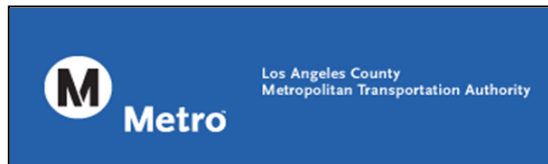




Orange Line Monthly Report

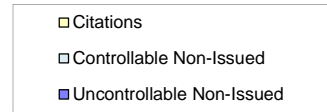
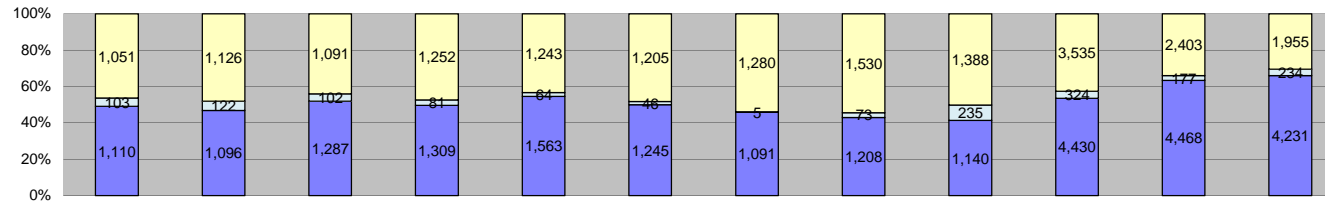


December 2012

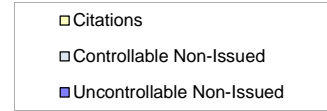
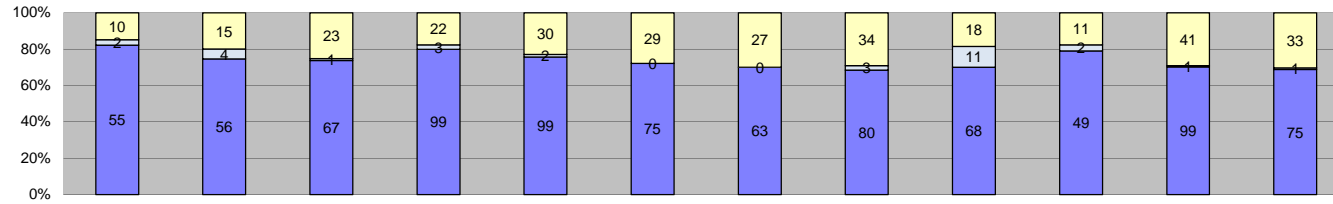


Table of Contents

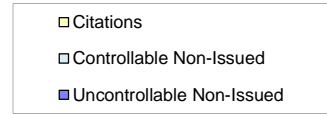
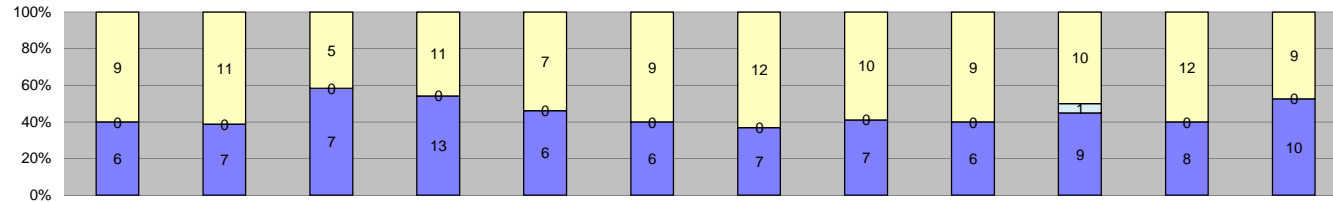
| Los Angeles County MTA Orange Line | Page |
|---|------|
| Approach Summary Report, All Locations..... | 2 |
| Approach Summary Report, Location 1301: NB Tujunga Ave @ Busway..... | 3 |
| Approach Summary Report, Location 1302: SB Tujunga Ave @ Busway..... | 4 |
| Approach Summary Report, Location 1313: EB Oxnard St. @ Buffalo Ave..... | 5 |
| Approach Summary Report, Location 1314: WB Oxnard St. @ Buffalo Ave..... | 6 |
| Approach Summary Report, Location 1321: NB Woodman Ave @ Busway..... | 7 |
| Approach Summary Report, Location 1322: SB Woodman Ave @ Busway..... | 8 |
| Approach Summary Report, Location 1331: NB Kester Ave @ Busway..... | 9 |
| Approach Summary Report, Location 1332: SB Kester Ave @ Busway..... | 10 |
| Approach Summary Report, Location 1341: NB Sepulveda Blvd @ Busway..... | 11 |
| Approach Summary Report, Location 1342: SB Sepulveda Blvd @ Busway..... | 12 |
| Approach Summary Report, Location 1351: NB Woodley @ Busway..... | 13 |
| Approach Summary Report, Location 1352: SB Woodley @ Busway..... | 14 |
| Approach Summary Report, Location 1361: NB Balboa Blvd @ Busway..... | 15 |
| Approach Summary Report, Location 1362: SB Balboa Blvd @ Busway..... | 16 |
| Approach Summary Report, Location 1371: NB White Oak Ave @ Busway..... | 17 |
| Approach Summary Report, Location 1372: SB White Oak Ave @ Busway..... | 18 |
| Approach Summary Report, Location 1382: SB Lindley Ave @ Busway..... | 19 |
| Approach Summary Report, Location 1385: WB to NB Lindley Ave @ Busway..... | 20 |
| Approach Summary Report, Location 1391: NB Reseda Blvd @ Busway..... | 21 |
| Approach Summary Report, Location 1392: SB Reseda Blvd @ Busway..... | 22 |
| Approach Summary Report, Location 1402: SB Mason Ave. @ Busway..... | 23 |
| Approach Summary Report, Location 1405: WB to NB Mason Ave. @ Busway..... | 24 |
| Approach Summary Report, Location 1412: SB De Soto Ave @ Busway..... | 25 |
| Approach Summary Report, Location 1415: WB to NB De Soto Ave. @ Busway..... | 26 |
| Approach Summary Report, Location 1414: WB Vanowen St. @ Busway..... | 27 |
| Approach Summary Report, Location 1419: NB to EB Canoga Ave @ Vanowen St..... | 28 |
| Approach Summary Report, Location 1424: WB Sherman Way @ Busway..... | 29 |
| Approach Summary Report, Location 1429: NB to EB Canoga Ave @ Sherman Way..... | 30 |
| Approach Summary Report, Location 1434: WB Valerio St @ Busway..... | 31 |
| Approach Summary Report, Location 1439: NB to EB Canoga Ave @ Valerio St..... | 32 |
| Approach Summary Report, Location 1444: WB Saticoy St @ Busway..... | 33 |
| Approach Summary Report, Location 1449: NB to EB Canoga Ave @ Saticoy St..... | 34 |
| Approach Summary Report, Location 1454: WB Roscoe Blvd @ Busway..... | 35 |
| Approach Summary Report, Location 1459: NB to EB Canoga Ave @ Roscoe Blvd..... | 36 |
| Approach Summary Report, Location 1464: WB Parthenia St @ Busway..... | 37 |
| Approach Summary Report, Location 1469: NB to EB Canoga Ave @ Parthenia St..... | 38 |
| Approach Summary Report, Location 1474: WB Nordhoff St @ Busway..... | 39 |
| Approach Summary Report, Location 1479: NB to EB Canoga Ave @ Nordhoff St..... | 40 |
| Customer Service Report..... | 41 |
| Monthly Citation Yield Report..... | 42 |
| Disposition Summary Report..... | 43 |
| Performance Report..... | 44 |



| Events | 2012 | | | | | | | | | | | | Year to Date Monthly Average | | 2011 Monthly Average | |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------|---------------|------------------------------|-------------|----------------------|-------------|
| | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Quantity | % | Quantity | % |
| Non-Violations | 3,949 | 3,941 | 4,173 | 4,150 | 4,563 | 2,442 | 4,114 | 4,242 | 3,460 | 15,064 | 11,764 | 11,516 | 6,115 | 62% | 4,405 | 70% |
| Violations | 2,264 | 2,344 | 2,480 | 2,642 | 2,870 | 2,496 | 2,376 | 2,811 | 2,763 | 8,289 | 7,048 | 6,420 | 3,734 | 38% | 1,871 | 30% |
| Total: | 6,213 | 6,285 | 6,653 | 6,792 | 7,433 | 4,938 | 6,490 | 7,053 | 6,223 | 23,353 | 18,812 | 17,936 | 9,848 | 100% | 6,275 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 1,110 | 1,096 | 1,287 | 1,309 | 1,563 | 1,245 | 1,091 | 1,208 | 1,140 | 4,430 | 4,468 | 4,231 | 2,015 | 54% | 745 | 40% |
| Controllable Non-Issued | 103 | 122 | 102 | 81 | 64 | 46 | 5 | 73 | 235 | 324 | 177 | 234 | 131 | 3% | 138 | 7% |
| Citations | 1,051 | 1,126 | 1,091 | 1,252 | 1,243 | 1,205 | 1,280 | 1,530 | 1,388 | 3,535 | 2,403 | 1,955 | 1,588 | 43% | 987 | 53% |
| Total: | 2,264 | 2,344 | 2,480 | 2,642 | 2,870 | 2,496 | 2,376 | 2,811 | 2,763 | 8,289 | 7,048 | 6,420 | 3,734 | 100% | 1,871 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 16 | 18 | 23 | 23 | 26 | 7 | 17 | 28 | 26 | 62 | 17 | 19 | 24 | 0% | 9 | 0% |
| Emergency Vehicle | 95 | 95 | 122 | 107 | 128 | 71 | 18 | 132 | 113 | 174 | 161 | 165 | 115 | 2% | 104 | 2% |
| Right Turn | 10 | 12 | 24 | 24 | 22 | 10 | 31 | 29 | 33 | 41 | 49 | 32 | 26 | 0% | 23 | 1% |
| No Violation Occurred | 3,828 | 3,816 | 4,004 | 3,996 | 4,387 | 2,354 | 4,048 | 4,053 | 3,288 | 14,787 | 11,537 | 11,300 | 5,950 | 97% | 4,269 | 97% |
| Total: | 3,949 | 3,941 | 4,173 | 4,150 | 4,563 | 2,442 | 4,114 | 4,242 | 3,460 | 15,064 | 11,764 | 11,516 | 6,115 | 100% | 4,405 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 240 | 256 | 235 | 274 | 276 | 173 | 245 | 307 | 303 | 938 | 793 | 756 | 400 | 19% | 184 | 24% |
| Out of State Plate | 32 | 52 | 47 | 48 | 61 | 23 | 48 | 42 | 45 | 136 | 107 | 89 | 61 | 3% | 32 | 4% |
| Glare on Plate | 8 | 11 | 23 | 23 | 87 | 38 | 80 | 100 | 64 | 474 | 178 | 96 | 99 | 5% | 8 | 1% |
| Illegible Plate | 21 | 59 | 64 | 65 | 32 | 14 | 35 | 40 | 38 | 101 | 138 | 101 | 59 | 3% | 7 | 1% |
| Plate Obstructed | 14 | 12 | 26 | 24 | 15 | 15 | 15 | 15 | 17 | 51 | 29 | 21 | 21 | 1% | 10 | 1% |
| Windshield Glare | 69 | 103 | 171 | 192 | 177 | 118 | 146 | 160 | 102 | 101 | 89 | 82 | 126 | 6% | 115 | 15% |
| Driver Obstructed | 26 | 23 | 19 | 31 | 43 | 10 | 20 | 24 | 10 | 41 | 75 | 68 | 33 | 2% | 42 | 6% |
| Car Obstructed | 27 | 25 | 20 | 36 | 36 | 19 | 16 | 18 | 28 | 81 | 40 | 21 | 31 | 1% | 25 | 3% |
| No DMV Match Found | 208 | 161 | 173 | 156 | 204 | 229 | 163 | 182 | 206 | 649 | 636 | 599 | 297 | 14% | 120 | 16% |
| LASD Expired | 0 | 0 | 6 | 55 | 1 | 3 | 17 | 10 | 1 | 454 | 1,128 | 1,138 | 281 | 13% | 1 | 0% |
| LASD Return | 465 | 394 | 503 | 405 | 631 | 603 | 306 | 310 | 326 | 1,308 | 1,128 | 1,117 | 625 | 29% | 195 | 26% |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 127 | 143 | 122 | 6% | 13 | 2% |
| Total: | 1,110 | 1,096 | 1,287 | 1,309 | 1,563 | 1,245 | 1,091 | 1,208 | 1,140 | 4,430 | 4,468 | 4,231 | 2,153 | 100% | 751 | 100% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 5 | 4 | 5 | 0 | 2 | 0 | 0 | 10 | 7 | 29 | 7 | 0 | 9 | 6% | 6 | 4% |
| Focus / Clarity of Plate | 3 | 13 | 5 | 5 | 9 | 3 | 2 | 13 | 8 | 13 | 2 | 6 | 7 | 4% | 3 | 2% |
| Dark Interior | 55 | 47 | 40 | 28 | 26 | 12 | 0 | 15 | 29 | 27 | 34 | 38 | 32 | 21% | 91 | 65% |
| Framing of Driver | 4 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 33 | 1 | 0 | 7 | 5% | 4 | 3% |
| Focus / Clarity of Driver | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 2 | 1 | 1% | 7 | 5% |
| Framing of Car | 30 | 21 | 3 | 5 | 10 | 2 | 0 | 6 | 2 | 20 | 1 | 0 | 10 | 6% | 10 | 7% |
| Data/Operator Error | 1 | 1 | 1 | 14 | 1 | 0 | 0 | 15 | 162 | 34 | 10 | 48 | 29 | 18% | 2 | 1% |
| Exposure | 5 | 6 | 2 | 3 | 2 | 0 | 0 | 2 | 18 | 7 | 3 | 2 | 5 | 3% | 2 | 2% |
| Equipment Malfunction | 0 | 23 | 42 | 23 | 10 | 25 | 2 | 10 | 8 | 2 | 4 | 37 | 17 | 11% | 14 | 10% |
| ACS Expired | 0 | 4 | 1 | 3 | 4 | 3 | 1 | 1 | 0 | 159 | 113 | 101 | 39 | 25% | 1 | 1% |
| Total: | 103 | 122 | 102 | 81 | 64 | 46 | 5 | 73 | 235 | 324 | 177 | 234 | 155 | 100% | 139 | 100% |
| Summary Metrics | | | | | | | | | | | | | Year to Date Monthly Average | | 2011 Monthly Average | |
| Daily Average Vehicle Passes | 240,261 | 240,791 | 248,644 | 230,178 | 239,104 | 251,452 | 227,168 | 224,985 | 256,169 | 359,645 | 375,217 | 364,537 | 271,513 | | 210,473 | |
| Average Issued Speed | 25 | 26 | 25 | 26 | 26 | 26 | 26 | 26 | 26 | 21 | 23 | 23 | 25 | | 26 | |
| Average Issued Red Seconds | 10.0 | 8.5 | 9.1 | 9.5 | 6.8 | 8.2 | 8.4 | 9.4 | 9.1 | 9.0 | 11.1 | 11.6 | 9.2 | | 8.9 | |
| Citation / Violation Issuance Rate | 46% | 48% | 44% | 47% | 43% | 48% | 54% | 54% | 50% | 43% | 34% | 30% | 45% | | 53% | |
| Controllable Issuance Rate | 91% | 90% | 91% | 94% | 95% | 96% | 100% | 95% | 86% | 92% | 93% | 89% | 93% | | 88% | |



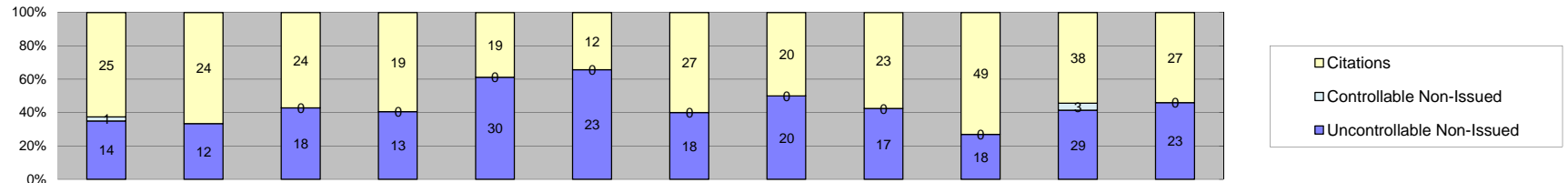
| Events | Year to Date | | | | | | | | | | | | Monthly Average | | 2011 Monthly Average | |
|---|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------------------------|-------------|----------------------|-------------|
| | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Quantity | % | Quantity | % |
| Non-Violations | 62 | 43 | 62 | 71 | 66 | 28 | 13 | 65 | 53 | 120 | 77 | 65 | 60 | 38% | 53 | 95% |
| Violations | 67 | 75 | 91 | 124 | 131 | 104 | 90 | 117 | 97 | 120 | 141 | 109 | 101 | 62% | 79 | 5% |
| Total: | 129 | 118 | 153 | 195 | 197 | 132 | 103 | 182 | 150 | 182 | 218 | 174 | 161 | 100% | 132 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 55 | 56 | 67 | 99 | 99 | 75 | 63 | 80 | 68 | 49 | 99 | 75 | 74 | 73% | 41 | 63% |
| Controllable Non-Issued | 2 | 4 | 1 | 3 | 2 | 0 | 0 | 3 | 11 | 2 | 1 | 1 | 3 | 3% | 15 | 6% |
| Citations | 10 | 15 | 23 | 22 | 30 | 29 | 27 | 34 | 18 | 11 | 41 | 33 | 24 | 24% | 23 | 32% |
| Total: | 67 | 75 | 91 | 124 | 131 | 104 | 90 | 117 | 97 | 62 | 141 | 109 | 101 | 100% | 79 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Emergency Vehicle | 48 | 35 | 54 | 54 | 50 | 26 | 3 | 58 | 42 | 43 | 57 | 47 | 43 | 70% | 44 | 1% |
| Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2% | 0 | 0% |
| No Violation Occurred | 14 | 8 | 8 | 17 | 16 | 2 | 10 | 7 | 11 | 77 | 19 | 18 | 17 | 28% | 8 | 99% |
| Total: | 62 | 43 | 62 | 71 | 66 | 28 | 13 | 65 | 53 | 120 | 77 | 65 | 61 | 100% | 53 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 10 | 17 | 7 | 14 | 13 | 6 | 11 | 16 | 12 | 7 | 21 | 16 | 13 | 15% | 9 | 10% |
| Out of State Plate | 1 | 0 | 4 | 1 | 5 | 2 | 0 | 1 | 3 | 1 | 1 | 0 | 2 | 3% | 1 | 2% |
| Glare on Plate | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 1% | 0 | 3% |
| Illegible Plate | 0 | 0 | 2 | 4 | 3 | 2 | 1 | 2 | 1 | 1 | 3 | 2 | 2 | 3% | 1 | 6% |
| Plate Obstructed | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 2% | 0 | 1% |
| Windshield Glare | 6 | 16 | 25 | 26 | 27 | 12 | 19 | 26 | 20 | 11 | 14 | 12 | 18 | 22% | 12 | 6% |
| Driver Obstructed | 1 | 0 | 0 | 1 | 1 | 2 | 2 | 1 | 0 | 2 | 1 | 0 | 1 | 2% | 3 | 17% |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 1 | 38% |
| No DMV Match Found | 6 | 4 | 5 | 6 | 6 | 8 | 3 | 5 | 6 | 3 | 22 | 7 | 7 | 8% | 4 | 6% |
| LASD Expired | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 7 | 8 | 10% | 0 | 0% |
| LASD Return | 31 | 18 | 24 | 41 | 43 | 42 | 27 | 26 | 24 | 24 | 23 | 31 | 30 | 36% | 11 | 26% |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 3% |
| Total: | 55 | 56 | 67 | 99 | 99 | 75 | 63 | 80 | 68 | 49 | 99 | 75 | 83 | 100% | 41 | 117% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 11% | 0 | 30% |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11% | 0 | 11% |
| Dark Interior | 2 | 2 | 1 | 3 | 1 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 2 | 17% | 13 | 30% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 15% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 11% | 0 | 7% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 7% |
| Equipment Malfunction | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 5 | 50% | 1 | 0% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Total: | 2 | 4 | 1 | 3 | 2 | 0 | 0 | 3 | 11 | 2 | 1 | 1 | 9 | 100% | 15 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | |
| Daily Average Vehicle Passes | 4,420 | 4,664 | 4,766 | 5,537 | 4,752 | 4,267 | 4,482 | 4,273 | 4,757 | 4,159 | 4,507 | 4,227 | Year to Date Monthly Average | | 2011 Monthly Average | |
| Average Issued Speed | 22 | 20 | 20 | 19 | 20 | 20 | 20 | 20 | 20 | 20 | 19 | 20 | 4,568 | | 3,932 | |
| Average Issued Red Seconds | 6.4 | 6.2 | 9.5 | 9.7 | 7.2 | 7.2 | 8.7 | 10.4 | 7.3 | 8.7 | 7.7 | 5.8 | 8 | | 8.4 | |
| Citation / Violation Issuance Rate | 15% | 20% | 25% | 18% | 23% | 28% | 30% | 29% | 19% | 18% | 29% | 30% | 24% | | 29% | |
| Controllable Issuance Rate | 83% | 79% | 96% | 88% | 94% | 100% | 100% | 92% | 62% | 85% | 98% | 97% | 89% | | 60% | |



