 4% | |
| Interest of Justice- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Image Quality- PD | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | | | 1 | 4% | |
| Issuance Criteria Not Met- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| No Warning Sign | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| No Plate No Speed Captured | 6 0 | 0 | 9 | 6 | 3 | 4 0 | 5 0 | 7 0 | 10 0 | | | | 6 0 | 22% 0% | |
| Obstruction In Photo- PD | 2 | 2 | 1 | 0 4 | 0 | 1 | 0 | 1 | 1 | | | | 2 | 6% | |
| Out of State | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | | | | 1 | 4% | |
| Plate Obstructed | 1 | 1 | 1 | 3 | 6 | 2 | 0 | 2 | 3 | | | | 2 | 9% | |
| Short Yellow- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Third Party Damage | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| TSB Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | | | | 2 | 7% | |
| TSB No Hit | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 3 | 11% | |
| Total: | 13 | 16 | 19 | 23 | 12 | 13 | 6 | 16 | 29 | | | | 27 | 100% | |
| Controllable Non-Issue | d Violations | | | | | | | | | | | | | | |
| Cnduent Expire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Clarity of Plate | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | | | 1 | 16% | |
| Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Dark Interior | 1 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 2 | | | | 1 | 20% | |
| Data Box Related- PD Data Box Data Error- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% 0% | |
| Data Entry Error | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | | | | 1 | 16% | |
| Emergency Vehicle Issue | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | | | | 1 | 16% | |
| Exposed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | | | | 1 | 16% | |
| Framing- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Framing of Car | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 1 | 16% | |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Reject Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Speed Not Determined | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Total: | 2 | 0 | 4 | 1 | 5 | 1 | 1 | 3 | 3 | | | | 6 | 100% | |
| Summary Metrics | | | | | | | | | | | | | | Ionthly Average | |
| Daily Average Vehicle Passes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | 0 | |
| Average Issued Speed | 16 | 17 | 18 | 17 | 17 | 16 47.5 | 17 | 17 16.2 | 17 | | | | | 7 | |
| Average Issued Red Seconds Citiation / Violation Issuance Rate | 64.8 57% | 15.4 | 28.3 | 154.4 | 101.9 | 47.5 50% | 115.4 | 16.2 30% | 47.1 | | | | | 5.7 3% | |
| | | 62% 100% | 50% 85% | 35% | 48% 76% | 50% | 22% 67% | 30% 73% | 29% | | | | | 3% I% | |
| Controllable Issuance Rate | 91% | 100% | 00% | 93% | 76% | 93% | 67% | 73% | 81% | | | | ا کا | r /0 | |





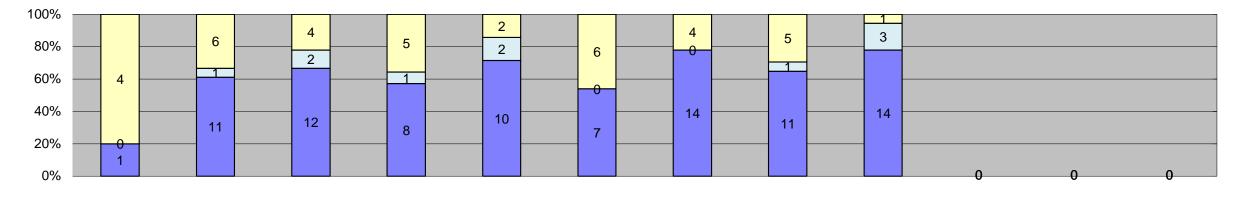
| Events | Jan-18 | Feb-18 | Mar-18 | Apr-18 | May-18 | Jun-18 | Jul-18 | Aug-18 | Sep-18 | Oct-18 | Nov-18 | Dec-18 | Year to Date M | onthly Average | |
|---|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|----------------|-----------------|--|
| Non-Violations | 372 | 347 | 399 | 404 | 396 | 407 | 376 | 382 | 356 | | | | 382 | 87% | |
| Violations | 56 | 50 | 62 | 72 | 66 | 39 | 32 | 89 | 58 | | | | 58 | 13% | |
| Total: | 428 | 397 | 461 | 476 | 462 | 446 | 408 | 471 | 414 | | | | 440 | 100% | |
| Violations | | | 1 | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 18 | 19 | 24 | 24 | 21 | 16 | 21 | 35 | 21 | | | | 22 | 38% | |
| Controllable Non-Issued | 4 | 4 | 4 | 5 | 4 | 3 | 0 | 4 | 7 | | | | 4 | 7% | |
| Citations | 34 | 27 | 34 | 43 | 41 | 20 | 11 | 50 | 30 | | | | 32 | 55% | |
| Total: | 56 | 50 | 62 | 72 | 66 | 39 | 32 | 89 | 58 | | | | 59 | 45% | |
| Non-Violations | | | | | | | | | | | | | | | |
| Emergency Vehicle Non- | 1 | 0 | 0 | 3 | 5 | 1 | 2 | 1 | 0 | | | | 2 | 1% | |
| Issuable Emergency Vehicle PD | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | | | | 1 | 0% | |
| Intersection Control in Progress- | | | | | | | - | | | | | | | | |