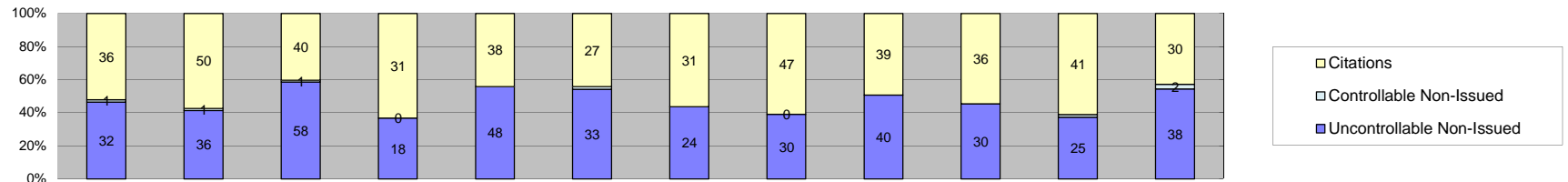
| Events | Year to Date | | | | | | | | | | | | Monthly Average | | 2011 Monthly Average | |
|---|--------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------------------------|-------------|----------------------|-------------|
| | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Quantity | % | Quantity | % |
| Non-Violations | 5 | 10 | 11 | 6 | 4 | 1 | 1 | 4 | 6 | 4 | 6 | 8 | 6 | 24% | 6 | 84% |
| Violations | 15 | 18 | 12 | 24 | 13 | 15 | 19 | 17 | 15 | 20 | 20 | 19 | 17 | 76% | 18 | 16% |
| Total: | 20 | 28 | 23 | 30 | 17 | 16 | 20 | 21 | 21 | 24 | 26 | 27 | 23 | 100% | 24 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 6 | 7 | 7 | 13 | 6 | 6 | 7 | 7 | 6 | 9 | 8 | 10 | 8 | 42% | 8 | 55% |
| Controllable Non-Issued | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 6% | 0 | 9% |
| Citations | 9 | 11 | 5 | 11 | 7 | 9 | 12 | 10 | 9 | 10 | 12 | 9 | 10 | 52% | 10 | 36% |
| Total: | 15 | 18 | 12 | 24 | 13 | 15 | 19 | 17 | 15 | 20 | 20 | 19 | 18 | 100% | 18 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Emergency Vehicle | 3 | 4 | 9 | 5 | 3 | 1 | 1 | 4 | 4 | 0 | 3 | 3 | 4 | 56% | 3 | 27% |
| Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| No Violation Occurred | 2 | 6 | 2 | 1 | 1 | 0 | 0 | 0 | 2 | 4 | 3 | 5 | 3 | 44% | 3 | 73% |
| Total: | 5 | 10 | 11 | 6 | 4 | 1 | 1 | 4 | 6 | 4 | 6 | 8 | 7 | 100% | 6 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 3 | 3 | 2 | 3 | 0 | 1 | 5 | 4 | 4 | 2 | 4 | 4 | 3 | 24% | 4 | 28% |
| Out of State Plate | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11% | 1 | 3% |
| Glare on Plate | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8% | 0 | 2% |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 4% |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 1% |
| Windshield Glare | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8% | 0 | 8% |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 14% |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 9% |
| No DMV Match Found | 2 | 2 | 4 | 3 | 3 | 2 | 2 | 3 | 1 | 6 | 3 | 1 | 3 | 20% | 2 | 15% |
| LASD Expired | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 18% | 0 | 0% |
| LASD Return | 1 | 2 | 0 | 3 | 1 | 3 | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 12% | 1 | 12% |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 3% |
| Total: | 6 | 7 | 7 | 13 | 6 | 6 | 7 | 7 | 6 | 9 | 8 | 10 | 13 | 100% | 8 | 97% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 12% |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 3% |
| Dark Interior | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 12% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 49% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 1% |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 9% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 1% |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 100% | 0 | 0% |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 13% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 100% | 0 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | |
| Daily Average Vehicle Passes | 4,482 | 4,416 | 4,522 | 4,247 | 4,557 | 4,382 | 4,449 | 4,494 | 4,728 | 4,567 | 5,074 | 4,834 | Year to Date Monthly Average | | 2011 Monthly Average | |
| Average Issued Speed | 20 | 20 | 19 | 21 | 21 | 23 | 20 | 21 | 18 | 22 | 20 | 19 | 20 | | 21 | |
| Average Issued Red Seconds | 8.5 | 11.5 | 7.0 | 14.1 | 7.4 | 7.4 | 14.4 | 20.1 | 9.8 | 14.0 | 13.3 | 15.4 | 12 | | 9 | |
| Citation / Violation Issuance Rate | 60% | 61% | 42% | 46% | 54% | 60% | 63% | 59% | 60% | 50% | 60% | 47% | 55% | | 56% | |
| Controllable Issuance Rate | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 91% | 100% | 100% | 99% | | 96% | |



Los Angeles County MTA Orange Line Approach Summary Report Location 1313: EB Oxnard St @ Buffalo Ave



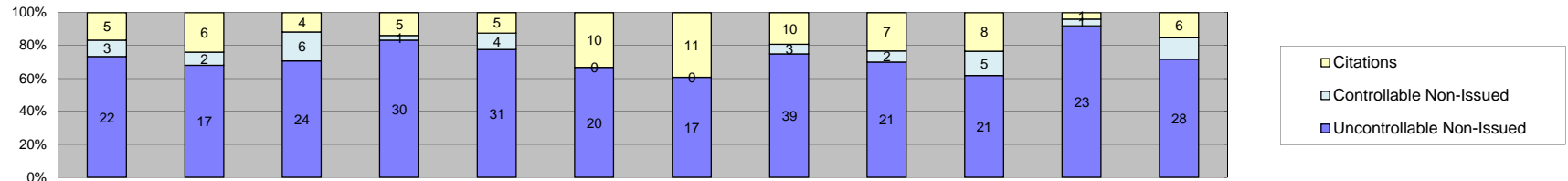
| Events | Year to Date | | | | | | | | | | | | 2011 Monthly Average | | | |
|---|--------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|------------------------------|-------------|----------------------|-------------|
| | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Quantity | % | Quantity | % |
| Non-Violations | 26 | 20 | 45 | 32 | 44 | 18 | 46 | 45 | 58 | 64 | 108 | 58 | 47 | 51% | 39 | 93% |
| Violations | 40 | 36 | 42 | 32 | 49 | 35 | 45 | 40 | 40 | 67 | 70 | 50 | 46 | 49% | 34 | 7% |
| Total: | 66 | 56 | 87 | 64 | 93 | 53 | 91 | 85 | 98 | 131 | 178 | 108 | 93 | 100% | 73 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 14 | 12 | 18 | 13 | 30 | 23 | 18 | 20 | 17 | 18 | 29 | 23 | 20 | 42% | 11 | 57% |
| Controllable Non-Issued | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 4% | 1 | 12% |
| Citations | 25 | 24 | 24 | 19 | 19 | 12 | 27 | 20 | 23 | 49 | 38 | 27 | 26 | 54% | 22 | 30% |
| Total: | 40 | 36 | 42 | 32 | 49 | 35 | 45 | 40 | 40 | 67 | 70 | 50 | 47 | 100% | 34 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 2 | 1 | 1 | 1 | 2 | 3% | 1 | 0% |
| Emergency Vehicle | 4 | 3 | 6 | 1 | 8 | 2 | 0 | 4 | 8 | 1 | 1 | 4 | 4 | 8% | 4 | 5% |
| Right Turn | 10 | 12 | 23 | 22 | 22 | 10 | 31 | 27 | 31 | 39 | 45 | 32 | 25 | 53% | 22 | 0% |
| No Violation Occurred | 12 | 5 | 15 | 9 | 10 | 6 | 14 | 14 | 17 | 23 | 61 | 21 | 17 | 36% | 12 | 95% |
| Total: | 26 | 20 | 45 | 32 | 44 | 18 | 46 | 45 | 58 | 64 | 108 | 58 | 48 | 100% | 39 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 3 | 4 | 4 | 5 | 8 | 2 | 4 | 8 | 5 | 6 | 5 | 7 | 5 | 16% | 4 | 13% |
| Out of State Plate | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 5% | 0 | 1% |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 5% |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 5% | 0 | 3% |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3% | 0 | 1% |
| Windshield Glare | 2 | 0 | 1 | 1 | 3 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 2 | 7% | 1 | 11% |
| Driver Obstructed | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 3% | 0 | 11% |
| Car Obstructed | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 5% | 0 | 34% |
| No DMV Match Found | 3 | 4 | 5 | 2 | 7 | 6 | 2 | 3 | 9 | 4 | 7 | 7 | 5 | 15% | 2 | 10% |
| LASD Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 7 | 8 | 23% | 0 | 0% |
| LASD Return | 5 | 3 | 6 | 5 | 12 | 13 | 6 | 5 | 2 | 8 | 5 | 2 | 6 | 19% | 3 | 26% |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 1% |
| Total: | 14 | 12 | 18 | 13 | 30 | 23 | 18 | 20 | 17 | 18 | 29 | 23 | 32 | 100% | 11 | 118% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 7% |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 11% |
| Dark Interior | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 1 | 52% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 4% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 7% |
| Framing of Car | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25% | 0 | 17% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 75% | 0 | 0% |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 2% |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Total: | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 100% | 1 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | |
| Daily Average Vehicle Passes | 10,190 | 10,782 | 10,817 | 8,998 | 10,746 | 11,354 | 8,833 | 9,170 | 10,535 | 10,016 | 10,088 | 9,952 | Year to Date Monthly Average | | 2011 Monthly Average | |
| Average Issued Speed | 23 | 26 | 26 | 27 | 27 | 25 | 25 | 26 | 27 | 25 | 24 | 25 | 10,124 | 8,441 | | |
| Average Issued Red Seconds | 10.2 | 9.7 | 11.6 | 8.7 | 5.0 | 9.9 | 7.5 | 7.5 | 5.7 | 9.8 | 11.9 | 9.2 | 9 | 10.3 | | |
| Citation / Violation Issuance Rate | 63% | 67% | 57% | 59% | 39% | 34% | 60% | 50% | 58% | 73% | 54% | 54% | 56% | 64% | | |
| Controllable Issuance Rate | 96% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 93% | 100% | 99% | 95% | | |



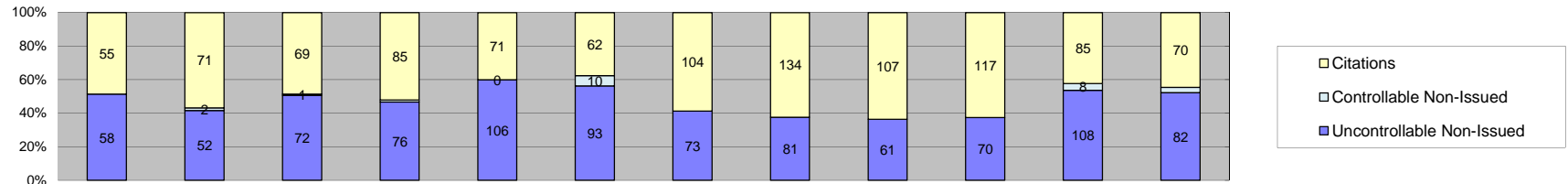
| Events | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Year to Date Monthly Average | | 2011 Monthly Average | |
|---|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------------------------------|-------------|-----------------------------|-------------|
| | | | | | | | | | | | | | Quantity | % | Quantity | % |
| Non-Violations | 138 | 151 | 141 | 125 | 148 | 71 | 162 | 138 | 133 | 147 | 175 | 169 | 142 | 66% | 103 | 95% |
| Violations | 69 | 87 | 99 | 49 | 86 | 61 | 55 | 77 | 79 | 66 | 67 | 70 | 72 | 34% | 53 | 5% |
| Total: | 207 | 238 | 240 | 174 | 234 | 132 | 217 | 215 | 212 | 213 | 242 | 239 | 214 | 100% | 156 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 32 | 36 | 58 | 18 | 48 | 33 | 24 | 30 | 40 | 30 | 25 | 38 | 34 | 47% | 22 | 68% |
| Controllable Non-Issued | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 2% | 6 | 2% |
| Citations | 36 | 50 | 40 | 31 | 38 | 27 | 31 | 47 | 39 | 36 | 41 | 30 | 37 | 51% | 26 | 30% |
| Total: | 69 | 87 | 99 | 49 | 86 | 61 | 55 | 77 | 79 | 66 | 67 | 70 | 73 | 100% | 53 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 1 | 0 | 2 | 2 | 1 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 1% | 1 | 0% |
| Emergency Vehicle | 1 | 3 | 1 | 0 | 2 | 3 | 3 | 2 | 2 | 5 | 3 | 4 | 3 | 2% | 2 | 7% |
| Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1% | 0 | 0% |
| No Violation Occurred | 136 | 148 | 138 | 123 | 145 | 68 | 159 | 135 | 129 | 142 | 170 | 165 | 138 | 96% | 101 | 93% |
| Total: | 138 | 151 | 141 | 125 | 148 | 71 | 162 | 138 | 133 | 147 | 175 | 169 | 143 | 100% | 103 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 10 | 9 | 12 | 5 | 9 | 7 | 4 | 6 | 13 | 6 | 7 | 9 | 8 | 19% | 6 | 6% |
| Out of State Plate | 0 | 2 | 2 | 0 | 2 | 0 | 1 | 1 | 3 | 0 | 1 | 1 | 2 | 4% | 0 | 0% |
| Glare on Plate | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3% | 0 | 3% |
| Illegible Plate | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 2% | 0 | 2% |
| Plate Obstructed | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 2% | 1 | 1% |
| Windshield Glare | 2 | 5 | 8 | 4 | 10 | 1 | 3 | 8 | 3 | 2 | 2 | 1 | 4 | 9% | 5 | 2% |
| Driver Obstructed | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2% | 0 | 2% |
| Car Obstructed | 0 | 3 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5% | 1 | 68% |
| No DMV Match Found | 8 | 3 | 9 | 4 | 4 | 6 | 4 | 5 | 8 | 4 | 4 | 9 | 6 | 13% | 3 | 10% |
| LASD Expired | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 10 | 6 | 13% | 0 | 0% |
| LASD Return | 11 | 14 | 26 | 3 | 17 | 17 | 12 | 8 | 13 | 14 | 4 | 7 | 12 | 28% | 7 | 30% |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 3% |
| Total: | 32 | 36 | 58 | 18 | 48 | 33 | 24 | 30 | 40 | 30 | 25 | 38 | 44 | 100% | 22 | 126% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 14% |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17% | 0 | 0% |
| Dark Interior | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17% | 4 | 57% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 29% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 17% | 0 | 0% |
| Equipment Malfunction | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17% | 1 | 0% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 33% | 0 | 0% |
| Total: | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 6 | 100% | 6 | 100% |
| Summary Metrics | | | | | | | | | | | | | Year to Date Monthly Average | | 2011 Monthly Average | |
| Daily Average Vehicle Passes | 10,380 | 11,232 | 11,334 | 10,128 | 11,235 | 10,195 | 9,956 | 9,819 | 11,586 | 10,012 | 11,217 | 10,372 | 10,622 | | 8,182 | |
| Average Issued Speed | 32 | 31 | 30 | 31 | 31 | 31 | 31 | 31 | 30 | 31 | 32 | 31 | 31 | | 31 | |
| Average Issued Red Seconds | 4.6 | 5.0 | 3.9 | 5.6 | 2.6 | 3.6 | 5.9 | 2.0 | 5.5 | 3.6 | 2.6 | 8.0 | 4 | | 4.9 | |
| Citation / Violation Issuance Rate | 52% | 57% | 40% | 63% | 44% | 44% | 56% | 61% | 49% | 55% | 61% | 43% | 52% | | 50% | |
| Controllable Issuance Rate | 97% | 98% | 98% | 100% | 100% | 96% | 100% | 100% | 100% | 100% | 98% | 94% | 98% | | 82% | |



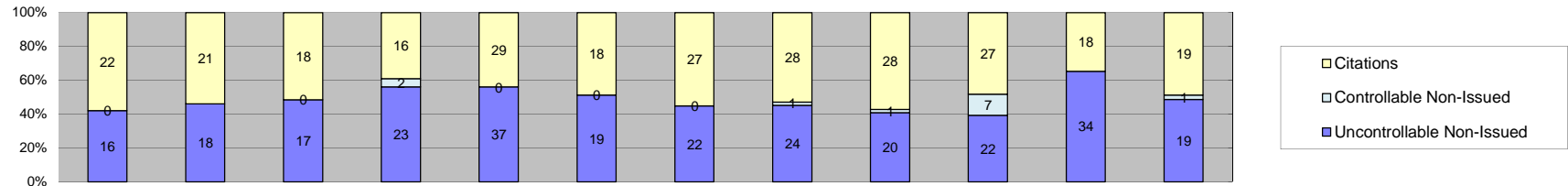
Los Angeles County MTA Orange Line Approach Summary Report Location 1321: NB Woodman Ave @ Busway



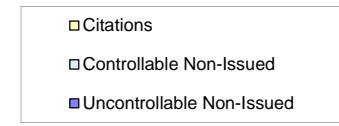
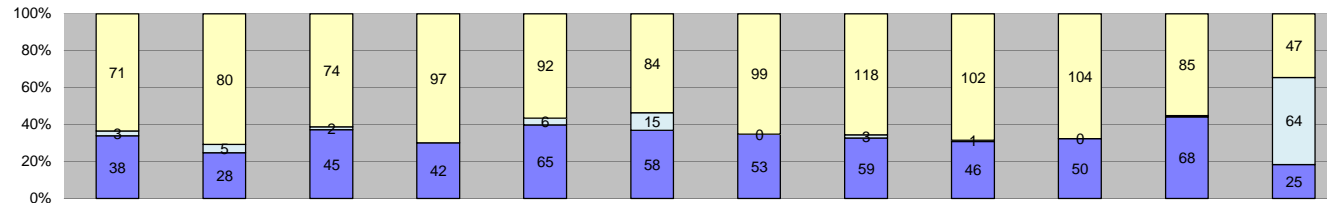
| Events | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Year to Date Monthly Average | | 2011 Monthly Average | |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------------------------|-------------|----------------------|-------------|
| | | | | | | | | | | | | | Quantity | % | Quantity | % |
| Non-Violations | 6 | 6 | 9 | 8 | 14 | 6 | 6 | 9 | 14 | 13 | 14 | 20 | 10 | 24% | 8 | 95% |
| Violations | 30 | 25 | 34 | 36 | 40 | 30 | 28 | 52 | 30 | 34 | 25 | 39 | 34 | 76% | 26 | 5% |
| Total: | 36 | 31 | 43 | 44 | 54 | 36 | 34 | 61 | 44 | 47 | 39 | 59 | 44 | 100% | 34 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 22 | 17 | 24 | 30 | 31 | 20 | 17 | 39 | 21 | 21 | 23 | 28 | 24 | 72% | 11 | 64% |
| Controllable Non-Issued | 3 | 2 | 6 | 1 | 4 | 0 | 0 | 3 | 2 | 5 | 1 | 5 | 3 | 9% | 3 | 4% |
| Citations | 5 | 6 | 4 | 5 | 5 | 10 | 11 | 10 | 7 | 8 | 1 | 6 | 7 | 19% | 12 | 32% |
| Total: | 30 | 25 | 34 | 36 | 40 | 30 | 28 | 52 | 30 | 34 | 25 | 39 | 34 | 100% | 26 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9% | 0 | 0% |
| Emergency Vehicle | 2 | 3 | 1 | 2 | 8 | 4 | 0 | 3 | 5 | 4 | 2 | 4 | 3 | 30% | 2 | 1% |
| Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| No Violation Occurred | 3 | 3 | 8 | 6 | 6 | 2 | 6 | 6 | 9 | 9 | 12 | 16 | 7 | 62% | 6 | 99% |
| Total: | 6 | 6 | 9 | 8 | 14 | 6 | 6 | 9 | 14 | 13 | 14 | 20 | 12 | 100% | 8 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 3 | 4 | 1 | 3 | 4 | 2 | 2 | 5 | 4 | 6 | 5 | 4 | 4 | 11% | 2 | 13% |
| Out of State Plate | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3% | 0 | 0% |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3% | 0 | 0% |
| Illegible Plate | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 5% | 0 | 2% |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3% | 0 | 0% |
| Windshield Glare | 9 | 7 | 8 | 17 | 13 | 3 | 6 | 8 | 8 | 7 | 10 | 12 | 9 | 28% | 3 | 11% |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3% | 0 | 17% |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3% | 0 | 41% |
| No DMV Match Found | 1 | 1 | 2 | 2 | 2 | 2 | 1 | 7 | 0 | 0 | 0 | 4 | 3 | 8% | 1 | 8% |
| LASD Expired | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 5% | 0 | 1% |
| LASD Return | 9 | 5 | 11 | 7 | 10 | 12 | 6 | 19 | 9 | 6 | 5 | 7 | 9 | 28% | 4 | 34% |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 1% |
| Total: | 22 | 17 | 24 | 30 | 31 | 20 | 17 | 39 | 21 | 21 | 23 | 28 | 32 | 100% | 11 | 129% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10% | 0 | 17% |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 10% | 0 | 8% |
| Dark Interior | 1 | 2 | 4 | 1 | 2 | 0 | 0 | 3 | 1 | 1 | 1 | 3 | 2 | 20% | 2 | 67% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Framing of Car | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10% | 0 | 8% |
| Data/Operator Error | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 3 | 26% | 0 | 0% |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Equipment Malfunction | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 14% | 1 | 0% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 10% | 0 | 0% |
| Total: | 3 | 2 | 6 | 1 | 4 | 0 | 0 | 3 | 2 | 5 | 1 | 5 | 10 | 100% | 3 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | |
| Daily Average Vehicle Passes | 12,367 | 12,331 | 12,752 | 11,705 | 12,303 | 11,457 | 11,894 | 11,214 | 12,906 | 10,292 | 12,184 | 11,359 | Year to Date Monthly Average | | 2011 Monthly Average | |
| Average Issued Speed | 28 | 25 | 22 | 24 | 24 | 27 | 25 | 26 | 28 | 27 | 19 | 27 | 11,897 | | 10,406 | |
| Average Issued Red Seconds | 0.4 | 0.9 | 2.6 | 0.8 | 5.9 | 2.2 | 4.0 | 4.9 | 7.8 | 5.7 | 2.4 | 1.6 | 3 | | 2.6 | |
| Citation / Violation Issuance Rate | 17% | 24% | 12% | 14% | 13% | 33% | 39% | 19% | 23% | 24% | 4% | 15% | 20% | | 50% | |
| Controllable Issuance Rate | 63% | 75% | 40% | 83% | 56% | 100% | 100% | 77% | 78% | 62% | 50% | 55% | 70% | | 82% | |



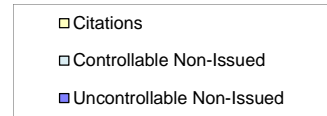
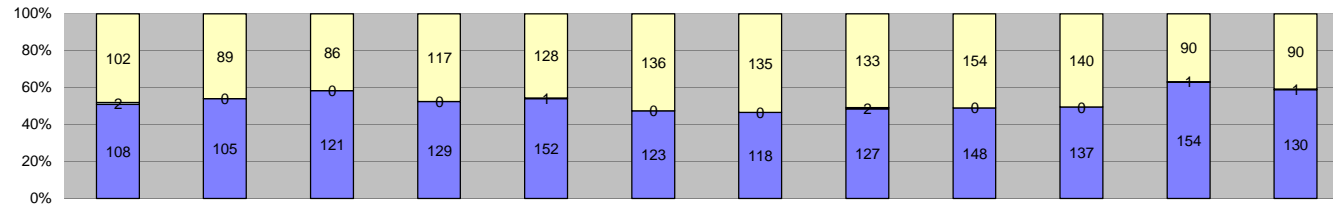
| Events | 2012 | | | | | | | | | | | | Year to Date Monthly Average | | 2011 Monthly Average | |
|---|------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------------------------|-------------|----------------------|-------------|
| | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Quantity | % | Quantity | % |
| Non-Violations | 26 | 22 | 18 | 22 | 24 | 12 | 29 | 33 | 41 | 42 | 59 | 45 | 31 | 16% | 20 | 96% |
| Violations | 113 | 125 | 142 | 163 | 177 | 165 | 177 | 215 | 168 | 187 | 201 | 157 | 166 | 84% | 103 | 4% |
| Total: | 139 | 147 | 160 | 185 | 201 | 177 | 206 | 248 | 209 | 229 | 260 | 202 | 197 | 100% | 122 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 58 | 52 | 72 | 76 | 106 | 93 | 73 | 81 | 61 | 70 | 108 | 82 | 78 | 46% | 34 | 67% |
| Controllable Non-Issued | 0 | 2 | 1 | 2 | 0 | 10 | 0 | 0 | 0 | 0 | 8 | 5 | 5 | 3% | 2 | 0% |
| Citations | 55 | 71 | 69 | 85 | 71 | 62 | 104 | 134 | 107 | 117 | 85 | 70 | 86 | 51% | 66 | 33% |
| Total: | 113 | 125 | 142 | 163 | 177 | 165 | 177 | 215 | 168 | 187 | 201 | 157 | 168 | 100% | 103 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Emergency Vehicle | 2 | 0 | 1 | 1 | 0 | 2 | 1 | 2 | 0 | 3 | 0 | 2 | 2 | 6% | 1 | 3% |
| Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| No Violation Occurred | 24 | 22 | 17 | 21 | 24 | 10 | 28 | 31 | 41 | 39 | 59 | 43 | 30 | 94% | 18 | 97% |
| Total: | 26 | 22 | 18 | 22 | 24 | 12 | 29 | 33 | 41 | 42 | 59 | 45 | 32 | 100% | 20 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 16 | 15 | 16 | 23 | 17 | 4 | 21 | 22 | 19 | 21 | 23 | 20 | 18 | 20% | 12 | 13% |
| Out of State Plate | 2 | 0 | 4 | 1 | 2 | 2 | 4 | 1 | 0 | 3 | 4 | 3 | 3 | 3% | 1 | 3% |
| Glare on Plate | 0 | 1 | 0 | 1 | 5 | 3 | 5 | 5 | 3 | 1 | 0 | 0 | 3 | 3% | 0 | 0% |
| Illegible Plate | 1 | 1 | 2 | 3 | 2 | 0 | 0 | 3 | 4 | 3 | 3 | 0 | 2 | 3% | 0 | 0% |
| Plate Obstructed | 1 | 1 | 3 | 3 | 3 | 1 | 2 | 0 | 4 | 2 | 3 | 2 | 2 | 3% | 1 | 0% |
| Windshield Glare | 0 | 0 | 2 | 3 | 12 | 6 | 5 | 7 | 0 | 1 | 3 | 4 | 5 | 5% | 3 | 0% |
| Driver Obstructed | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2% | 2 | 10% |
| Car Obstructed | 2 | 1 | 0 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 3 | 1 | 2 | 2% | 1 | 54% |
| No DMV Match Found | 9 | 13 | 10 | 6 | 13 | 19 | 11 | 19 | 12 | 15 | 14 | 10 | 13 | 14% | 7 | 14% |
| LASD Expired | 0 | 0 | 4 | 2 | 0 | 0 | 1 | 8 | 0 | 0 | 43 | 14 | 12 | 14% | 0 | 0% |
| LASD Return | 27 | 20 | 31 | 32 | 48 | 56 | 23 | 15 | 18 | 23 | 12 | 27 | 28 | 31% | 9 | 24% |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 1% |
| Total: | 58 | 52 | 72 | 76 | 106 | 93 | 73 | 81 | 61 | 70 | 108 | 82 | 88 | 100% | 36 | 119% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| Dark Interior | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 5 | 2 | 11% | 1 | 0 |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 33% | 0 | 0 |
| Exposure | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9% | 0 | 0 |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 38% | 0 | 0 |
| ACS Expired | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9% | 0 | 0 |
| Total: | 0 | 2 | 1 | 2 | 0 | 10 | 0 | 0 | 0 | 0 | 8 | 5 | 21 | 100% | 2 | 0% |
| Summary Metrics | | | | | | | | | | | | | | | | |
| Daily Average Vehicle Passes | Year to Date Monthly Average | | | | | | | | | | | | 2011 Monthly Average | | | |
| Average Issued Speed | 12,996 | 13,224 | 13,515 | 12,114 | 12,957 | 12,391 | 12,107 | 11,850 | 18,602 | 11,905 | 16,319 | 12,899 | 13,406 | | 11,098 | |
| Average Issued Red Seconds | 28 | 30 | 29 | 29 | 29 | 30 | 30 | 28 | 29 | 28 | 29 | 29 | 29 | | 29 | |
| Average Issued Red Seconds | 1.9 | 1.7 | 1.5 | 2.6 | 1.5 | 1.3 | 3.0 | 3.3 | 3.2 | 4.0 | 2.2 | 2.7 | 2 | | 1.7 | |
| Citation / Violation Issuance Rate | 49% | 57% | 49% | 52% | 40% | 38% | 59% | 62% | 64% | 63% | 42% | 45% | 52% | | 67% | |
| Controllable Issuance Rate | 100% | 97% | 99% | 98% | 100% | 86% | 100% | 100% | 100% | 100% | 91% | 93% | 97% | | 97% | |



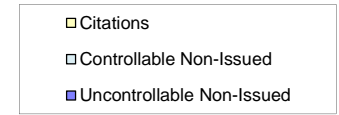
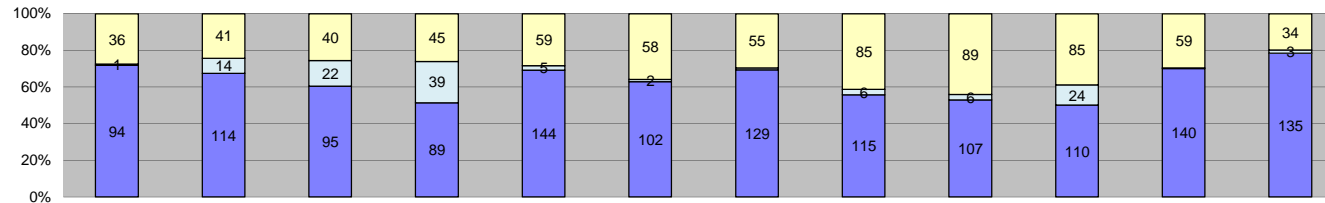
| Events | Year to Date Monthly Average | | | | | | | | | | | | 2011 Monthly Average | | | |
|---|------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------------------------|-------------|----------------------|-------------|
| | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Quantity | % | Quantity | % |
| Non-Violations | 27 | 19 | 26 | 22 | 24 | 8 | 18 | 31 | 19 | 19 | 45 | 32 | 24 | 34% | 14 | 92% |
| Violations | 38 | 39 | 35 | 41 | 66 | 37 | 49 | 53 | 49 | 56 | 52 | 39 | 46 | 66% | 16 | 8% |
| Total: | 65 | 58 | 61 | 63 | 90 | 45 | 67 | 84 | 68 | 75 | 97 | 71 | 70 | 100% | 31 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 16 | 18 | 17 | 23 | 37 | 19 | 22 | 24 | 20 | 22 | 34 | 19 | 23 | 47% | 7 | 64% |
| Controllable Non-Issued | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 7 | 0 | 1 | 2 | 5% | 0 | 14% |
| Citations | 22 | 21 | 18 | 16 | 29 | 18 | 27 | 28 | 28 | 27 | 18 | 19 | 23 | 47% | 9 | 22% |
| Total: | 38 | 39 | 35 | 41 | 66 | 37 | 49 | 53 | 49 | 56 | 52 | 39 | 48 | 100% | 16 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Emergency Vehicle | 1 | 1 | 0 | 1 | 3 | 0 | 0 | 5 | 3 | 0 | 0 | 0 | 2 | 9% | 1 | 1% |
| Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| No Violation Occurred | 26 | 18 | 26 | 21 | 21 | 8 | 18 | 26 | 16 | 19 | 45 | 32 | 23 | 91% | 13 | 99% |
| Total: | 27 | 19 | 26 | 22 | 24 | 8 | 18 | 31 | 19 | 19 | 45 | 32 | 25 | 100% | 14 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 4 | 1 | 5 | 8 | 9 | 3 | 6 | 5 | 6 | 8 | 8 | 3 | 6 | 17% | 2 | 13% |
| Out of State Plate | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 4% | 0 | 2% |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 1% |
| Illegible Plate | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3% | 0 | 5% |
| Plate Obstructed | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 3% | 0 | 1% |
| Windshield Glare | 0 | 1 | 3 | 6 | 3 | 0 | 4 | 6 | 3 | 1 | 1 | 1 | 3 | 9% | 2 | 20% |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 13% |
| Car Obstructed | 2 | 2 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 4% | 1 | 25% |
| No DMV Match Found | 6 | 8 | 5 | 3 | 8 | 9 | 8 | 5 | 3 | 3 | 4 | 5 | 6 | 17% | 1 | 8% |
| LASD Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 4 | 7 | 22% | 0 | 0% |
| LASD Return | 3 | 4 | 2 | 5 | 16 | 6 | 3 | 6 | 6 | 9 | 9 | 6 | 6 | 20% | 1 | 17% |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 3% |
| Total: | 16 | 18 | 17 | 23 | 37 | 19 | 22 | 24 | 20 | 22 | 34 | 19 | 32 | 100% | 7 | 108% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 12% |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 3% |
| Dark Interior | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 31% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 6% |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 3% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 0 | 4 | 57% | 0 | 0% |
| Exposure | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 14% | 0 | 0% |
| Equipment Malfunction | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14% | 0 | 43% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 14% | 0 | 3% |
| Total: | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 7 | 0 | 1 | 7 | 100% | 0 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | |
| Daily Average Vehicle Passes | 9,135 | 8,999 | 9,258 | 8,596 | 9,016 | 9,903 | 7,802 | 8,641 | 9,660 | 9,392 | 9,752 | 9,200 | Year to Date Monthly Average | | 2011 Monthly Average | |
| Average Issued Speed | 31 | 34 | 30 | 32 | 32 | 36 | 34 | 33 | 31 | 31 | 29 | 31 | 32 | | 32 | |
| Average Issued Red Seconds | 0.6 | 0.8 | 1.4 | 1.8 | 2.3 | 1.6 | 1.4 | 0.6 | 1.1 | 0.4 | 2.2 | 3.1 | 1 | | 1.7 | |
| Citation / Violation Issuance Rate | 58% | 54% | 51% | 39% | 44% | 49% | 55% | 53% | 57% | 48% | 35% | 49% | 49% | | 57% | |
| Controllable Issuance Rate | 100% | 100% | 100% | 89% | 100% | 100% | 100% | 97% | 97% | 79% | 100% | 95% | 96% | | 98% | |



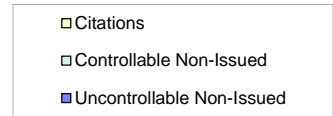
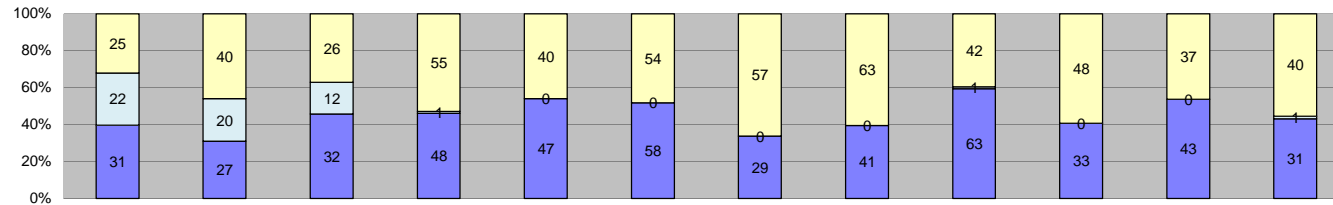
| Events | Year to Date | | | | | | | | | | | | 2011 Monthly Average | | | |
|---|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------------------------|-------------|----------------------|-------------|
| | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Quantity | % | Quantity | % |
| Non-Violations | 11 | 4 | 8 | 5 | 13 | 5 | 3 | 9 | 8 | 15 | 20 | 10 | 9 | 6% | 11 | 94% |
| Violations | 112 | 113 | 121 | 139 | 163 | 157 | 152 | 180 | 149 | 154 | 154 | 136 | 144 | 94% | 96 | 6% |
| Total: | 123 | 117 | 129 | 144 | 176 | 162 | 155 | 189 | 157 | 169 | 174 | 146 | 153 | 100% | 107 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 38 | 28 | 45 | 42 | 65 | 58 | 53 | 59 | 46 | 50 | 68 | 25 | 48 | 33% | 26 | 61% |
| Controllable Non-Issued | 3 | 5 | 2 | 0 | 6 | 15 | 0 | 3 | 1 | 0 | 1 | 64 | 11 | 8% | 6 | 5% |
| Citations | 71 | 80 | 74 | 97 | 92 | 84 | 99 | 118 | 102 | 104 | 85 | 47 | 88 | 60% | 63 | 34% |
| Total: | 112 | 113 | 121 | 139 | 163 | 157 | 152 | 180 | 149 | 154 | 154 | 136 | 147 | 100% | 96 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 9% | 0 | 0% |
| Emergency Vehicle | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 1 | 2 | 1 | 1 | 1 | 12% | 1 | 2% |
| Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| No Violation Occurred | 11 | 4 | 7 | 5 | 12 | 4 | 3 | 7 | 7 | 13 | 18 | 9 | 8 | 79% | 10 | 98% |
| Total: | 11 | 4 | 8 | 5 | 13 | 5 | 3 | 9 | 8 | 15 | 20 | 10 | 11 | 100% | 11 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 8 | 7 | 7 | 10 | 8 | 4 | 9 | 15 | 11 | 13 | 11 | 5 | 9 | 15% | 5 | 20% |
| Out of State Plate | 4 | 2 | 2 | 1 | 5 | 1 | 4 | 3 | 6 | 1 | 4 | 1 | 3 | 5% | 3 | 3% |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 2% | 0 | 8% |
| Illegible Plate | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 2% | 0 | 4% |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 3% | 0 | 4% |
| Windshield Glare | 1 | 1 | 2 | 2 | 2 | 5 | 7 | 4 | 2 | 3 | 3 | 0 | 3 | 5% | 3 | 2% |
| Driver Obstructed | 2 | 1 | 1 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2% | 1 | 12% |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 31% |
| No DMV Match Found | 7 | 7 | 7 | 11 | 10 | 14 | 16 | 22 | 15 | 20 | 15 | 17 | 13 | 23% | 8 | 9% |
| LASD Expired | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 25 | 0 | 9 | 15% | 0 | 1% |
| LASD Return | 16 | 9 | 25 | 15 | 38 | 33 | 15 | 14 | 8 | 11 | 9 | 2 | 16 | 28% | 6 | 24% |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 2% |
| Total: | 38 | 28 | 45 | 42 | 65 | 58 | 53 | 59 | 46 | 50 | 68 | 25 | 59 | 100% | 26 | 119% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 40% |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Dark Interior | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 6% | 4 | 27% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 20% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3% | 0 | 0% |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 13% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 47 | 17 | 51% | 0 | 0% |
| Exposure | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4% | 0 | 0% |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 6 | 15 | 0 | 0 | 0 | 0 | 0 | 14 | 12 | 36% | 2 | 0% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Total: | 3 | 5 | 2 | 0 | 6 | 15 | 0 | 3 | 1 | 0 | 1 | 64 | 33 | 100% | 6 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | |
| Daily Average Vehicle Passes | 10,459 | 11,710 | 9,933 | 9,821 | 9,950 | 10,018 | 9,017 | 9,069 | 11,127 | 11,165 | 11,455 | 10,953 | Year to Date Monthly Average | | 2011 Monthly Average | |
| Average Issued Speed | 31 | 35 | 35 | 32 | 34 | 34 | 35 | 35 | 34 | 35 | 33 | 34 | 10,390 | 9,094 | | |
| Average Issued Red Seconds | 0.6 | 0.9 | 1.2 | 1.0 | 0.6 | 0.9 | 0.9 | 0.8 | 0.9 | 0.6 | 0.9 | 0.6 | 1 | 0.9 | | |
| Citation / Violation Issuance Rate | 63% | 71% | 61% | 70% | 56% | 54% | 65% | 66% | 68% | 68% | 55% | 35% | 61% | 66% | | |
| Controllable Issuance Rate | 96% | 94% | 97% | 100% | 94% | 85% | 100% | 98% | 99% | 100% | 99% | 42% | 92% | 91% | | |