| PD | 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% | |
| No Violation Occurred | 217 | 207 | 242 | 251 | 230 | 235 | 229 | 231 | 198 | | | | 227 | 59% | |
| Rear Axle Activation | 12 | 12 | 13 | 18 | 9 | 8 | 8 | 13 | 13 | | | | 12 | 3% | |
| Right Turn- No Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Test Shot | 142 | 128 | 144 | 132 | 152 | 163 | 136 | 137 | 139 | | | | 141 | 37% | |
| Train Activation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | | | | | | |
| Amber Time Low | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Vehicle Stopped- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Total: | 372 | 347 | 399 | 404 | 396 | 407 | 376 | 382 | 356 | | | | 383 | 100% | |
| Uncontrollable Non-Issi | | ^ | ^ | ^ | ^ | ^ | ^ | ^ | ^ | | | | ^ | 00/ | |
| Administrative Dismissal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Address/CDL/DOB Match Fail Car Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Conditions Beyond Control | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 5% 0% | |
| Driver Identity Unclear | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | | | | 1 | 5% | |
| Driver Obstructed | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | | | | 1 | 3% | |
| Exposed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Glare on Plate | 2 | 7 | 5 | 12 | 6 | 6 | 6 | 9 | 10 | | | | 7 | 24% | |
| Glare on Windshield | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Illegible Plate | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | | | | 1 | 3% | |
| Interest of Justice- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Image Quality- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Issuance Criteria Not Met- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| No Warning Sign | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| No Plate | 9 | 8 | 14 | 8 | 13 | 10 | 12 | 17 | 10 | | | | 11 | 38% | |
| No Speed Captured | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Obstruction In Photo- PD | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | | | | 2 | 6% | |
| Out of State | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | | | | 2 | 7% | |
| Plate Obstructed | 2 | 1 | 1 | 1 | 1 | 0 | 0 | 5 | 1 | | | | 2 | 6% | |
| Short Yellow- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Third Party Damage | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| TSB Epired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| TSB No Hit | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 1 | 3% | |
| Total: | 18 | 19 | 24 | 24 | 21 | 16 | 21 | 35 | 21 | | | 1 | 30 | 100% | |
| Controllable Non-Issue Cnduent Expire | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 00/ | |
| Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% 0% | |
| Clarity of Plate Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Dark Interior | 1 | 2 | 2 | 1 | 1 | 0 | 0 | 1 | 1 | | | | 1 | 16% | |
| Data Box Related- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Data Box Data Error- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Data Entry Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | | | | 1 | 12% | |
| Emergency Vehicle Issue | 2 | 2 | 1 | 3 | 0 | 2 | 0 | 2 | 5 | | | | 2 | 30% | |
| Exposed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Framing- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Framing of Car | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | | | | 1 | 12% | |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Reject Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | | 1 | 12% | |
| Speed Not Determined | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | | | | 1 | 17% | |
| Total: | 4 | 4 | 4 | 5 | 4 | 3 | 0 | 4 | 7 | | | | 8 | 100% | |
| Summary Metrics | _ | | - | _ | - | - | - | - | - | | | | | lonthly Average | |
| Daily Average Vehicle Passes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |) | |
| Average Issued Speed | 18 | 17 | 17 | 18 | 19 | 18 | 18 | 17 | 17 | | | | | 8 | |
| Average Issued Red Seconds Citiation / Violation Issuance Rate | 2.7 | 11.5 | 7.6 | 5.4 | 16.0 | 28.3 | 38.1 | 14.5 | 6.2 | | | | | l.5 | |