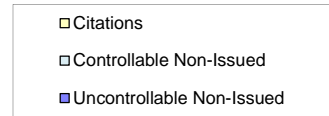
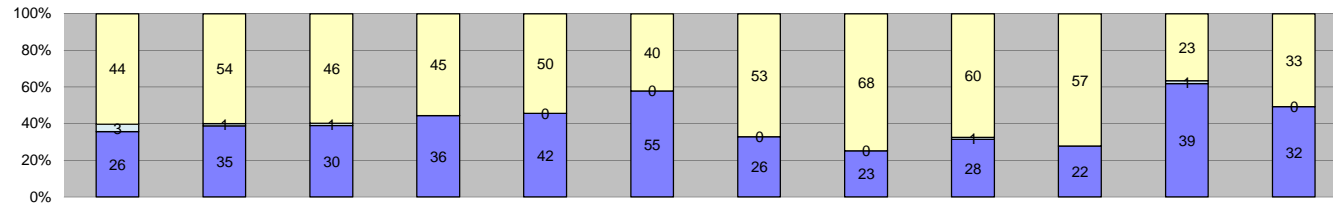
| Events | Year to Date | | | | | | | | | | | | 2011 Monthly Average | | | |
|---|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|----------------------|-------------|------------|-------------|
| | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Quantity | % | Quantity | % |
| Non-Violations | 7 | 11 | 11 | 12 | 17 | 12 | 11 | 19 | 16 | 14 | 16 | 25 | 14 | 5% | 10 | 89% |
| Violations | 212 | 194 | 207 | 246 | 281 | 259 | 253 | 262 | 302 | 277 | 245 | 221 | 247 | 95% | 158 | 11% |
| Total: | 219 | 205 | 218 | 258 | 298 | 271 | 264 | 281 | 318 | 291 | 261 | 246 | 261 | 100% | 168 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 108 | 105 | 121 | 129 | 152 | 123 | 118 | 127 | 148 | 137 | 154 | 130 | 129 | 52% | 69 | 66% |
| Controllable Non-Issued | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 1% | 3 | 7% |
| Citations | 102 | 89 | 86 | 117 | 128 | 136 | 135 | 133 | 154 | 140 | 90 | 90 | 117 | 47% | 87 | 27% |
| Total: | 212 | 194 | 207 | 246 | 281 | 259 | 253 | 262 | 302 | 277 | 245 | 221 | 247 | 100% | 158 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 1 | 1 | 1 | 2 | 2 | 0 | 2 | 1 | 1 | 1 | 0 | 1 | 1 | 9% | 1 | 0% |
| Emergency Vehicle | 2 | 3 | 3 | 4 | 7 | 9 | 0 | 7 | 4 | 11 | 5 | 3 | 5 | 35% | 3 | 1% |
| Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| No Violation Occurred | 4 | 7 | 7 | 6 | 8 | 3 | 9 | 11 | 11 | 2 | 11 | 21 | 8 | 56% | 6 | 99% |
| Total: | 7 | 11 | 11 | 12 | 17 | 12 | 11 | 19 | 16 | 14 | 16 | 25 | 15 | 100% | 10 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 29 | 29 | 16 | 30 | 36 | 26 | 32 | 33 | 44 | 37 | 38 | 25 | 31 | 22% | 21 | 11% |
| Out of State Plate | 4 | 6 | 4 | 5 | 3 | 0 | 6 | 5 | 3 | 3 | 3 | 3 | 4 | 3% | 2 | 0% |
| Glare on Plate | 0 | 1 | 4 | 4 | 11 | 3 | 8 | 14 | 11 | 10 | 4 | 3 | 7 | 5% | 0 | 3% |
| Illegible Plate | 2 | 2 | 6 | 4 | 0 | 1 | 1 | 3 | 1 | 4 | 8 | 14 | 4 | 3% | 0 | 1% |
| Plate Obstructed | 3 | 3 | 8 | 3 | 4 | 2 | 6 | 4 | 3 | 4 | 2 | 1 | 4 | 3% | 2 | 0% |
| Windshield Glare | 3 | 13 | 15 | 23 | 19 | 9 | 11 | 14 | 13 | 17 | 9 | 7 | 13 | 9% | 11 | 12% |
| Driver Obstructed | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1% | 3 | 10% |
| Car Obstructed | 5 | 5 | 6 | 15 | 11 | 4 | 11 | 12 | 12 | 10 | 12 | 6 | 9 | 6% | 6 | 28% |
| No DMV Match Found | 12 | 15 | 14 | 9 | 17 | 23 | 19 | 17 | 20 | 16 | 22 | 15 | 17 | 12% | 9 | 9% |
| LASD Expired | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 27 | 36 | 18 | 12% | 0 | 0% |
| LASD Return | 49 | 31 | 46 | 28 | 50 | 55 | 23 | 25 | 41 | 36 | 29 | 20 | 36 | 25% | 14 | 20% |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 3% |
| Total: | 108 | 105 | 121 | 129 | 152 | 123 | 118 | 127 | 148 | 137 | 154 | 130 | 143 | 100% | 69 | 99% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 13% |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 20% | 0 | 2% |
| Dark Interior | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 40% | 2 | 32% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 34% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 1 | 4% |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 11% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20% | 0 | 4% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 20% | 0 | 0% |
| Total: | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 5 | 100% | 3 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | |
| Daily Average Vehicle Passes | Year to Date | | | | | | | | | | | | 2011 Monthly Average | | | |
| | 21,390 | 20,751 | 21,772 | 20,323 | 20,703 | 22,698 | 19,460 | 20,112 | 22,699 | 22,213 | 22,622 | 22,243 | 21,415 | 17,498 | | |
| Average Issued Speed | 36 | 35 | 35 | 36 | 36 | 35 | 36 | 36 | 35 | 36 | 35 | 34 | 35 | 35 | | |
| Average Issued Red Seconds | 1.0 | 0.6 | 0.8 | 0.6 | 0.7 | 0.8 | 0.8 | 0.9 | 0.6 | 0.6 | 0.6 | 0.8 | 1 | 0.9 | | |
| Citation / Violation Issuance Rate | 48% | 46% | 42% | 48% | 46% | 53% | 53% | 51% | 51% | 51% | 37% | 41% | 47% | 56% | | |
| Controllable Issuance Rate | 98% | 100% | 100% | 100% | 99% | 100% | 100% | 99% | 100% | 100% | 99% | 99% | 99% | 97% | | |



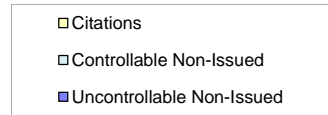
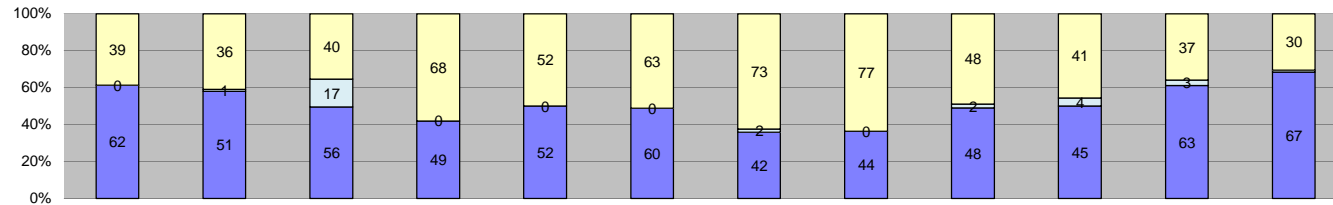
| Events | Year to Date | | | | | | | | | | | | Year to Date Monthly Average | | 2011 Monthly Average | |
|---|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------------------------|-------------|----------------------|-------------|
| | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Quantity | % | Quantity | % |
| Non-Violations | 23 | 18 | 23 | 18 | 19 | 8 | 9 | 19 | 19 | 19 | 26 | 42 | 20 | 10% | 14 | 92% |
| Violations | 131 | 169 | 157 | 173 | 208 | 162 | 186 | 206 | 202 | 219 | 200 | 172 | 182 | 90% | 129 | 8% |
| Total: | 154 | 187 | 180 | 191 | 227 | 170 | 195 | 225 | 221 | 238 | 226 | 214 | 202 | 100% | 143 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 94 | 114 | 95 | 89 | 144 | 102 | 129 | 115 | 107 | 110 | 140 | 135 | 115 | 63% | 66 | 63% |
| Controllable Non-Issued | 1 | 14 | 22 | 39 | 5 | 2 | 2 | 6 | 6 | 24 | 1 | 3 | 10 | 6% | 10 | 15% |
| Citations | 36 | 41 | 40 | 45 | 59 | 58 | 55 | 85 | 89 | 85 | 59 | 34 | 57 | 31% | 53 | 22% |
| Total: | 131 | 169 | 157 | 173 | 208 | 162 | 186 | 206 | 202 | 219 | 200 | 172 | 182 | 100% | 129 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 1 | 1 | 0 | 2 | 1 | 0 | 2 | 1 | 1 | 0 | 2 | 1 | 1 | 6% | 1 | 0% |
| Emergency Vehicle | 6 | 6 | 6 | 4 | 3 | 2 | 1 | 3 | 4 | 5 | 1 | 4 | 4 | 17% | 3 | 6% |
| Right Turn | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 2 | 8% | 0 | 0% |
| No Violation Occurred | 16 | 11 | 17 | 10 | 15 | 6 | 6 | 13 | 13 | 14 | 23 | 37 | 15 | 69% | 10 | 94% |
| Total: | 23 | 18 | 23 | 18 | 19 | 8 | 9 | 19 | 19 | 19 | 26 | 42 | 22 | 100% | 14 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 16 | 26 | 19 | 18 | 25 | 21 | 29 | 32 | 21 | 28 | 35 | 29 | 25 | 20% | 16 | 14% |
| Out of State Plate | 2 | 4 | 3 | 1 | 4 | 4 | 4 | 4 | 4 | 0 | 2 | 1 | 3 | 2% | 3 | 1% |
| Glare on Plate | 2 | 2 | 3 | 6 | 23 | 7 | 31 | 29 | 24 | 26 | 4 | 5 | 14 | 11% | 1 | 4% |
| Illegible Plate | 4 | 20 | 4 | 15 | 8 | 4 | 9 | 5 | 5 | 11 | 24 | 26 | 11 | 9% | 1 | 4% |
| Plate Obstructed | 2 | 0 | 4 | 1 | 2 | 2 | 3 | 0 | 1 | 3 | 4 | 2 | 2 | 2% | 1 | 1% |
| Windshield Glare | 6 | 8 | 11 | 11 | 4 | 8 | 9 | 5 | 2 | 5 | 2 | 6 | 6 | 5% | 10 | 5% |
| Driver Obstructed | 0 | 0 | 3 | 2 | 4 | 1 | 1 | 1 | 3 | 0 | 2 | 2 | 2 | 2% | 2 | 12% |
| Car Obstructed | 5 | 3 | 1 | 2 | 6 | 2 | 2 | 1 | 7 | 3 | 4 | 0 | 3 | 3% | 3 | 35% |
| No DMV Match Found | 15 | 9 | 9 | 9 | 15 | 18 | 9 | 11 | 15 | 13 | 15 | 16 | 13 | 11% | 8 | 7% |
| LASD Expired | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 0 | 21 | 22 | 10 | 8% | 0 | 0% |
| LASD Return | 42 | 42 | 38 | 18 | 53 | 35 | 31 | 27 | 24 | 21 | 27 | 26 | 32 | 26% | 22 | 33% |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 1 | 3% |
| Total: | 94 | 114 | 95 | 89 | 144 | 102 | 129 | 115 | 107 | 110 | 140 | 135 | 122 | 100% | 66 | 119% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 1 | 3% | 0 | 18% |
| Focus / Clarity of Plate | 0 | 6 | 2 | 2 | 4 | 1 | 1 | 4 | 4 | 1 | 0 | 3 | 3 | 7% | 1 | 26% |
| Dark Interior | 1 | 7 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 7% | 7 | 31% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 3% |
| Focus / Clarity of Driver | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2% | 1 | 18% |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 5% |
| Data/Operator Error | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 17 | 41% | 0 | 0% |
| Exposure | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 5% | 0 | 0% |
| Equipment Malfunction | 0 | 1 | 15 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 31% | 0 | 0% |
| ACS Expired | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2% | 0 | 0% |
| Total: | 1 | 14 | 22 | 39 | 5 | 2 | 2 | 6 | 6 | 24 | 1 | 3 | 40 | 100% | 10 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | |
| Daily Average Vehicle Passes | 21,065 | 21,480 | 21,768 | 20,156 | 20,930 | 22,589 | 18,879 | 19,575 | 22,294 | 21,863 | 22,952 | 22,307 | Year to Date Monthly Average | | 2011 Monthly Average | |
| Average Issued Speed | 37 | 37 | 36 | 37 | 37 | 38 | 38 | 37 | 37 | 37 | 34 | 34 | 21,321 | | 17,602 | |
| Average Issued Red Seconds | 0.5 | 1.2 | 0.6 | 0.5 | 0.6 | 0.6 | 1.0 | 0.7 | 0.6 | 0.6 | 0.7 | 1.0 | 1 | | 1.0 | |
| Citation / Violation Issuance Rate | 27% | 24% | 25% | 26% | 28% | 36% | 30% | 41% | 44% | 39% | 30% | 20% | 31% | | 41% | |
| Controllable Issuance Rate | 97% | 75% | 65% | 54% | 92% | 97% | 96% | 93% | 94% | 78% | 98% | 92% | 86% | | 83% | |



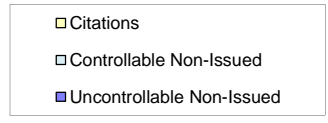
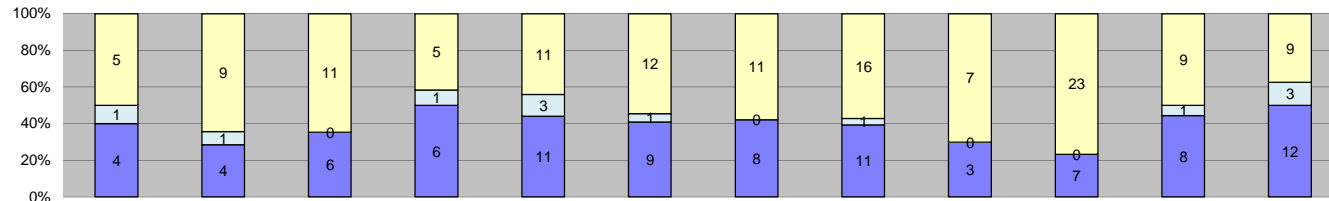
| Events | Year to Date | | | | | | | | | | | | Monthly Average | | 2011 Monthly Average | |
|---|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------|-------------|----------------------|-------------|
| | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Quantity | % | Quantity | % |
| Non-Violations | 36 | 25 | 61 | 49 | 52 | 27 | 58 | 64 | 62 | 49 | 81 | 66 | 53 | 37% | 33 | 75% |
| Violations | 78 | 87 | 70 | 104 | 87 | 112 | 86 | 104 | 106 | 81 | 80 | 72 | 89 | 63% | 84 | 25% |
| Total: | 114 | 112 | 131 | 153 | 139 | 139 | 144 | 168 | 168 | 130 | 161 | 138 | 141 | 100% | 117 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 31 | 27 | 32 | 48 | 47 | 58 | 29 | 41 | 63 | 33 | 43 | 31 | 40 | 43% | 36 | 50% |
| Controllable Non-Issued | 22 | 20 | 12 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 10 | 10% | 10 | 5% |
| Citations | 25 | 40 | 26 | 55 | 40 | 54 | 57 | 63 | 42 | 48 | 37 | 40 | 44 | 47% | 38 | 45% |
| Total: | 78 | 87 | 70 | 104 | 87 | 112 | 86 | 104 | 106 | 81 | 80 | 72 | 94 | 100% | 84 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Emergency Vehicle | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 1 | 3 | 2 | 3% | 1 | 5% |
| Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| No Violation Occurred | 34 | 25 | 60 | 49 | 52 | 27 | 57 | 62 | 62 | 46 | 80 | 63 | 51 | 97% | 32 | 95% |
| Total: | 36 | 25 | 61 | 49 | 52 | 27 | 58 | 64 | 62 | 49 | 81 | 66 | 53 | 100% | 33 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 11 | 7 | 10 | 14 | 14 | 12 | 5 | 12 | 16 | 10 | 9 | 10 | 11 | 22% | 9 | 15% |
| Out of State Plate | 0 | 0 | 2 | 0 | 4 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 2 | 3% | 1 | 1% |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 8% |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2% | 0 | 3% |
| Plate Obstructed | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2% | 0 | 2% |
| Windshield Glare | 2 | 2 | 7 | 12 | 3 | 6 | 5 | 4 | 8 | 6 | 3 | 1 | 5 | 10% | 5 | 11% |
| Driver Obstructed | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2% | 0 | 13% |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2% | 0 | 7% |
| No DMV Match Found | 6 | 2 | 2 | 9 | 9 | 15 | 11 | 11 | 20 | 4 | 13 | 6 | 9 | 18% | 6 | 22% |
| LASD Expired | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 9 | 7 | 15% | 0 | 1% |
| LASD Return | 12 | 16 | 10 | 12 | 15 | 22 | 7 | 12 | 18 | 13 | 5 | 5 | 12 | 25% | 6 | 16% |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 8 | 3% |
| Total: | 31 | 27 | 32 | 48 | 47 | 58 | 29 | 41 | 63 | 33 | 43 | 31 | 50 | 100% | 36 | 101% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4% | 0 | 33% |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 8% |
| Dark Interior | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4% | 2 | 23% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 10% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 3% |
| Framing of Car | 20 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 49% | 7 | 21% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Exposure | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4% | 0 | 0% |
| Equipment Malfunction | 0 | 8 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 39% | 0 | 0% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 3% |
| Total: | 22 | 20 | 12 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 23 | 100% | 10 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | |
| Daily Average Vehicle Passes | Year to Date | | | | | | | | | | | | Monthly Average | | 2011 Monthly Average | |
| | 2,988 | 3,131 | 3,327 | 3,224 | 3,352 | 3,638 | 3,021 | 3,057 | 3,478 | 3,981 | 3,842 | 3,878 | 3,410 | | 2,664 | |
| Average Issued Speed | 23 | 22 | 23 | 22 | 24 | 24 | 24 | 24 | 22 | 25 | 24 | 25 | 23 | | 22 | |
| Average Issued Red Seconds | 10.8 | 11.2 | 19.0 | 9.9 | 8.1 | 10.9 | 12.2 | 11.7 | 11.1 | 8.7 | 13.7 | 10.6 | 11 | | 14.5 | |
| Citation / Violation Issuance Rate | 32% | 46% | 37% | 53% | 46% | 48% | 66% | 61% | 40% | 59% | 46% | 56% | 49% | | 47% | |
| Controllable Issuance Rate | 53% | 67% | 68% | 98% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 98% | 90% | | 80% | |