| | 61% | 54% | 55% | 60% | 62% | 51% | 34% | 56% | 52% | | | | | 1% 10/ | |
| Controllable Issuance Rate | 89% | 87% | 89% | 90% | 91% | 87% | 100% | 93% | 81% | | | | I 90 |)% | |





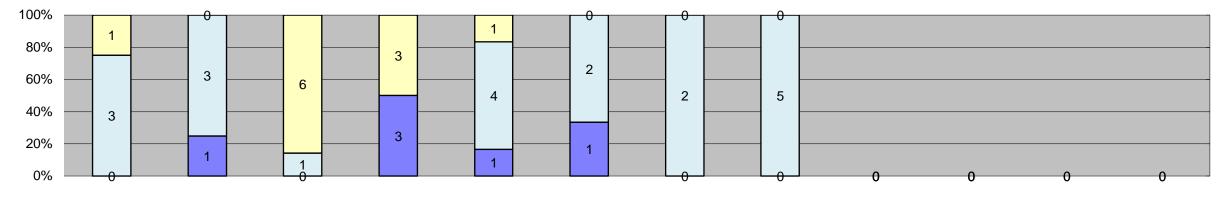
| Events | Jan-18 | Feb-18 | Mar-18 | Apr-18 | May-18 | Jun-18 | Jul-18 | Aug-18 | Sep-18 | Oct-18 Nov-18 | Dec-18 | | onthly Average | |
|---|-----------------|-----------------|-----------------|-----------------|-----------------|-------------|-----------------|-------------|-----------------|---------------|--------|-----------------|----------------|----------|
| Non-Violations | 450 | 402 | 462 | 407 | 401 | 404 | 377 | 422 | 400 | 1101 10 | 200 10 | Quantity 414 | 80% | |
| Violations | 106 | 90 | 94 | 102 | 110 | 114 | 75 | 105 | 122 | | | 102 | 20% | |
| Total: | 556 | 492 | 556 | 509 | 511 | 518 | 452 | 527 | 522 | | | 516 | 100% | |
| Violations | | | | | - | | - | - | | | | | | |
| Uncontrollable Non-Issued | 69 | 63 | 57 | 68 | 77 | 74 | 54 | 71 | 61 | | | 66 | 64% | |
| Controllable Non-Issued | 2 | 3 | 6 | 1 | 2 | 0 | 1 | 3 | 6 | | | 3 | 3% | |
| Citations | 35 | 24 | 31 | 33 | 31 | 40 | 20 | 31 | 55 | | | 33 | 33% | |
| Total: | 106 | 90 | 94 | 102 | 110 | 114 | 75 | 105 | 122 | | | 102 | 67% | |
| Non-Violations | | | | | | | | | | | | | | |
| Emergency Vehicle Non- | 2 | 1 | 1 | 0 | 5 | 3 | 2 | 1 | 2 | | | 2 | 1% | |
| Issuable Emergency Vehicle PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Intersection Control in Progress- | | | | | | | | | | | | | | |
| PD | 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% | |
| No Violation Occurred | 285 | 249 | 305 | 260 | 249 | 265 | 250 | 257 | 197 | | | 257 | 62% | |
| Rear Axle Activation | 19 | 14 | 13 | 21 | 13 | 12 | 7 | 19 | 36 | | | 17 | 4% | |
| Right Turn- No Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Test Shot | 144 | 138 | 143 | 126 | 134 | 124 | 118 | 145 | 146 | | | 135 | 33% | |
| Train Activation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | | | | 00/ | ı |
| Amber Time Low | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Vehicle Stopped- PD Total: | 0 450 | 0 402 | 0 462 | 0 407 | 0 401 | 404 | 0 377 | 4 22 | 0 400 | | | 412 | 0% 100% | |
| Uncontrollable Non-Issu | | 402 | 402 | 40/ | + ∪ I | 404 | 311 | 444 | 400 | | | +14 | 10070 | |
| Administrative Dismissal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | | | 1 | 1% | |
| Address/CDL/DOB Match Fail | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Car Obstructed | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | | | 1 | 1% | |
| Conditions Beyond Control | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Driver Identity Unclear | 4 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | | | 3 | 4% | |
| Driver Obstructed | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | | | 2 | 3% | |
| Exposed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Glare on Plate | 39 | 34 | 24 | 41 | 48 | 41 | 32 | 32 | 13 | | | 34 | 40% | |
| Glare on Windshield | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | | | 2 | 2% | |
| Illegible Plate | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | | | 1 | 2% | |
| Interest of Justice- PD | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 1 | 1% | |
| Image Quality- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Issuance Criteria Not Met- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| No Warning Sign | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| No Plate No Speed Captured | 16 0 | 19 | 24 | 19 | 23 | 24 0 | 20 | 30 | 27 0 | | | 22 0 | 27% 0% | <u> </u> |
| Obstruction In Photo- PD | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | | | 2 | 2% | |
| Out of State | 2 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | | | 1 | 1% | |
| Plate Obstructed | 6 | 2 | 5 | 5 | 1 | 3 | 1 | 2 | 4 | | | 3 | 4% | |
| Short Yellow- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Third Party Damage | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| TSB Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | | | 7 | 8% | |