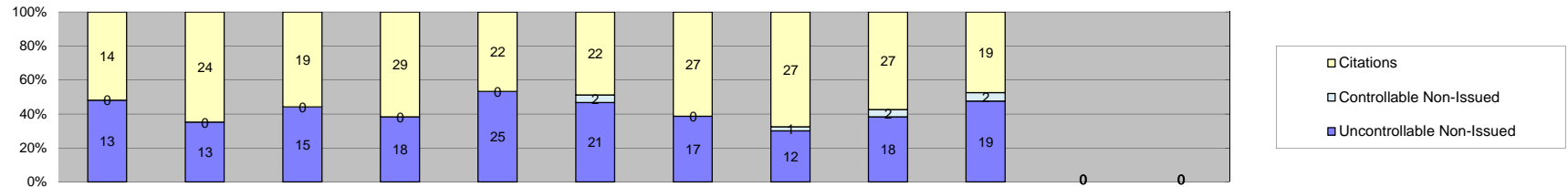
| Events | Year to Date | | | | | | | | | | | | Monthly Average | | 2011 Monthly Average | |
|---|--------------|------------|-----------|-----------|------------|------------|-----------|------------|------------|-----------|-----------|-----------|------------------------------|-------------|----------------------|-------------|
| | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Quantity | % | Quantity | % |
| Non-Violations | 7 | 13 | 12 | 15 | 11 | 10 | 16 | 15 | 14 | 19 | 14 | 6 | 13 | 13% | 11 | 93% |
| Violations | 73 | 90 | 77 | 81 | 92 | 95 | 79 | 91 | 89 | 79 | 63 | 65 | 81 | 87% | 68 | 7% |
| Total: | 80 | 103 | 89 | 96 | 103 | 105 | 95 | 106 | 103 | 98 | 77 | 71 | 94 | 100% | 79 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 26 | 35 | 30 | 36 | 42 | 55 | 26 | 23 | 28 | 22 | 39 | 32 | 33 | 40% | 22 | 61% |
| Controllable Non-Issued | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 2% | 2 | 7% |
| Citations | 44 | 54 | 46 | 45 | 50 | 40 | 53 | 68 | 60 | 57 | 23 | 33 | 48 | 58% | 43 | 32% |
| Total: | 73 | 90 | 77 | 81 | 92 | 95 | 79 | 91 | 89 | 79 | 63 | 65 | 82 | 100% | 68 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 1 | 9% | 0 | 0% |
| Emergency Vehicle | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 4 | 2 | 1 | 2 | 13% | 0 | 17% |
| Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| No Violation Occurred | 7 | 13 | 11 | 13 | 9 | 9 | 16 | 13 | 10 | 14 | 12 | 5 | 11 | 78% | 10 | 83% |
| Total: | 7 | 13 | 12 | 15 | 11 | 10 | 16 | 15 | 14 | 19 | 14 | 6 | 14 | 100% | 11 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 5 | 6 | 10 | 10 | 5 | 12 | 6 | 10 | 14 | 6 | 4 | 6 | 8 | 17% | 6 | 7% |
| Out of State Plate | 1 | 2 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 2% | 1 | 3% |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 1% |
| Illegible Plate | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 2% | 0 | 0% |
| Plate Obstructed | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2% | 0 | 3% |
| Windshield Glare | 1 | 2 | 0 | 2 | 1 | 2 | 2 | 1 | 0 | 0 | 1 | 1 | 1 | 3% | 1 | 12% |
| Driver Obstructed | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2% | 1 | 22% |
| Car Obstructed | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 3% | 0 | 28% |
| No DMV Match Found | 5 | 11 | 6 | 7 | 7 | 11 | 8 | 8 | 7 | 6 | 5 | 9 | 8 | 17% | 6 | 4% |
| LASD Expired | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 8 | 11 | 24% | 0 | 0% |
| LASD Return | 14 | 14 | 12 | 11 | 26 | 29 | 8 | 4 | 6 | 9 | 4 | 6 | 12 | 26% | 6 | 28% |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 9% |
| Total: | 26 | 35 | 30 | 36 | 42 | 55 | 26 | 23 | 28 | 22 | 39 | 32 | 45 | 100% | 22 | 116% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 25% |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 13% |
| Dark Interior | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 33% | 1 | 25% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 13% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 25% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 1 | 0% |
| Exposure | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 67% | 0 | 0% |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Total: | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 100% | 2 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | |
| Daily Average Vehicle Passes | 7,444 | 7,555 | 7,593 | 7,240 | 7,865 | 8,401 | 6,719 | 7,208 | 7,785 | 7,539 | 7,819 | 7,630 | Year to Date Monthly Average | | 2011 Monthly Average | |
| Average Issued Speed | 21 | 21 | 21 | 21 | 21 | 21 | 22 | 22 | 21 | 21 | 21 | 21 | 7,566 | | 6,075 | |
| Average Issued Red Seconds | 2.8 | 2.4 | 3.3 | 2.4 | 1.9 | 2.7 | 2.8 | 3.3 | 2.5 | 2.8 | 2.3 | 2.9 | 3 | | 2.7 | |
| Citation / Violation Issuance Rate | 60% | 60% | 60% | 56% | 54% | 42% | 67% | 75% | 67% | 72% | 37% | 51% | 58% | | 64% | |
| Controllable Issuance Rate | 94% | 98% | 98% | 100% | 100% | 100% | 100% | 100% | 100% | 98% | 100% | 100% | 99% | | 95% | |



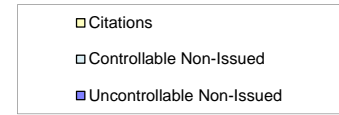
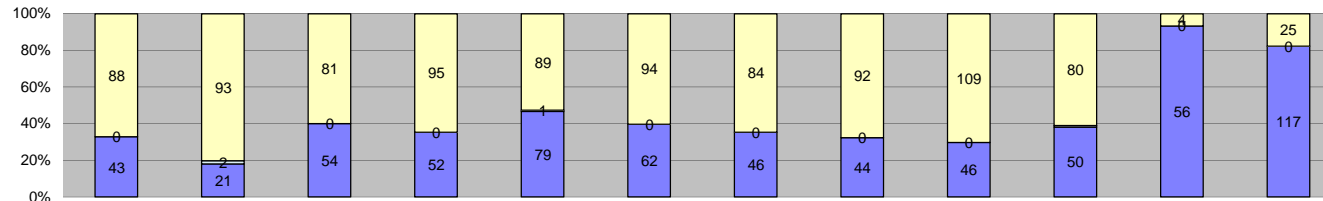
| Events | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Year to Date Monthly Average | | 2011 Monthly Average | |
|---|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------------------------------|-------------|-----------------------------|-------------|
| | | | | | | | | | | | | | Quantity | % | Quantity | % |
| Non-Violations | 35 | 32 | 33 | 47 | 39 | 26 | 33 | 37 | 49 | 50 | 101 | 76 | 47 | 30% | 34 | 93% |
| Violations | 101 | 88 | 113 | 117 | 104 | 123 | 117 | 121 | 98 | 90 | 103 | 98 | 106 | 70% | 92 | 7% |
| Total: | 136 | 120 | 146 | 164 | 143 | 149 | 150 | 158 | 147 | 140 | 204 | 174 | 153 | 100% | 126 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 62 | 51 | 56 | 49 | 52 | 60 | 42 | 44 | 48 | 45 | 63 | 67 | 53 | 49% | 36 | 59% |
| Controllable Non-Issued | 0 | 1 | 17 | 0 | 0 | 0 | 2 | 0 | 2 | 4 | 3 | 1 | 4 | 4% | 4 | 0% |
| Citations | 39 | 36 | 40 | 68 | 52 | 63 | 73 | 77 | 48 | 41 | 37 | 30 | 50 | 47% | 53 | 40% |
| Total: | 101 | 88 | 113 | 117 | 104 | 123 | 117 | 121 | 98 | 90 | 103 | 98 | 108 | 100% | 92 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 3% | 0 | 0% |
| Emergency Vehicle | 2 | 5 | 2 | 3 | 6 | 4 | 1 | 3 | 7 | 3 | 8 | 4 | 4 | 8% | 6 | 4% |
| Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| No Violation Occurred | 31 | 27 | 31 | 44 | 33 | 22 | 32 | 33 | 42 | 47 | 93 | 72 | 42 | 88% | 28 | 96% |
| Total: | 35 | 32 | 33 | 47 | 39 | 26 | 33 | 37 | 49 | 50 | 101 | 76 | 48 | 100% | 34 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 15 | 15 | 12 | 11 | 14 | 11 | 17 | 12 | 11 | 8 | 9 | 11 | 12 | 19% | 12 | 14% |
| Out of State Plate | 0 | 4 | 0 | 3 | 3 | 0 | 1 | 0 | 2 | 4 | 1 | 0 | 3 | 4% | 1 | 2% |
| Glare on Plate | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2% | 0 | 0% |
| Illegible Plate | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2% | 0 | 0% |
| Plate Obstructed | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2% | 1 | 1% |
| Windshield Glare | 7 | 5 | 11 | 11 | 4 | 6 | 7 | 8 | 10 | 8 | 7 | 9 | 8 | 12% | 5 | 6% |
| Driver Obstructed | 2 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 3% | 1 | 2% |
| Car Obstructed | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 1 | 2% | 0 | 3% |
| No DMV Match Found | 7 | 10 | 10 | 5 | 8 | 17 | 6 | 6 | 9 | 7 | 9 | 8 | 9 | 13% | 7 | 24% |
| LASD Expired | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 9 | 17 | 8 | 12% | 0 | 0% |
| LASD Return | 29 | 14 | 22 | 12 | 21 | 23 | 9 | 16 | 16 | 18 | 24 | 18 | 19 | 29% | 9 | 25% |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 8% |
| Total: | 62 | 51 | 56 | 49 | 52 | 60 | 42 | 44 | 48 | 45 | 63 | 67 | 63 | 100% | 36 | 87% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 67% |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Dark Interior | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 13% | 3 | 0% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 8% | 0 | 33% |
| Data/Operator Error | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 13% | 0 | 0% |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 17% | 0 | 0% |
| Equipment Malfunction | 0 | 0 | 15 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 6 | 50% | 0 | 0% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Total: | 0 | 1 | 17 | 0 | 0 | 0 | 2 | 0 | 2 | 4 | 3 | 1 | 12 | 100% | 4 | 100% |
| Summary Metrics | | | | | | | | | | | | | Year to Date Monthly Average | | 2011 Monthly Average | |
| Daily Average Vehicle Passes | 12,316 | 12,187 | 12,713 | 11,868 | 12,240 | 13,414 | 11,439 | 11,779 | 12,479 | 12,824 | 12,855 | 12,630 | 12,395 | | 11,206 | |
| Average Issued Speed | 28 | 28 | 29 | 31 | 29 | 28 | 29 | 29 | 30 | 30 | 27 | 29 | 29 | | 27 | |
| Average Issued Red Seconds | 5.3 | 13.4 | 10.0 | 8.8 | 6.9 | 10.1 | 9.3 | 10.2 | 9.7 | 9.0 | 10.5 | 7.6 | 9 | | 10.9 | |
| Citation / Violation Issuance Rate | 39% | 41% | 35% | 58% | 50% | 51% | 62% | 64% | 49% | 46% | 36% | 31% | 47% | | 57% | |
| Controllable Issuance Rate | 100% | 97% | 70% | 100% | 100% | 100% | 97% | 100% | 96% | 91% | 93% | 97% | 95% | | 93% | |



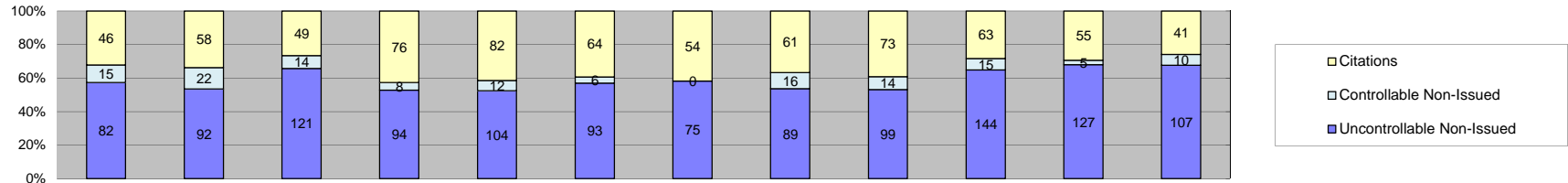
| Events | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Year to Date Monthly Average | | 2011 Monthly Average | |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------------------------|-------------|----------------------|-------------|
| | | | | | | | | | | | | | Quantity | % | Quantity | % |
| Non-Violations | 7 | 4 | 7 | 4 | 6 | 4 | 3 | 10 | 6 | 4 | 8 | 6 | 6 | 23% | 3 | 87% |
| Violations | 10 | 14 | 17 | 12 | 25 | 22 | 19 | 28 | 10 | 30 | 18 | 24 | 19 | 77% | 14 | 13% |
| Total: | 17 | 18 | 24 | 16 | 31 | 26 | 22 | 38 | 16 | 34 | 26 | 30 | 25 | 100% | 18 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 4 | 4 | 6 | 6 | 11 | 9 | 8 | 11 | 3 | 7 | 8 | 12 | 7 | 38% | 5 | 69% |
| Controllable Non-Issued | 1 | 1 | 0 | 1 | 3 | 1 | 0 | 1 | 0 | 0 | 1 | 3 | 2 | 8% | 1 | 5% |
| Citations | 5 | 9 | 11 | 5 | 11 | 12 | 11 | 16 | 7 | 23 | 9 | 9 | 11 | 54% | 8 | 26% |
| Total: | 10 | 14 | 17 | 12 | 25 | 22 | 19 | 28 | 10 | 30 | 18 | 24 | 20 | 100% | 14 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 14% | 0 | 0% |
| Emergency Vehicle | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 1 | 2 | 21% | 1 | 1% |
| Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| No Violation Occurred | 7 | 2 | 5 | 2 | 5 | 4 | 3 | 8 | 4 | 3 | 7 | 5 | 5 | 65% | 2 | 99% |
| Total: | 7 | 4 | 7 | 4 | 6 | 4 | 3 | 10 | 6 | 4 | 8 | 6 | 7 | 100% | 3 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 1 | 0 | 2 | 0 | 3 | 1 | 1 | 6 | 3 | 2 | 0 | 3 | 2 | 16% | 2 | 9% |
| Out of State Plate | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6% | 0 | 1% |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 1% |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 2% |
| Plate Obstructed | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 8% | 0 | 3% |
| Windshield Glare | 0 | 1 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 13% | 0 | 10% |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 6% | 0 | 13% |
| Car Obstructed | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 9% | 1 | 12% |
| No DMV Match Found | 2 | 0 | 1 | 0 | 1 | 2 | 1 | 1 | 0 | 2 | 1 | 5 | 2 | 11% | 1 | 13% |
| LASD Expired | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 4 | 4 | 3 | 16% | 0 | 1% |
| LASD Return | 1 | 2 | 3 | 3 | 3 | 3 | 3 | 1 | 0 | 2 | 1 | 0 | 2 | 14% | 1 | 25% |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 7% |
| Total: | 4 | 4 | 6 | 6 | 11 | 9 | 8 | 11 | 3 | 7 | 8 | 12 | 16 | 100% | 5 | 96% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 60% |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 7% |
| Dark Interior | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16% | 1 | 7% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 20% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Framing of Car | 1 | 0 | 0 | 1 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 22% | 0 | 7% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 16% | 0 | 0% |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 47% | 0 | 0% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Total: | 1 | 1 | 0 | 1 | 3 | 1 | 0 | 1 | 0 | 0 | 1 | 3 | 6 | 100% | 1 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | |
| Daily Average Vehicle Passes | 14,459 | 14,431 | 14,863 | 13,804 | 14,279 | 15,578 | 12,923 | 14,150 | 14,496 | 14,884 | 15,142 | 16,081 | Year to Date Monthly Average | | 2011 Monthly Average | |
| Average Issued Speed | 27 | 27 | 28 | 30 | 28 | 28 | 27 | 30 | 29 | 29 | 29 | 28 | 14,591 | | 13,569 | |
| Average Issued Red Seconds | 5.2 | 3.2 | 2.2 | 4.6 | 2.5 | 3.3 | 1.3 | 2.4 | 1.8 | 2.8 | 1.4 | 1.3 | 3 | | 2.4 | |
| Citation / Violation Issuance Rate | 50% | 64% | 65% | 42% | 44% | 55% | 58% | 57% | 70% | 77% | 50% | 38% | 56% | | 58% | |
| Controllable Issuance Rate | 83% | 90% | 100% | 83% | 79% | 92% | 100% | 94% | 100% | 100% | 90% | 75% | 91% | | 93% | |



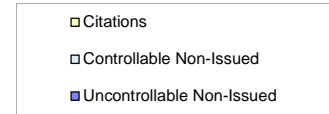
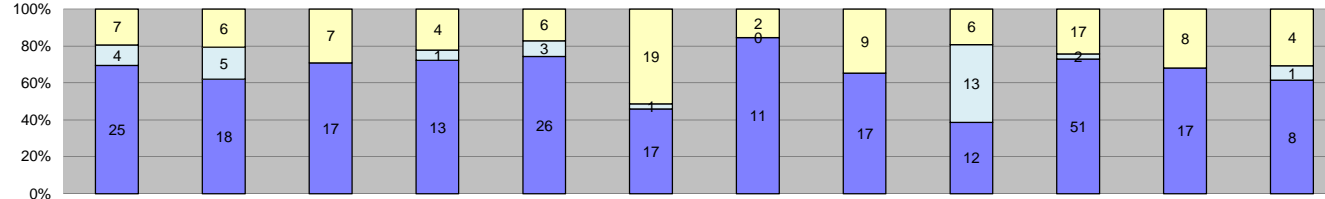
| Events | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Year to Date Monthly Average | | 2011 Monthly Average | |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------|----------|------------------------------|-------------|----------------------|-------------|
| | | | | | | | | | | | | | Quantity | % | Quantity | % |
| Non-Violations | 5 | 7 | 4 | 5 | 2 | 1 | 8 | 3 | 9 | 2 | 0 | 0 | 5 | 10% | 3 | 78% |
| Violations | 27 | 37 | 34 | 47 | 47 | 45 | 44 | 40 | 47 | 40 | 0 | 0 | 41 | 90% | 28 | 22% |
| Total: | 32 | 44 | 38 | 52 | 49 | 46 | 52 | 43 | 56 | 42 | 0 | 0 | 45 | 100% | 31 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 13 | 13 | 15 | 18 | 25 | 21 | 17 | 12 | 18 | 19 | 0 | 0 | 17 | 41% | 12 | 56% |
| Controllable Non-Issued | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 2 | 0 | 0 | 2 | 4% | 1 | 15% |
| Citations | 14 | 24 | 19 | 29 | 22 | 22 | 27 | 27 | 27 | 19 | 0 | 0 | 23 | 55% | 16 | 30% |
| Total: | 27 | 37 | 34 | 47 | 47 | 45 | 44 | 40 | 47 | 40 | 0 | 0 | 42 | 100% | 28 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Emergency Vehicle | 1 | 4 | 1 | 0 | 1 | 1 | 1 | 3 | 1 | 1 | 0 | 0 | 2 | 28% | 1 | 5% |
| Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| No Violation Occurred | 4 | 3 | 3 | 5 | 1 | 0 | 7 | 0 | 8 | 1 | 0 | 0 | 4 | 72% | 2 | 95% |
| Total: | 5 | 7 | 4 | 5 | 2 | 1 | 8 | 3 | 9 | 2 | 0 | 0 | 6 | 100% | 3 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 1 | 4 | 3 | 2 | 4 | 3 | 4 | 5 | 6 | 7 | 0 | 0 | 4 | 18% | 3 | 20% |
| Out of State Plate | 0 | 1 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 5% | 0 | 3% |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 2% |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 1% |
| Plate Obstructed | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5% | 0 | 1% |
| Windshield Glare | 2 | 2 | 5 | 5 | 2 | 2 | 2 | 3 | 2 | 4 | 0 | 0 | 3 | 13% | 2 | 4% |
| Driver Obstructed | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5% | 0 | 8% |
| Car Obstructed | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5% | 1 | 10% |
| No DMV Match Found | 3 | 3 | 2 | 4 | 4 | 6 | 2 | 2 | 5 | 2 | 0 | 0 | 3 | 16% | 2 | 14% |
| LASD Expired | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5% | 0 | 0% |
| LASD Return | 7 | 3 | 3 | 4 | 12 | 10 | 8 | 3 | 5 | 6 | 0 | 0 | 6 | 28% | 2 | 14% |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 6% |
| Total: | 13 | 13 | 15 | 18 | 25 | 21 | 17 | 12 | 18 | 19 | 0 | 0 | 22 | 100% | 12 | 84% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 35% |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 2% |
| Dark Interior | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 27% | 0 | 1% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 59% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 2% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 36% | 0 | 0% |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 36% | 0 | 0% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 1% |
| Total: | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 2 | 0 | 0 | 6 | 100% | 1 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | |
| Daily Average Vehicle Passes | 13,484 | 12,837 | 13,595 | 12,707 | 13,351 | 14,398 | 12,004 | 12,116 | 14,104 | 12,811 | 13,329 | 12,793 | Year to Date Monthly Average | | 2011 Monthly Average | |
| Average Issued Speed | 18 | 20 | 19 | 20 | 19 | 20 | 20 | 20 | 19 | 20 | 0 | 0 | 13,127 | | 12,475 | |
| Average Issued Red Seconds | 6.7 | 6.9 | 4.5 | 7.1 | 9.9 | 6.9 | 9.1 | 7.0 | 6.2 | 8.0 | 0 | 0 | 7 | | 7.8 | |
| Citation / Violation Issuance Rate | 52% | 65% | 56% | 62% | 47% | 49% | 61% | 68% | 57% | 48% | 0% | 0% | 56% | | 57% | |
| Controllable Issuance Rate | 100% | 100% | 100% | 100% | 100% | 92% | 100% | 96% | 93% | 90% | 0% | 0% | 97% | | 96% | |



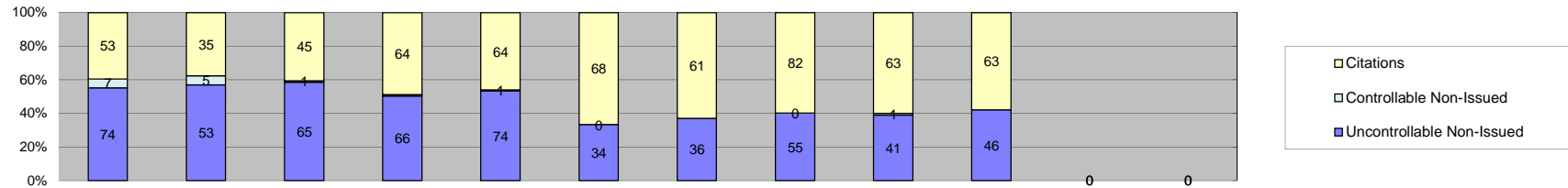
| Events | Year to Date | | | | | | | | | | | | Monthly Average | | 2011 Monthly Average | |
|---|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------|------------|-------------------------------------|-------------|-----------------------------|-------------|
| | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Quantity | % | Quantity | % |
| Non-Violations | 22 | 26 | 27 | 31 | 21 | 15 | 25 | 30 | 12 | 20 | 27 | 40 | 25 | 16% | 23 | 89% |
| Violations | 131 | 116 | 135 | 147 | 169 | 156 | 130 | 136 | 155 | 131 | 60 | 142 | 134 | 84% | 105 | 11% |
| Total: | 153 | 142 | 162 | 178 | 190 | 171 | 155 | 166 | 167 | 151 | 87 | 182 | 159 | 100% | 128 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 43 | 21 | 54 | 52 | 79 | 62 | 46 | 44 | 46 | 50 | 56 | 117 | 56 | 41% | 31 | 84% |
| Controllable Non-Issued | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1% | 1 | 3% |
| Citations | 88 | 93 | 81 | 95 | 89 | 94 | 84 | 92 | 109 | 80 | 4 | 25 | 78 | 58% | 73 | 13% |
| Total: | 131 | 116 | 135 | 147 | 169 | 156 | 130 | 136 | 155 | 131 | 60 | 142 | 135 | 100% | 105 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Emergency Vehicle | 1 | 2 | 4 | 1 | 1 | 2 | 2 | 2 | 0 | 2 | 4 | 5 | 2 | 10% | 3 | 1% |
| Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| No Violation Occurred | 21 | 24 | 23 | 30 | 20 | 13 | 23 | 28 | 12 | 18 | 23 | 35 | 23 | 90% | 20 | 99% |
| Total: | 22 | 26 | 27 | 31 | 21 | 15 | 25 | 30 | 12 | 20 | 27 | 40 | 25 | 100% | 23 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 16 | 7 | 12 | 26 | 25 | 17 | 16 | 21 | 25 | 22 | 7 | 19 | 18 | 27% | 13 | 4% |
| Out of State Plate | 1 | 0 | 3 | 0 | 5 | 2 | 4 | 1 | 1 | 4 | 0 | 2 | 3 | 4% | 1 | 0% |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 3% | 0 | 1% |
| Plate Obstructed | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2% | 0 | 1% |
| Windshield Glare | 0 | 0 | 4 | 2 | 2 | 4 | 2 | 3 | 0 | 1 | 3 | 0 | 3 | 4% | 2 | 6% |
| Driver Obstructed | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 2 | 3% | 2 | 8% |
| Car Obstructed | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2% | 0 | 52% |
| No DMV Match Found | 16 | 5 | 13 | 7 | 19 | 7 | 13 | 10 | 9 | 13 | 2 | 17 | 11 | 17% | 6 | 7% |
| LASD Expired | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 3 | 2 | 23 | 7 | 10% | 0 | 0% |
| LASD Return | 10 | 7 | 20 | 10 | 27 | 31 | 10 | 6 | 8 | 7 | 41 | 56 | 19 | 29% | 6 | 20% |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 4% |
| Total: | 43 | 21 | 54 | 52 | 79 | 62 | 46 | 44 | 46 | 50 | 56 | 117 | 66 | 100% | 31 | 104% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 52% |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 7% |
| Dark Interior | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 33% | 1 | 28% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 14% |
| Data/Operator Error | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 33% | 0 | 0% |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| ACS Expired | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 33% | 0 | 0% |
| Total: | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 100% | 1 | 100% |
| Summary Metrics | | | | | | | | | | | | | Year to Date Monthly Average | | 2011 Monthly Average | |
| Daily Average Vehicle Passes | 11,621 | 11,426 | 12,151 | 10,921 | 11,222 | 12,158 | 10,210 | 9,810 | 11,929 | 11,161 | 11,708 | 11,276 | 11,300 | | 11,116 | |
| Average Issued Speed | 36 | 36 | 35 | 36 | 34 | 36 | 36 | 36 | 37 | 35 | 30 | 37 | 35 | | 34 | |
| Average Issued Red Seconds | 2.1 | 1.3 | 1.2 | 2.0 | 1.4 | 1.5 | 2.0 | 1.6 | 1.7 | 1.9 | 0.8 | 0.7 | 2 | | 2.3 | |
| Citation / Violation Issuance Rate | 67% | 80% | 60% | 65% | 53% | 60% | 65% | 68% | 70% | 61% | 7% | 18% | 56% | | 70% | |
| Controllable Issuance Rate | 100% | 98% | 100% | 100% | 99% | 100% | 100% | 100% | 100% | 99% | 100% | 100% | 100% | | 99% | |



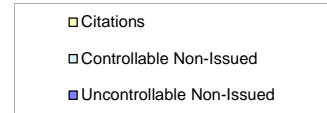
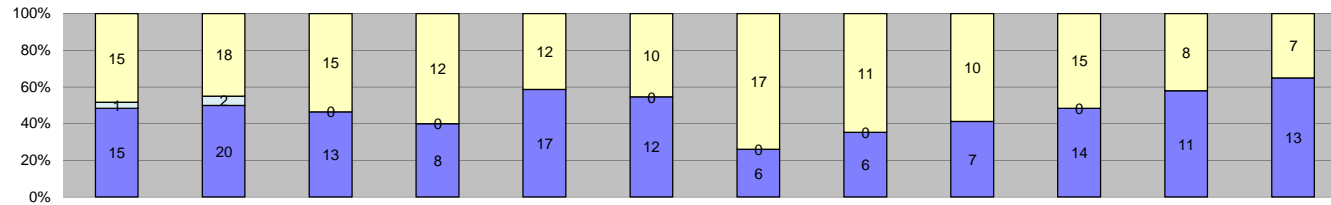
| Events | Year to Date | | | | | | | | | | | | 2011 Monthly Average | | | |
|---|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------------------------|-------------|----------------------|-------------|
| | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Quantity | % | Quantity | % |
| Non-Violations | 9 | 11 | 26 | 31 | 12 | 15 | 11 | 18 | 10 | 19 | 19 | 19 | 17 | 9% | 12 | 54% |
| Violations | 143 | 172 | 184 | 178 | 198 | 163 | 129 | 166 | 186 | 222 | 187 | 158 | 174 | 91% | 116 | 46% |
| Total: | 152 | 183 | 210 | 209 | 210 | 178 | 140 | 184 | 196 | 241 | 206 | 177 | 191 | 100% | 127 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 82 | 92 | 121 | 94 | 104 | 93 | 75 | 89 | 99 | 144 | 127 | 107 | 102 | 58% | 53 | 65% |
| Controllable Non-Issued | 15 | 22 | 14 | 8 | 12 | 6 | 0 | 16 | 14 | 15 | 5 | 10 | 12 | 7% | 18 | 2% |
| Citations | 46 | 58 | 49 | 76 | 82 | 64 | 54 | 61 | 73 | 63 | 55 | 41 | 60 | 34% | 45 | 33% |
| Total: | 143 | 172 | 184 | 178 | 198 | 163 | 129 | 166 | 186 | 222 | 187 | 158 | 175 | 100% | 116 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5% | 0 | 0% |
| Emergency Vehicle | 2 | 1 | 6 | 2 | 2 | 2 | 1 | 5 | 2 | 2 | 4 | 5 | 3 | 15% | 2 | 23% |
| Right Turn | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 7% | 0 | 0% |
| No Violation Occurred | 7 | 10 | 19 | 28 | 10 | 13 | 10 | 13 | 7 | 15 | 15 | 14 | 13 | 72% | 9 | 77% |
| Total: | 9 | 11 | 26 | 31 | 12 | 15 | 11 | 18 | 10 | 19 | 19 | 19 | 19 | 100% | 12 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 17 | 17 | 21 | 16 | 16 | 9 | 15 | 21 | 29 | 29 | 27 | 25 | 20 | 18% | 14 | 16% |
| Out of State Plate | 0 | 1 | 0 | 4 | 2 | 0 | 2 | 2 | 1 | 1 | 1 | 2 | 2 | 2% | 1 | 2% |
| Glare on Plate | 5 | 3 | 5 | 1 | 6 | 4 | 9 | 19 | 15 | 34 | 0 | 1 | 9 | 8% | 5 | 0% |
| Illegible Plate | 12 | 22 | 33 | 11 | 7 | 2 | 18 | 15 | 20 | 25 | 54 | 29 | 21 | 19% | 2 | 2% |
| Plate Obstructed | 2 | 1 | 4 | 3 | 1 | 1 | 1 | 1 | 3 | 5 | 1 | 2 | 2 | 2% | 1 | 1% |
| Windshield Glare | 5 | 6 | 9 | 10 | 9 | 11 | 11 | 7 | 4 | 5 | 7 | 3 | 7 | 7% | 7 | 6% |
| Driver Obstructed | 0 | 2 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1% | 2 | 12% |
| Car Obstructed | 1 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 2 | 1% | 0 | 3% |
| No DMV Match Found | 10 | 8 | 8 | 12 | 11 | 8 | 5 | 5 | 10 | 10 | 3 | 7 | 8 | 7% | 6 | 26% |
| LASD Expired | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 6 | 16 | 15 | 8 | 7% | 0 | 0% |
| LASD Return | 30 | 31 | 39 | 34 | 49 | 57 | 12 | 19 | 17 | 25 | 17 | 23 | 29 | 27% | 14 | 26% |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 3% |
| Total: | 82 | 92 | 121 | 94 | 104 | 93 | 75 | 89 | 99 | 144 | 127 | 107 | 109 | 100% | 53 | 96% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 4 | 2 | 5 | 0 | 2 | 0 | 0 | 8 | 2 | 2 | 0 | 0 | 4 | 18% | 5 | 42% |
| Focus / Clarity of Plate | 1 | 3 | 0 | 1 | 2 | 0 | 0 | 5 | 2 | 1 | 0 | 1 | 2 | 10% | 2 | 8% |
| Dark Interior | 5 | 11 | 8 | 4 | 6 | 5 | 0 | 2 | 9 | 12 | 5 | 9 | 7 | 35% | 9 | 42% |
| Framing of Driver | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10% | 2 | 0% |
| Focus / Clarity of Driver | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 5% | 1 | 0% |
| Framing of Car | 3 | 2 | 1 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 10% | 1 | 8% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Equipment Malfunction | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5% | 0 | 0% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5% | 0 | 0% |
| Total: | 15 | 22 | 14 | 8 | 12 | 6 | 0 | 16 | 14 | 15 | 5 | 10 | 19 | 100% | 18 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | |
| Daily Average Vehicle Passes | 7,483 | 7,583 | 7,855 | 7,019 | 7,157 | 7,495 | 6,269 | 7,026 | 7,913 | 8,141 | 8,322 | 8,382 | Year to Date Monthly Average | | 2011 Monthly Average | |
| Average Issued Speed | 37 | 35 | 36 | 37 | 37 | 37 | 35 | 36 | 35 | 34 | 35 | 36 | 7,554 | | 7,131 | |
| Average Issued Red Seconds | 0.7 | 0.7 | 0.8 | 0.9 | 0.6 | 0.6 | 1.7 | 1.3 | 1.3 | 0.5 | 1.4 | 2.1 | 1 | | 1.0 | |
| Citation / Violation Issuance Rate | 32% | 34% | 27% | 43% | 41% | 39% | 42% | 37% | 39% | 28% | 29% | 26% | 35% | | 39% | |
| Controllable Issuance Rate | 75% | 73% | 78% | 90% | 87% | 91% | 100% | 79% | 84% | 81% | 92% | 80% | 84% | | 71% | |



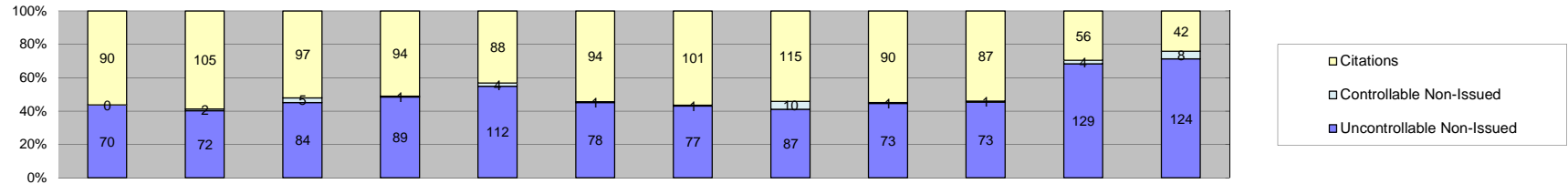
| Events | Year to Date | | | | | | | | | | | | Year to Date Monthly Average | | 2011 Monthly Average | |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------------------------|-------------|----------------------|-------------|
| | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Quantity | % | Quantity | % |
| Non-Violations | 2,143 | 2,091 | 2,104 | 2,159 | 2,341 | 1,320 | 2,201 | 2,102 | 1,519 | 2,498 | 1,846 | 1,489 | 1,984 | 99% | 2,545 | 95% |
| Violations | 36 | 29 | 24 | 18 | 35 | 37 | 13 | 26 | 31 | 70 | 25 | 13 | 30 | 1% | 25 | 5% |
| Total: | 2,179 | 2,120 | 2,128 | 2,177 | 2,376 | 1,357 | 2,214 | 2,128 | 1,550 | 2,568 | 1,871 | 1,502 | 2,014 | 100% | 2,570 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 25 | 18 | 17 | 13 | 26 | 17 | 11 | 17 | 12 | 51 | 17 | 8 | 19 | 62% | 16 | 51% |
| Controllable Non-Issued | 4 | 5 | 0 | 1 | 3 | 1 | 0 | 0 | 13 | 2 | 0 | 1 | 4 | 12% | 1 | 4% |
| Citations | 7 | 6 | 7 | 4 | 6 | 19 | 2 | 9 | 6 | 17 | 8 | 4 | 8 | 26% | 9 | 45% |
| Total: | 36 | 29 | 24 | 18 | 35 | 37 | 13 | 26 | 31 | 70 | 25 | 13 | 31 | 100% | 25 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Emergency Vehicle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 1% |
| Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| No Violation Occurred | 2,143 | 2,091 | 2,104 | 2,159 | 2,341 | 1,320 | 2,201 | 2,102 | 1,519 | 2,498 | 1,846 | 1,489 | 1,984 | 100% | 2,545 | 99% |
| Total: | 2,143 | 2,091 | 2,104 | 2,159 | 2,341 | 1,320 | 2,201 | 2,102 | 1,519 | 2,498 | 1,846 | 1,489 | 1,984 | 100% | 2,545 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 5 | 5 | 3 | 4 | 1 | 1 | 2 | 2 | 1 | 5 | 2 | 1 | 3 | 10% | 5 | 9% |
| Out of State Plate | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 7% | 0 | 3% |
| Glare on Plate | 1 | 1 | 2 | 0 | 7 | 3 | 5 | 8 | 1 | 2 | 0 | 3 | 3 | 12% | 0 | 0% |
| Illegible Plate | 0 | 2 | 2 | 1 | 1 | 2 | 1 | 1 | 0 | 18 | 5 | 2 | 4 | 13% | 0 | 0% |
| Plate Obstructed | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 4% | 0 | 3% |
| Windshield Glare | 0 | 2 | 2 | 1 | 3 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 2 | 7% | 1 | 4% |
| Driver Obstructed | 3 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5% | 1 | 4% |
| Car Obstructed | 5 | 4 | 1 | 3 | 3 | 1 | 0 | 1 | 1 | 5 | 0 | 0 | 3 | 10% | 4 | 44% |
| No DMV Match Found | 8 | 1 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 3 | 4 | 0 | 2 | 9% | 1 | 31% |
| LASD Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 2 | 7% | 0 | 0% |
| LASD Return | 3 | 2 | 6 | 3 | 8 | 5 | 3 | 2 | 7 | 12 | 2 | 0 | 5 | 17% | 3 | 18% |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 1 | 1% |
| Total: | 25 | 18 | 17 | 13 | 26 | 17 | 11 | 17 | 12 | 51 | 17 | 8 | 28 | 100% | 16 | 116% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 67% |
| Focus / Clarity of Plate | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 7% | 0 | 0% |
| Dark Interior | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 1 | 0% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 17% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 7% | 0 | 0% |
| Framing of Car | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7% | 0 | 0% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 7% | 0 | 0% |
| Exposure | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 5 | 33% | 0 | 17% |
| Equipment Malfunction | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 37% | 0 | 0% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Total: | 4 | 5 | 0 | 1 | 3 | 1 | 0 | 0 | 13 | 2 | 0 | 1 | 14 | 100% | 1 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | |
| Daily Average Vehicle Passes | 501 | 514 | 560 | 469 | 579 | 611 | 415 | 442 | 512 | 783 | 784 | 792 | Year to Date Monthly Average | | 2011 Monthly Average | |
| Average Issued Speed | 16 | 20 | 16 | 16 | 15 | 16 | 17 | 17 | 15 | 18 | 18 | 20 | 580 | | 482 | |
| Average Issued Red Seconds | 82.9 | 46.1 | 61.9 | 74.4 | 20.2 | 39.4 | 33.0 | 56.6 | 67.2 | 8.4 | 67.7 | 84.2 | 53 | | 52.3 | |
| Citation / Violation Issuance Rate | 19% | 21% | 29% | 22% | 17% | 51% | 15% | 35% | 19% | 24% | 32% | 31% | 26% | | 34% | |
| Controllable Issuance Rate | 64% | 55% | 100% | 80% | 67% | 95% | 100% | 100% | 32% | 89% | 100% | 80% | 80% | | 92% | |



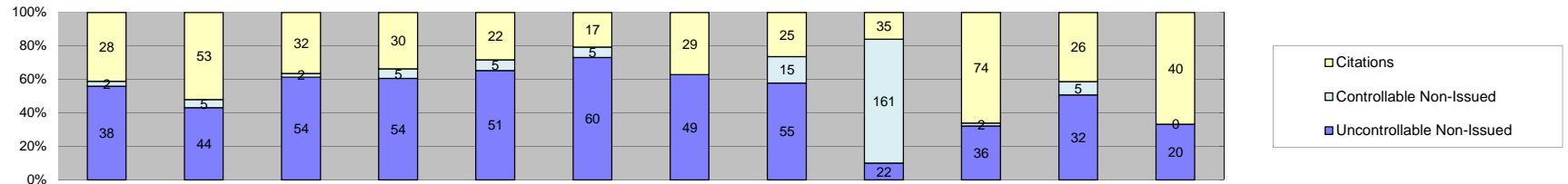
| Events | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Year to Date Monthly Average | | 2011 Monthly Average | |
|---|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|----------|----------|------------------------------|-------------|----------------------|-------------|
| | | | | | | | | | | | | | Quantity | % | Quantity | % |
| Non-Violations | 16 | 27 | 23 | 22 | 47 | 19 | 18 | 24 | 27 | 24 | 0 | 0 | 25 | 18% | 23 | 95% |
| Violations | 134 | 93 | 111 | 131 | 139 | 102 | 97 | 137 | 105 | 109 | 0 | 0 | 116 | 82% | 102 | 5% |
| Total: | 150 | 120 | 134 | 153 | 186 | 121 | 115 | 161 | 132 | 133 | 0 | 0 | 141 | 100% | 125 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 74 | 53 | 65 | 66 | 74 | 34 | 36 | 55 | 41 | 46 | 0 | 0 | 54 | 47% | 43 | 54% |
| Controllable Non-Issued | 7 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 2% | 11 | 4% |
| Citations | 53 | 35 | 45 | 64 | 64 | 68 | 61 | 82 | 63 | 63 | 0 | 0 | 60 | 51% | 49 | 41% |
| Total: | 134 | 93 | 111 | 131 | 139 | 102 | 97 | 137 | 105 | 109 | 0 | 0 | 117 | 100% | 102 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4% | 0 | 0% |
| Emergency Vehicle | 2 | 5 | 4 | 2 | 9 | 6 | 0 | 5 | 4 | 5 | 0 | 0 | 5 | 18% | 4 | 1% |
| Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| No Violation Occurred | 14 | 22 | 19 | 19 | 37 | 13 | 18 | 19 | 23 | 18 | 0 | 0 | 20 | 78% | 19 | 99% |
| Total: | 16 | 27 | 23 | 22 | 47 | 19 | 18 | 24 | 27 | 24 | 0 | 0 | 26 | 100% | 23 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 19 | 15 | 11 | 17 | 11 | 8 | 6 | 20 | 9 | 10 | 0 | 0 | 13 | 21% | 10 | 17% |
| Out of State Plate | 3 | 2 | 3 | 3 | 0 | 2 | 2 | 1 | 1 | 1 | 0 | 0 | 2 | 3% | 1 | 2% |
| Glare on Plate | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2% | 0 | 0% |
| Illegible Plate | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2% | 0 | 0% |
| Plate Obstructed | 2 | 3 | 2 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 3% | 1 | 2% |
| Windshield Glare | 12 | 8 | 17 | 14 | 12 | 4 | 4 | 12 | 7 | 4 | 0 | 0 | 9 | 16% | 11 | 5% |
| Driver Obstructed | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2% | 1 | 8% |
| Car Obstructed | 3 | 2 | 0 | 2 | 3 | 1 | 0 | 0 | 3 | 4 | 0 | 0 | 3 | 4% | 3 | 19% |
| No DMV Match Found | 11 | 5 | 8 | 4 | 13 | 2 | 8 | 5 | 6 | 12 | 0 | 0 | 7 | 12% | 7 | 33% |
| LASD Expired | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 3% | 0 | 2% |
| LASD Return | 23 | 16 | 23 | 19 | 34 | 15 | 16 | 16 | 11 | 14 | 0 | 0 | 19 | 31% | 9 | 22% |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Total: | 74 | 53 | 65 | 66 | 74 | 34 | 36 | 55 | 41 | 46 | 0 | 0 | 60 | 100% | 43 | 109% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 18% | 0 | 20% |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Dark Interior | 6 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 45% | 7 | 0% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 1 | 20% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Framing of Car | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18% | 0 | 0% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Equipment Malfunction | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18% | 1 | 60% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Total: | 7 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 100% | 11 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | |
| Daily Average Vehicle Passes | 16,614 | 16,299 | 16,868 | 15,599 | 15,713 | 17,295 | 13,783 | 15,675 | 16,371 | 12,724 | 15,507 | 14,834 | Year to Date Monthly Average | | 2011 Monthly Average | |
| Average Issued Speed | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 0 | 0 | 15,607 | | 14,623 | |
| Average Issued Red Seconds | 2.6 | 1.4 | 2.2 | 2.1 | 1.5 | 2.5 | 2.2 | 1.7 | 2.3 | 1.9 | 0 | 0 | 2 | | 2.6 | |
| Citation / Violation Issuance Rate | 40% | 38% | 41% | 49% | 46% | 67% | 63% | 60% | 60% | 58% | 0% | 0% | 52% | | 47% | |
| Controllable Issuance Rate | 88% | 88% | 98% | 98% | 98% | 100% | 100% | 100% | 100% | 100% | 0% | 0% | 97% | | 81% | |