| TSB No Hit | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | | | 3 | 4% | |
| Total: | 69 | 63 | 57 | 68 | 77 | 74 | 54 | 71 | 61 | | | 84 | 100% | |
| Controllable Non-Issued | d Violations | | | | | | | | | | | | | |
| Cnduent Expire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Dark Interior | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | | | 2 | 21% | |
| Data Box Related- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Data Box Data Error- PD Data Entry Error | 0 | 0 2 | 0 5 | 0 | 0 | 0 | 0 | 0 2 | 0 | | | 0 2 | 0% 28% | |
| Emergency Vehicle Issue | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | | | 1 | 13% | |
| Exposed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | | 1 | 13% | |
| Framing- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Framing of Car | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | | | 1 | 13% | |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Reject Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Speed Not Determined | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | | | 1 | 13% | |
| Total: | 2 | 3 | 6 | 1 | 2 | 0 | 1 | 3 | 6 | | | 8 | 100% | |
| Summary Metrics | | | | | | | | | | 1 | | Year to Date M | - | |
| Daily Average Vehicle Passes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |) | |
| Average Issued Speed | 19 | 20 | 19 | 20 | 20 | 19 | 20 | 19 | 19 | | | | 9 | |
| Average Issued Red Seconds | 0.6 | 0.3 | 0.4 | 0.3 | 0.3 | 0.3 | 0.5 | 0.4 | 2.8 | | | 0 | | |
| Citiation / Violation Issuance Rate Controllable Issuance Rate | 33% 95% | 27% 89% | 33% 84% | 32% 97% | 28% 94% | 35% 100% | 27% 95% | 30% 91% | 45% 90% | | | | 2% 3% | |
| Controllable issuance Kate | 90% | 09% | 04% | 3170 | 94% | 100% | 90% | 91% | 9 U% | | | 93 | 0/0 | |





| Events | Jan-18 | Feb-18 | Mar-18 | Apr-18 | Mav-18 | Jun-18 | Jul-18 | Aua-18 | Sep-18 | Oct-18 Nov- | 18 Dec-18 | Year to Date N | Monthly Average | |
|-------------------------------------|--------------|--------|--------|--------|--------|--------|--------|--------|--------|-------------|-----------|----------------|-----------------|--|
| Non-Violations | 674 | 690 | 677 | 661 | 692 | 610 | 529 | 591 | 563 | | | 632 | 98% | |
| Violations | 5 | 18 | 18 | 14 | 14 | 13 | 18 | 17 | 18 | | | 15 | 2% | |
| Total: | 679 | 708 | 695 | 675 | 706 | 623 | 547 | 608 | 581 | | | 647 | 100% | |
| Violations | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 1 | 11 | 12 | 8 | 10 | 7 | 14 | 11 | 14 | | | 10 | 63% | |
| Controllable Non-Issued | 0 | 1 | 2 | 1 | 2 | 0 | 0 | 1 | 3 | | | 2 | 11% | |
| Citations | 4 | 6 | 4 | 5 | 2 | 6 | 4 | 5 | 1 | | | 4 | 26% | |
| Total: | 5 | 18 | 18 | 14 | 14 | 13 | 18 | 17 | 18 | | | 16 | 74% | |
| Non-Violations | | | | | | | | | | | | | | |
| Emergency Vehicle Non- | 0 | 0 | 4 | 0 | 1 | 2 | 1 | 0 | 1 | | | 2 | 0% | |
| Issuable | | | | | | | | | | | | | | |
| Emergency Vehicle PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Intersection Control in Progress-PD | 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% | |
| No Violation Occurred | 499 | 540 | 516 | 509 | 517 | 454 | 380 | 423 | 402 | | | 471 | 74% | |
| Rear Axle Activation | 18 | 5 | 9 | 10 | 7 | 11 | 11 | 18 | 16 | | | 12 | 2% | |
| Right Turn- No Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Test Shot | 156 | 145 | 148 | 142 | 167 | 143 | 137 | 150 | 134 | | | 147 | 23% | |
| Train Activation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | | | | | |
| Amber Time Low | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Vehicle Stopped- PD | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 1 | 0% | |
| Total: | 674 | 690 | 677 | 661 | 692 | 610 | 529 | 591 | 563 | | | 632 | 100% | |
| Uncontrollable Non-Issu | | | | | | | | | | | | | | |
| Administrative Dismissal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Address/CDL/DOB Match Fail | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Conditions Beyond Control | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Driver Identity Unclear | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 1 | 6% | |