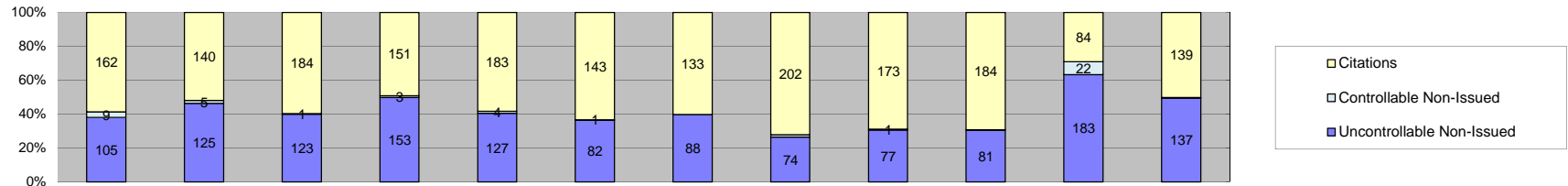
| Events | Year to Date | | | | | | | | | | | | Monthly Average | | 2011 Monthly Average | |
|---|--------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------------------------|-------------|----------------------|-------------|
| | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Quantity | % | Quantity | % |
| Non-Violations | 6 | 11 | 15 | 16 | 25 | 2 | 11 | 14 | 13 | 10 | 24 | 22 | 14 | 37% | 17 | 98% |
| Violations | 31 | 40 | 28 | 20 | 29 | 22 | 23 | 17 | 17 | 29 | 19 | 20 | 25 | 63% | 29 | 2% |
| Total: | 37 | 51 | 43 | 36 | 54 | 28 | 34 | 31 | 30 | 39 | 43 | 42 | 39 | 100% | 46 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 15 | 20 | 13 | 8 | 17 | 12 | 6 | 6 | 7 | 14 | 11 | 13 | 12 | 46% | 13 | 77% |
| Controllable Non-Issued | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6% | 2 | 5% |
| Citations | 15 | 18 | 15 | 12 | 12 | 10 | 17 | 11 | 10 | 15 | 8 | 7 | 13 | 48% | 15 | 18% |
| Total: | 31 | 40 | 28 | 20 | 29 | 22 | 23 | 17 | 17 | 29 | 19 | 20 | 26 | 100% | 29 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Emergency Vehicle | 1 | 1 | 1 | 2 | 4 | 0 | 0 | 0 | 2 | 0 | 4 | 4 | 2 | 15% | 3 | 0% |
| Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6% | 0 | 0% |
| No Violation Occurred | 5 | 10 | 14 | 14 | 21 | 6 | 11 | 14 | 11 | 10 | 19 | 18 | 13 | 79% | 14 | 100% |
| Total: | 6 | 11 | 15 | 16 | 25 | 6 | 11 | 14 | 13 | 10 | 24 | 22 | 16 | 100% | 17 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 5 | 5 | 4 | 3 | 2 | 1 | 2 | 1 | 2 | 5 | 2 | 2 | 3 | 15% | 4 | 8% |
| Out of State Plate | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 6% | 1 | 0% |
| Glare on Plate | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 7% | 0 | 0% |
| Illegible Plate | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5% | 0 | 0% |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5% | 0 | 0% |
| Windshield Glare | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 7% | 1 | 0% |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 2% |
| Car Obstructed | 1 | 2 | 3 | 0 | 3 | 3 | 0 | 0 | 2 | 2 | 2 | 4 | 2 | 13% | 3 | 81% |
| No DMV Match Found | 2 | 3 | 1 | 1 | 1 | 2 | 1 | 0 | 1 | 1 | 3 | 3 | 2 | 9% | 2 | 2% |
| LASD Expired | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 10% | 0 | 0% |
| LASD Return | 7 | 8 | 2 | 2 | 8 | 3 | 2 | 5 | 2 | 4 | 0 | 3 | 4 | 22% | 2 | 18% |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 1% |
| Total: | 15 | 20 | 13 | 8 | 17 | 12 | 6 | 6 | 7 | 14 | 11 | 13 | 19 | 100% | 13 | 113% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 33% |
| Focus / Clarity of Plate | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 33% | 0 | 0% |
| Dark Interior | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 33% | 1 | 0% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 33% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 1 | 0% |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 33% |
| Equipment Malfunction | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 33% | 0 | 0% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Total: | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 100% | 2 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | |
| Daily Average Vehicle Passes | 15,982 | 14,842 | 16,342 | 15,075 | 15,212 | 16,708 | 14,013 | 15,115 | 16,458 | 15,612 | 16,319 | 15,534 | Year to Date Monthly Average | | 2011 Monthly Average | |
| Average Issued Speed | 18 | 19 | 20 | 18 | 19 | 18 | 19 | 21 | 19 | 17 | 20 | 18 | 15,601 | 17,448 | | |
| Average Issued Red Seconds | 18.0 | 15.9 | 13.4 | 11.6 | 15.8 | 17.6 | 13.2 | 12.0 | 14.4 | 15.4 | 10.7 | 17.7 | 15 | 17 | | |
| Citation / Violation Issuance Rate | 48% | 45% | 54% | 60% | 41% | 45% | 74% | 65% | 59% | 52% | 42% | 35% | 52% | 52% | | |
| Controllable Issuance Rate | 94% | 90% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 99% | 90% | | |



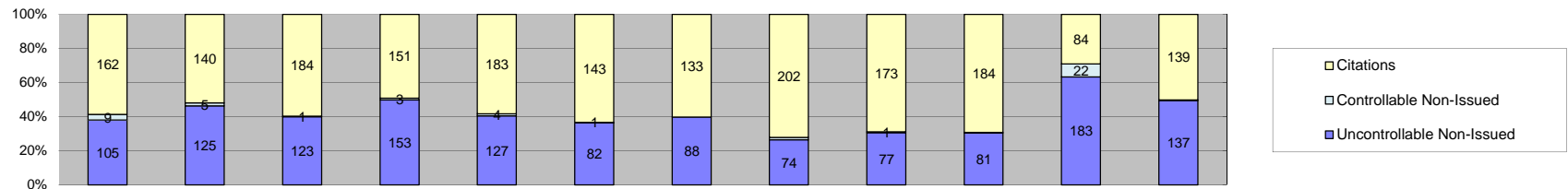
| Events | Year to Date | | | | | | | | | | | | 2011 Monthly Average | | | |
|---|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------------------------------|-------------|-----------------------------|-------------|
| | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Quantity | % | Quantity | % |
| Non-Violations | 99 | 69 | 73 | 71 | 76 | 63 | 100 | 101 | 90 | 93 | 137 | 144 | 93 | 34% | 108 | 95% |
| Violations | 160 | 179 | 186 | 184 | 204 | 173 | 179 | 212 | 164 | 161 | 189 | 174 | 180 | 66% | 194 | 5% |
| Total: | 259 | 248 | 259 | 255 | 280 | 236 | 279 | 313 | 254 | 254 | 326 | 318 | 273 | 100% | 302 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 70 | 72 | 84 | 89 | 112 | 78 | 77 | 87 | 73 | 73 | 129 | 124 | 89 | 49% | 76 | 63% |
| Controllable Non-Issued | 0 | 2 | 5 | 1 | 4 | 1 | 1 | 10 | 1 | 1 | 4 | 8 | 3 | 2% | 24 | 11% |
| Citations | 90 | 105 | 97 | 94 | 88 | 94 | 101 | 115 | 90 | 87 | 56 | 42 | 88 | 49% | 95 | 26% |
| Total: | 160 | 179 | 186 | 184 | 204 | 173 | 179 | 212 | 164 | 161 | 189 | 174 | 181 | 100% | 194 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Emergency Vehicle | 3 | 3 | 2 | 4 | 3 | 0 | 0 | 5 | 3 | 4 | 1 | 3 | 3 | 3% | 3 | 0% |
| Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| No Violation Occurred | 96 | 66 | 71 | 67 | 73 | 63 | 100 | 96 | 87 | 89 | 136 | 141 | 90 | 97% | 105 | 100% |
| Total: | 99 | 69 | 73 | 71 | 76 | 63 | 100 | 101 | 90 | 93 | 137 | 144 | 94 | 100% | 108 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 12 | 7 | 9 | 7 | 9 | 3 | 5 | 17 | 11 | 9 | 8 | 13 | 9 | 9% | 9 | 12% |
| Out of State Plate | 2 | 8 | 6 | 4 | 8 | 3 | 4 | 6 | 5 | 4 | 5 | 5 | 5 | 5% | 4 | 2% |
| Glare on Plate | 0 | 1 | 7 | 2 | 8 | 4 | 12 | 7 | 0 | 1 | 3 | 0 | 5 | 5% | 0 | 0% |
| Illegible Plate | 0 | 3 | 11 | 4 | 6 | 1 | 2 | 4 | 3 | 5 | 3 | 3 | 4 | 4% | 1 | 1% |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1% | 0 | 0% |
| Windshield Glare | 0 | 2 | 7 | 11 | 7 | 7 | 2 | 6 | 3 | 4 | 0 | 4 | 5 | 5% | 11 | 5% |
| Driver Obstructed | 6 | 7 | 1 | 6 | 15 | 3 | 8 | 9 | 4 | 6 | 6 | 1 | 6 | 6% | 16 | 9% |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 51% |
| No DMV Match Found | 15 | 13 | 6 | 17 | 7 | 12 | 6 | 9 | 13 | 11 | 12 | 7 | 11 | 11% | 8 | 14% |
| LASD Expired | 0 | 0 | 2 | 4 | 0 | 0 | 1 | 1 | 0 | 3 | 41 | 23 | 11 | 11% | 0 | 0% |
| LASD Return | 35 | 31 | 35 | 34 | 52 | 45 | 36 | 28 | 34 | 30 | 51 | 68 | 40 | 41% | 27 | 35% |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 2% |
| Total: | 70 | 72 | 84 | 89 | 112 | 78 | 77 | 87 | 73 | 73 | 129 | 124 | 97 | 100% | 76 | 130% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 10% |
| Focus / Clarity of Plate | 0 | 1 | 3 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 15% | 0 | 2% |
| Dark Interior | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 14% | 18 | 19% |
| Framing of Driver | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11% | 0 | 50% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 2 | 2% |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 4% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 2% |
| Equipment Malfunction | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 10 | 0 | 0 | 3 | 8 | 5 | 50% | 2 | 10% |
| ACS Expired | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11% | 0 | 0% |
| Total: | 0 | 2 | 5 | 1 | 4 | 1 | 1 | 10 | 1 | 1 | 4 | 8 | 9 | 100% | 24 | 100% |
| Summary Metrics | | | | | | | | | | | | | Year to Date Monthly Average | | 2011 Monthly Average | |
| Daily Average Vehicle Passes | 2,889 | 3,688 | 3,954 | 3,411 | 3,771 | 3,310 | 2,672 | 3,082 | 4,078 | 4,069 | 4,152 | 4,046 | 3,593 | | 3,168 | |
| Average Issued Speed | 20 | 20 | 21 | 21 | 21 | 20 | 19 | 20 | 21 | 21 | 21 | 21 | 21 | | 20 | |
| Average Issued Red Seconds | 38.3 | 36.5 | 29.0 | 30.1 | 31.8 | 37.7 | 34.8 | 35.0 | 30.8 | 33.8 | 30.8 | 34.1 | 34 | | 28.4 | |
| Citation / Violation Issuance Rate | 56% | 59% | 52% | 51% | 43% | 54% | 56% | 54% | 55% | 54% | 30% | 24% | 49% | | 49% | |
| Controllable Issuance Rate | 100% | 98% | 95% | 99% | 96% | 99% | 99% | 92% | 99% | 99% | 93% | 84% | 96% | | 79% | |



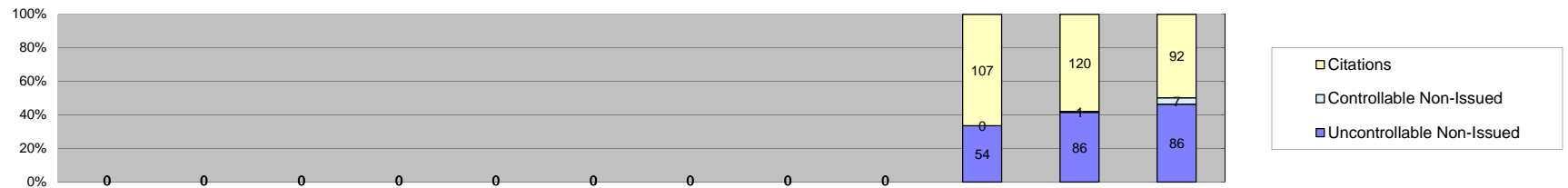
| Events | Year to Date | | | | | | | | | | | | Monthly Average | | 2011 Monthly Average | |
|---|--------------|------------|--------------|--------------|--------------|------------|--------------|--------------|--------------|--------------|------------|------------|------------------------------|-------------|----------------------|-------------|
| | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Quantity | % | Quantity | % |
| Non-Violations | 745 | 873 | 940 | 928 | 1,151 | 569 | 954 | 1,007 | 890 | 1,068 | 913 | 881 | 910 | 91% | 1,266 | 97% |
| Violations | 68 | 102 | 88 | 89 | 78 | 82 | 78 | 95 | 218 | 112 | 63 | 60 | 94 | 9% | 79 | 3% |
| Total: | 813 | 975 | 1,028 | 1,017 | 1,229 | 651 | 1,032 | 1,102 | 1,108 | 1,180 | 976 | 941 | 1,004 | 100% | 1,344 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 38 | 44 | 54 | 54 | 51 | 60 | 49 | 55 | 22 | 36 | 32 | 20 | 43 | 44% | 36 | 70% |
| Controllable Non-Issued | 2 | 5 | 2 | 5 | 5 | 5 | 0 | 15 | 161 | 2 | 5 | 0 | 21 | 21% | 5 | 6% |
| Citations | 28 | 53 | 32 | 30 | 22 | 17 | 29 | 25 | 35 | 74 | 26 | 40 | 34 | 35% | 38 | 23% |
| Total: | 68 | 102 | 88 | 89 | 78 | 82 | 78 | 95 | 218 | 112 | 63 | 60 | 98 | 100% | 79 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 2 | 9 | 7 | 3 | 7 | 2 | 2 | 5 | 7 | 11 | 0 | 1 | 5 | 1% | 3 | 0% |
| Emergency Vehicle | 0 | 1 | 1 | 0 | 4 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0% | 1 | 0% |
| Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0% | 0 | 0% |
| No Violation Occurred | 743 | 863 | 932 | 925 | 1,140 | 567 | 952 | 1,001 | 883 | 1,055 | 912 | 880 | 904 | 99% | 1,262 | 100% |
| Total: | 745 | 873 | 940 | 928 | 1,151 | 569 | 954 | 1,007 | 890 | 1,068 | 913 | 881 | 912 | 100% | 1,266 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 6 | 10 | 8 | 9 | 9 | 5 | 12 | 13 | 5 | 7 | 5 | 4 | 8 | 15% | 10 | 5% |
| Out of State Plate | 0 | 0 | 2 | 2 | 1 | 0 | 1 | 1 | 3 | 0 | 3 | 1 | 2 | 3% | 1 | 0% |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 2% | 0 | 0% |
| Illegible Plate | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 2% | 0 | 0% |
| Plate Obstructed | 1 | 2 | 2 | 2 | 0 | 2 | 1 | 1 | 0 | 3 | 0 | 0 | 2 | 3% | 0 | 0% |
| Windshield Glare | 1 | 6 | 9 | 17 | 14 | 14 | 17 | 12 | 2 | 3 | 0 | 1 | 9 | 17% | 8 | 0% |
| Driver Obstructed | 0 | 5 | 0 | 2 | 1 | 1 | 1 | 6 | 0 | 6 | 0 | 0 | 3 | 6% | 2 | 5% |
| Car Obstructed | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2% | 2 | 76% |
| No DMV Match Found | 18 | 8 | 8 | 4 | 3 | 8 | 5 | 4 | 5 | 8 | 8 | 4 | 7 | 13% | 4 | 3% |
| LASD Expired | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 6 | 6 | 11% | 0 | 1% |
| LASD Return | 12 | 13 | 24 | 15 | 22 | 30 | 11 | 15 | 7 | 7 | 1 | 4 | 13 | 26% | 8 | 23% |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 1 | 3% |
| Total: | 38 | 44 | 54 | 54 | 51 | 60 | 49 | 55 | 22 | 36 | 32 | 20 | 52 | 100% | 36 | 115% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Focus / Clarity of Plate | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1% | 0 | 0% |
| Dark Interior | 0 | 1 | 2 | 5 | 4 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 3% | 4 | 29% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1% | 0 | 0% |
| Framing of Car | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2% | 0 | 0% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 161 | 0 | 0 | 0 | 87 | 84% | 0 | 0% |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2% | 0 | 43% |
| Equipment Malfunction | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2% | 0 | 29% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 5% | 0 | 0% |
| Total: | 2 | 5 | 2 | 5 | 5 | 5 | 0 | 15 | 161 | 2 | 5 | 0 | 103 | 100% | 5 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | |
| Daily Average Vehicle Passes | 1,627 | 1,793 | 1,783 | 1,671 | 1,585 | 1,838 | 13,980 | 1,568 | 1,791 | 1,760 | 1,854 | 1,774 | Year to Date Monthly Average | | 2011 Monthly Average | |
| Average Issued Speed | 17 | 18 | 17 | 17 | 17 | 17 | 17 | 16 | 17 | 17 | 17 | 18 | 2,752 | | 1,685 | |
| Average Issued Red Seconds | 12.9 | 13.8 | 11.9 | 10.4 | 9.6 | 10.2 | 11.3 | 13.5 | 10.7 | 11.5 | 10.6 | 11.8 | 12 | | 12 | |
| Citation / Violation Issuance Rate | 41% | 52% | 36% | 34% | 28% | 21% | 37% | 26% | 16% | 66% | 41% | 67% | 39% | | 48% | |
| Controllable Issuance Rate | 93% | 91% | 94% | 86% | 81% | 77% | 100% | 63% | 18% | 97% | 84% | 100% | 82% | | 89% | |