| Driver Obstructed | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 1 | 6% | |
| Exposed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Glare on Plate | 0 | 1 | 7 | 5 | 6 | 5 | 1 | 1 | 5 | | | 4 | 23% | |
| Glare on Windshield | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | | | 2 | 12% | |
| Interest of Justice- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Image Quality- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Issuance Criteria Not Met- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| No Warning Sign | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| No Plate | 1 | 8 | 2 | 2 | 4 | 2 | 10 | 10 | 8 | | | 5 | 31% | |
| No Speed Captured | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Obstruction In Photo- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Out of State | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | | | 1 | 6% | |
| Plate Obstructed | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | | | 1 | 6% | |
| Short Yellow- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Third Party Damage | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| TSB Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| TSB No Hit | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | | | 2 | 12% | |
| Total: | 1 | 11 | 12 | 8 | 10 | 7 | 14 | 11 | 14 | | | 17 | 100% | |
| Controllable Non-Issued | d Violations | | | | | | | | | | | | | |
| Cnduent Expire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Dark Interior | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | | | 1 | 30% | |
| Data Box Related- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Data Box Data Error- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Data Entry Error | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 3 | | | 1 | 40% | |
| Emergency Vehicle Issue | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Exposed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Framing- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Framing of Car | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | | 1 | 30% | |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Reject Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Speed Not Determined | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0% | |
| Total: | 0 | 1 | 2 | 1 | 2 | 0 | 0 | 1 | 3 | | | 3 | 100% | |
| Summary Metrics | _ | | - | - | - | _ | _ | - | - | | | | Nonthly Average | |
| Daily Average Vehicle Passes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | |
| Average Issued Speed | 19 | 23 | 21 | 19 | 16 | 17 | 21 | 20 | 17 | | | | 1.6 | |
| Average Issued Red Seconds | 0.4 | 109.5 | 0.7 | 18.4 | 0.2 | 0.7 | 0.4 | 0.6 | 0.7 | | | | 4.6 | |
| Citiation / Violation Issuance Rate | 80% | 33% | 22% | 36% | 14% | 46% | 22% | 29% | 6% | | | | 2% | |
| Controllable Issuance Rate | 100% | 86% | 67% | 83% | 50% | 100% | 100% | 83% | 25% | | | 77 | 7% | |





| Etr | 1 40 | F-1-40 | M 40 | A 40 | N4- 40 | 1 . 40 | 1.140 | A - 40 | 0 40 | 0-140 | N - 40 | D 40 | Year to Date M | onthly Average | |
|---|----------------|----------|----------|----------|----------|------------|----------|----------|---------|--------|--------|--------|---------------------|-----------------|--|
| Events | Jan-18 | Feb-18 | Mar-18 | Apr-18 | May-18 | Jun-18 | Jul-18 | Aug-18 | Sep-18 | Oct-18 | Nov-18 | Dec-18 | Quantity | % | |
| Non-Violations Violations | 482 | 390 4 | 479 7 | 434 6 | 403 6 | 253 3 | 177 2 | 248 5 | 37 0 | | | | 323 5 | 99% 1% | |
| Total: | 486 | 394 | 486 | 440 | 409 | 256 | 179 | 253 | 37 | | | | 327 | 100% | |
| Violations | | 55. | 1.00 | | | | | | J. | | | | 32. | 10070 | |
| Uncontrollable Non-Issued | 0 | 1 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | | | | 2 | 21% | |
| Controllable Non-Issued | 3 | 3 | 1 | 0 | 4 | 2 | 2 | 5 | 0 | | | | 3 | 40% | |
| Citations | 1 | 0 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | | | | 3 | 39% | |
| Total: | 4 | 4 | 7 | 6 | 6 | 3 | 2 | 5 | 0 | | | | 7 | 61% | |
| Non-Violations | | | | | | | | | | | | | | | |
| Emergency Vehicle Non- Issuable | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Emergency Vehicle PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Intersection Control in Progress- | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| PD | | | | | | | | | | | | | *** | | |
| Gate Down/ No Train No Violation Occurred | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Rear Axle Activation | 460 0 | 377 0 | 460 0 | 411 0 | 379 0 | 236 0 | 164 0 | 227 0 | 31 0 | | | | 305 0 | 95% 0% | |
| Right Turn- No Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Test Shot | 22 | 13 | 19 | 23 | 24 | 17 | 13 | 21 | 6 | | | | 18 | 5% | |
| Train Activation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| Amber Time Low | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Vehicle Stopped- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Total: | 482 | 390 | 479 | 434 | 403 | 253 | 177 | 248 | 37 | | | | 323 | 100% | |
| Uncontrollable Non-Issu | ued Violations | | | | | | | | | | | | | | |
| Administrative Dismissal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Address/CDL/DOB Match Fail | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Conditions Beyond Control | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Driver Identity Unclear Driver Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Exposed | 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% | |
| Glare on Windshield | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Interest of Justice- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Image Quality- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Issuance Criteria Not Met- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| No Warning Sign | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| No Plate | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | | | | 1 | 25% | |
| No Speed Captured | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Obstruction In Photo- PD | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | | | 1 | 25% | |
| Out of State Plate Obstructed | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | | | 1 | 25% 25% | |
| Short Yellow- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Third Party Damage | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| TSB Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| TSB No Hit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Total: | 0 | 1 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | | | | 4 | 100% | |
| Controllable Non-Issued | d Violations | | , | | | | | | | | | | | | |
| Cnduent Expire | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Dark Interior | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Data Box Related- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Data Box Data Error- PD Data Entry Error | 3 | 3 | 0 | 0 | 2 | 0 | 0 | 0 2 | 0 | | | | 2 2 | 26% 29% | |
| Emergency Vehicle Issue | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 29% 0% | |
| Exposed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | | | | 3 | 32% | |
| Framing- PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Framing of Car | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | | | | 1 | 13% | |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Reject Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Speed Not Determined | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0% | |
| Total: | 3 | 3 | 1 | 0 | 4 | 2 | 2 | 5 | 0 | | | | 8 Voor to Data M | 100% | |
| Summary Metrics Daily Average Vehicle Passes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | Ionthly Average | |
| Average Issued Speed | 20 | 0 | 24 | 21 | 15 | 0 | 0 | 14 | 0 | | | | | 9 | |
| Average Issued Red Seconds | 47.6 | 0.0 | 9.9 | 36.7 | 5.9 | 0.0 | 0.0 | 0.2 | 0.0 | | | | |).1 | |
| Citiation / Violation Issuance Rate | 25% | 0.0 | 86% | 50% | 17% | 0% | 0% | 0% | 0% | | | | | 1% | |
| | | | | | | | | | | | | | | | |
| Controllable Issuance Rate | 25% | 0% | 86% | 100% | 20% | 0% | 0% | 0% | 0% | | | | 58 | 3% | |