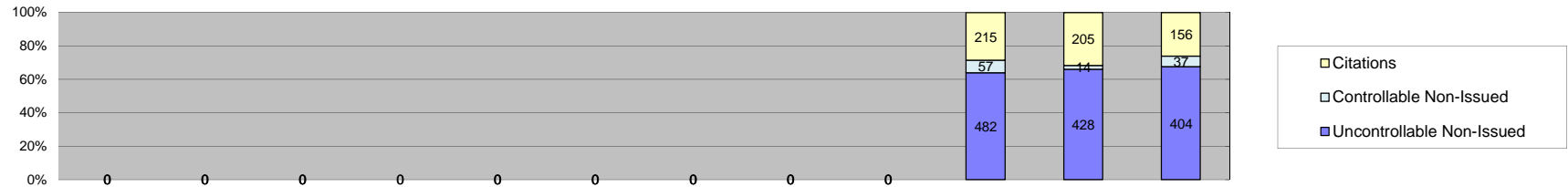
| Events | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Year to Date Monthly Average | | 2011 Monthly Average | |
|---|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------------------------|-------------|----------------------|-------------|
| | | | | | | | | | | | | | Quantity | % | Quantity | % |
| Non-Violations | 41 | 45 | 53 | 60 | 37 | 23 | 29 | 42 | 47 | 38 | 58 | 61 | 45 | 14% | 49 | 97% |
| Violations | 276 | 270 | 308 | 307 | 314 | 226 | 221 | 280 | 251 | 266 | 289 | 277 | 274 | 86% | 223 | 3% |
| Total: | 317 | 315 | 361 | 367 | 351 | 249 | 250 | 322 | 298 | 304 | 347 | 338 | 318 | 100% | 272 | 100% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 105 | 125 | 123 | 153 | 127 | 82 | 88 | 74 | 77 | 81 | 183 | 137 | 113 | 41% | 72 | 68% |
| Controllable Non-Issued | 9 | 5 | 1 | 3 | 4 | 1 | 0 | 4 | 1 | 1 | 22 | 1 | 5 | 2% | 15 | 5% |
| Citations | 162 | 140 | 184 | 151 | 183 | 143 | 133 | 202 | 173 | 184 | 84 | 139 | 157 | 57% | 136 | 27% |
| Total: | 276 | 270 | 308 | 307 | 314 | 226 | 221 | 280 | 251 | 266 | 289 | 277 | 274 | 100% | 223 | 100% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 2% | 1 | 0% |
| Emergency Vehicle | 12 | 13 | 16 | 18 | 9 | 6 | 3 | 13 | 17 | 9 | 11 | 14 | 12 | 26% | 15 | 0% |
| Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| No Violation Occurred | 28 | 32 | 37 | 41 | 28 | 17 | 26 | 28 | 29 | 29 | 46 | 47 | 32 | 72% | 33 | 100% |
| Total: | 41 | 45 | 53 | 60 | 37 | 23 | 29 | 42 | 47 | 38 | 58 | 61 | 45 | 100% | 49 | 100% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 12 | 22 | 22 | 15 | 12 | 4 | 19 | 8 | 10 | 14 | 17 | 17 | 14 | 11% | 9 | 8% |
| Out of State Plate | 8 | 9 | 4 | 12 | 9 | 5 | 5 | 6 | 7 | 5 | 11 | 10 | 8 | 6% | 6 | 2% |
| Glare on Plate | 0 | 0 | 2 | 8 | 20 | 8 | 8 | 14 | 6 | 4 | 0 | 0 | 9 | 7% | 1 | 0% |
| Illegible Plate | 1 | 5 | 0 | 17 | 3 | 0 | 1 | 0 | 1 | 4 | 3 | 2 | 4 | 3% | 1 | 1% |
| Plate Obstructed | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 1 | 1 | 1% | 0 | 0% |
| Windshield Glare | 2 | 3 | 5 | 4 | 4 | 3 | 8 | 5 | 1 | 2 | 1 | 1 | 3 | 2% | 8 | 3% |
| Driver Obstructed | 6 | 1 | 1 | 6 | 8 | 0 | 2 | 1 | 0 | 2 | 3 | 3 | 3 | 2% | 6 | 16% |
| Car Obstructed | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 2 | 1% | 1 | 57% |
| No DMV Match Found | 20 | 22 | 22 | 24 | 29 | 23 | 17 | 20 | 20 | 14 | 52 | 24 | 24 | 18% | 19 | 5% |
| LASD Expired | 0 | 0 | 0 | 9 | 0 | 2 | 6 | 0 | 0 | 13 | 78 | 64 | 29 | 21% | 0 | 1% |
| LASD Return | 55 | 63 | 64 | 56 | 42 | 37 | 21 | 19 | 31 | 22 | 13 | 15 | 37 | 27% | 24 | 32% |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 1 | 2% |
| Total: | 105 | 125 | 123 | 153 | 127 | 82 | 88 | 74 | 77 | 81 | 183 | 137 | 134 | 100% | 76 | 128% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 33% |
| Focus / Clarity of Plate | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 8% | 0 | 17% |
| Dark Interior | 7 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 13% | 8 | 17% |
| Framing of Driver | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6% | 0 | 17% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 1 | 0% |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 6% | 0 | 0% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 6% | 0 | 0% |
| Exposure | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 6% | 1 | 17% |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 5 | 0% |
| ACS Expired | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 8 | 54% | 0 | 0% |
| Total: | 9 | 5 | 1 | 3 | 4 | 1 | 0 | 4 | 1 | 1 | 22 | 1 | 16 | 100% | 15 | 100% |
| Summary Metrics | | | | | | | | | | | | | | | | |
| Daily Average Vehicle Passes | 14,813 | 13,720 | 15,288 | 14,351 | 14,401 | 16,006 | 11,840 | 14,581 | 14,567 | 15,178 | 15,508 | 15,157 | Year to Date Monthly Average | | 2011 Monthly Average | |
| Average Issued Speed | 23 | 25 | 25 | 25 | 26 | 27 | 27 | 26 | 26 | 26 | 26 | 25 | 14,617 | | 13,309 | |
| Average Issued Red Seconds | 6.4 | 4.2 | 7.9 | 6.5 | 5.1 | 5.5 | 5.8 | 6.1 | 3.5 | 5.2 | 4.5 | 6.4 | 6 | | 8.1 | |
| Citation / Violation Issuance Rate | 59% | 52% | 60% | 49% | 58% | 63% | 60% | 72% | 69% | 69% | 29% | 50% | 58% | | 63% | |
| Controllable Issuance Rate | 95% | 97% | 99% | 98% | 98% | 99% | 100% | 98% | 99% | 99% | 79% | 99% | 97% | | 90% | |



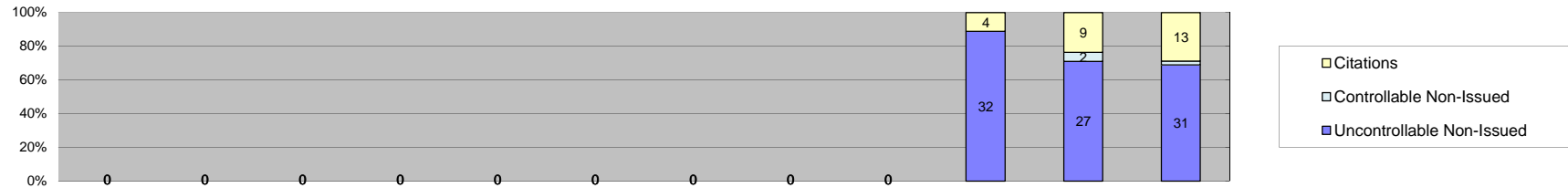
| Events | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Year to Date Monthly Average | | 2011 Monthly Average | |
|---|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------------------------|-------------|----------------------|------------|
| | | | | | | | | | | | | | Quantity | % | Quantity | % |
| Non-Violations | 447 | 403 | 441 | 391 | 370 | 175 | 349 | 403 | 345 | 358 | 297 | 334 | 359 | 72% | 458 | 0% |
| Violations | 169 | 146 | 165 | 180 | 135 | 113 | 107 | 139 | 155 | 151 | 114 | 111 | 140 | 28% | 114 | 0% |
| Total: | 616 | 549 | 606 | 571 | 505 | 288 | 456 | 542 | 500 | 509 | 411 | 445 | 500 | 100% | 572 | 0% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 79 | 76 | 93 | 91 | 78 | 52 | 57 | 68 | 69 | 77 | 67 | 65 | 73 | 51% | 50 | 0% |
| Controllable Non-Issued | 26 | 23 | 16 | 13 | 13 | 1 | 0 | 8 | 17 | 7 | 19 | 10 | 14 | 10% | 8 | 0% |
| Citations | 64 | 47 | 56 | 76 | 44 | 60 | 50 | 63 | 69 | 67 | 28 | 36 | 55 | 39% | 57 | 0% |
| Total: | 169 | 146 | 165 | 180 | 135 | 113 | 107 | 139 | 155 | 151 | 114 | 111 | 142 | 100% | 114 | 0% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 7 | 7 | 11 | 9 | 8 | 4 | 10 | 16 | 10 | 9 | 0 | 1 | 8 | 2% | 5 | 0% |
| Emergency Vehicle | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 0% | 1 | 0% |
| Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| No Violation Occurred | 440 | 396 | 430 | 381 | 359 | 171 | 339 | 386 | 335 | 348 | 296 | 332 | 351 | 97% | 452 | 0% |
| Total: | 447 | 403 | 441 | 391 | 370 | 175 | 349 | 403 | 345 | 358 | 297 | 334 | 361 | 100% | 458 | 0% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 13 | 21 | 19 | 21 | 22 | 10 | 12 | 13 | 22 | 20 | 13 | 15 | 17 | 22% | 14 | 0% |
| Out of State Plate | 4 | 7 | 3 | 6 | 2 | 0 | 5 | 7 | 3 | 4 | 3 | 1 | 4 | 5% | 2 | 0% |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 1% | 1 | 0% |
| Plate Obstructed | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 3 | 1 | 1 | 1 | 1 | 1 | 2% | 1 | 0% |
| Windshield Glare | 8 | 13 | 17 | 10 | 20 | 12 | 15 | 16 | 13 | 8 | 7 | 13 | 13 | 16% | 9 | 0% |
| Driver Obstructed | 3 | 4 | 6 | 6 | 3 | 0 | 4 | 2 | 0 | 2 | 2 | 3 | 4 | 5% | 2 | 0% |
| Car Obstructed | 2 | 1 | 0 | 2 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 2% | 2 | 0% |
| No DMV Match Found | 16 | 4 | 16 | 8 | 6 | 7 | 5 | 5 | 11 | 11 | 14 | 10 | 9 | 12% | 8 | 0% |
| LASD Expired | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 2 | 13 | 8 | 5 | 6% | 0 | 0% |
| LASD Return | 33 | 26 | 31 | 33 | 24 | 21 | 14 | 19 | 18 | 29 | 13 | 13 | 23 | 29% | 12 | 24% |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Total: | 79 | 76 | 93 | 91 | 78 | 52 | 57 | 68 | 69 | 77 | 67 | 65 | 78 | 100% | 50 | 24% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Focus / Clarity of Plate | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 5% | 0 | 0% |
| Dark Interior | 24 | 14 | 15 | 12 | 10 | 0 | 0 | 4 | 16 | 7 | 11 | 9 | 12 | 59% | 5 | 0% |
| Framing of Driver | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5% | 0 | 0% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Framing of Car | 1 | 6 | 0 | 1 | 3 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 2 | 10% | 3 | 0% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Exposure | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 5% | 0 | 0% |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| ACS Expired | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 3 | 16% | 0 | 0% |
| Total: | 26 | 23 | 16 | 13 | 13 | 1 | 0 | 8 | 17 | 7 | 19 | 10 | 21 | 100% | 8 | 0% |
| Summary Metrics | | | | | | | | | | | | | | | | |
| Daily Average Vehicle Passes | 1,157 | 1,197 | 1,317 | 1,195 | 1,229 | 1,349 | 1,000 | 1,158 | 1,317 | 1,429 | 1,419 | 1,404 | Year to Date Monthly Average | | 2011 Monthly Average | |
| Average Issued Speed | 16 | 16 | 16 | 16 | 16 | 16 | 15 | 16 | 15 | 16 | 16 | 16 | 1,264 | | 1,074 | |
| Average Issued Red Seconds | 11.0 | 9.6 | 11.1 | 12.5 | 13.0 | 13.3 | 16.2 | 11.7 | 12.9 | 11.7 | 17.1 | 14.2 | 13 | | 15.0 | |
| Citation / Violation Issuance Rate | 38% | 32% | 34% | 42% | 33% | 53% | 47% | 45% | 45% | 44% | 25% | 32% | 39% | | 49% | |
| Controllable Issuance Rate | 71% | 67% | 78% | 85% | 77% | 98% | 100% | 89% | 80% | 91% | 60% | 78% | 81% | | 87% | |



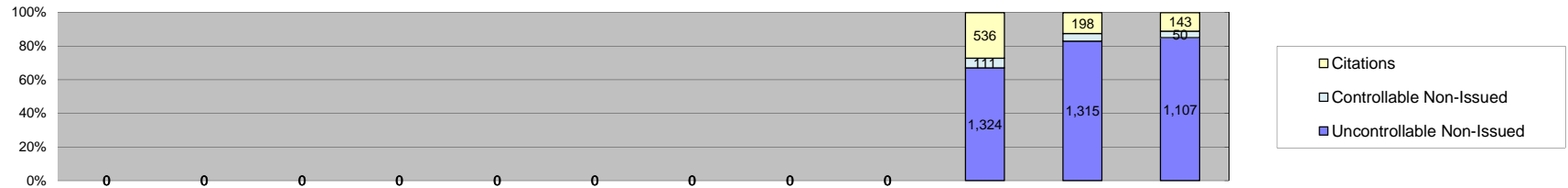
| Events | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Year to Date Monthly Average | | 2011 Monthly Average | |
|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|------------|------------|------------|------------------------------------|-------------|------------------------|-----------|
| | | | | | | | | | | | | | Quantity | % | Quantity | % |
| Non-Violations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 114 | 86 | 112 | 38% | 0 | 0% |
| Violations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 161 | 207 | 185 | 184 | 62% | 0 | 0% |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 297 | 321 | 271 | 296 | 100% | 0 | 0% |
| Violations | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 86 | 86 | 75 | 41% | 0 | 0% |
| Controllable Non-Issued | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 4 | 2% | 0 | 0% |
| Citations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 120 | 92 | 106 | 57% | 0 | 0% |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 161 | 207 | 185 | 186 | 100% | 0 | 0% |
| Non-Violations | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 5 | 6 | 6 | 6% | 0 | 0% |
| Emergency Vehicle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 16 | 12 | 17 | 15% | 0 | 0% |
| Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| No Violation Occurred | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 | 93 | 68 | 89 | 79% | 0 | 0% |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 114 | 86 | 112 | 100% | 0 | 0% |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | |
| No Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 8 | 14 | 12 | 13% | 0 | 0% |
| Out of State Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 2 | 5 | 5% | 0 | 0% |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2% | 0 | 0% |
| Windshield Glare | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1% | 0 | 0% |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 3% | 0 | 0% |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1% | 0 | 0% |
| No DMV Match Found | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 18 | 18 | 17 | 19% | 0 | 0% |
| LASD Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 32 | 29 | 32% | 0 | 0% |
| LASD Return | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 1 | 4 | 4% | 0 | 0% |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 19 | 18 | 17 | 19% | 0 | 0% |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 86 | 86 | 90 | 100% | 0 | 0% |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Dark Interior | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 13% | 0 | 0% |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 13% | 0 | 0% |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 75% | 0 | 0% |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 8 | 100% | 0 | 0% |
| Summary Metrics | | | | | | | | | | | | | | | | |
| Daily Average Vehicle Passes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,682 | 4,717 | 4,834 | Year to Date Monthly Average 4,744 | | 2011 Monthly Average 0 | |
| Average Issued Speed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 26 | 25 | 23 | | 0 | |
| Average Issued Red Seconds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.9 | 2.3 | 2.1 | 2 | | 0.0 | |
| Citation / Violation Issuance Rate | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 66% | 58% | 50% | 58% | | 0% | |
| Controllable Issuance Rate | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 99% | 93% | 97% | | 0% | |



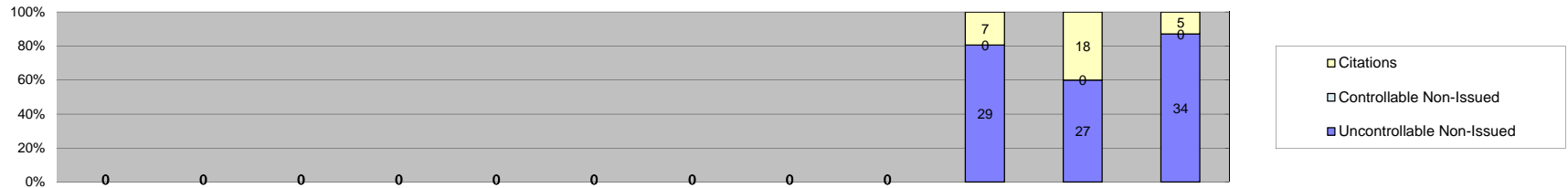
| Events | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Year to Date Monthly Average | | 2011 Monthly Average | | |
|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------|--------------|--------------|-------------------------------------|-------------|-----------------------------|-----------|--|
| | | | | | | | | | | | | | Quantity | % | Quantity | % | |
| Non-Violations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,219 | 741 | 781 | 914 | 58% | 0 | 0% | |
| Violations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 754 | 647 | 597 | 666 | 42% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,973 | 1,388 | 1,378 | 1,580 | 100% | 0 | 0% | |
| Violations | | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 482 | 428 | 404 | 438 | 66% | 0 | 0% | |
| Controllable Non-Issued | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 14 | 37 | 36 | 5% | 0 | 0% | |
| Citations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 215 | 205 | 156 | 192 | 29% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 754 | 647 | 597 | 666 | 100% | 0 | 0% | |
| Non-Violations | | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 1% | 0 | 0% | |
| Emergency Vehicle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 3 | 3 | 0% | 0 | 0% | |
| Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| No Violation Occurred | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,212 | 737 | 778 | 909 | 99% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,219 | 741 | 781 | 917 | 100% | 0 | 0% | |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| No Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 102 | 83 | 99 | 22% | 0 | 0% | |
| Out of State Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 9 | 10 | 12 | 3% | 0 | 0% | |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 214 | 29 | 4 | 82 | 19% | 0 | 0% | |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 2 | 0% | 0 | 0% | |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 0% | 0 | 0% | |
| Windshield Glare | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 1 | 3 | 1% | 0 | 0% | |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 5 | 1% | 0 | 0% | |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0% | 0 | 0% | |
| No DMV Match Found | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 41 | 46 | 39 | 9% | 0 | 0% | |
| LASD Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 175 | 209 | 141 | 32% | 0 | 0% | |
| LASD Return | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 59 | 45 | 56 | 13% | 0 | 0% | |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 482 | 428 | 404 | 441 | 100% | 0 | 0% | |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 3 | 6% | 0 | 0% | |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 6% | 0 | 0% | |
| Dark Interior | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2% | 0 | 0% | |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 1 | 0 | 17 | 35% | 0 | 0% | |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 8% | 0 | 0% | |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 12 | 36 | 20 | 42% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 14 | 37 | 48 | 100% | 0 | 0% | |
| Summary Metrics | | | | | | | | | | | | | Year to Date Monthly Average | | 2011 Monthly Average | | |
| Daily Average Vehicle Passes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11,492 | 8,051 | 8,343 | 9,295 | | 0 | | |
| Average Issued Speed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 12 | 11 | 11 | | 0 | | |
| Average Issued Red Seconds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.7 | 17.6 | 19.6 | 19 | | 0.0 | | |
| Citation / Violation Issuance Rate | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 29% | 32% | 26% | 29% | | 0% | | |
| Controllable Issuance Rate | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 79% | 94% | 81% | 84% | | 0% | | |



| Events | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Year to Date Monthly Average | | 2011 Monthly Average | | |
|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|------------------------------------|-------------|------------------------|-----------|--|
| | | | | | | | | | | | | | Quantity | % | Quantity | % | |
| Non-Violations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 22 | 25 | 26 | 40% | 0 | 0% | |
| Violations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 38 | 45 | 40 | 60% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 60 | 70 | 66 | 100% | 0 | 0% | |
| Violations | | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 27 | 31 | 30 | 75% | 0 | 0% | |
| Controllable Non-Issued | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 4% | 0 | 0% | |
| Citations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 9 | 13 | 9 | 22% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 38 | 45 | 40 | 100% | 0 | 0% | |
| Non-Violations | | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Emergency Vehicle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 3 | 10% | 0 | 0% | |
| Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| No Violation Occurred | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 18 | 22 | 24 | 90% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 22 | 25 | 26 | 100% | 0 | 0% | |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| No Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 3 | 7% | 0 | 0% | |
| Out of State Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3% | 0 | 0% | |
| Windshield Glare | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| No DMV Match Found | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 3 | 7% | 0 | 0% | |
| LASD Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 9% | 0 | 0% | |
| LASD Return | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 7% | 0 | 0% | |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 18 | 19 | 23 | 66% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 27 | 31 | 34 | 100% | 0 | 0% | |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Dark Interior | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 50% | 0 | 0% | |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 50% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 100% | 0 | 0% | |
| Summary Metrics | | | | | | | | | | | | | | | | | |
| Daily Average Vehicle Passes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,039 | 5,175 | 5,156 | Year to Date Monthly Average 5,124 | | 2011 Monthly Average 0 | | |
| Average Issued Speed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 19 | 17 | 13 | | 0 | | |
| Average Issued Red Seconds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.1 | 24.6 | 21.6 | 23 | | 0.0 | | |
| Citation / Violation Issuance Rate | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 11% | 24% | 29% | 21% | | 0% | | |
| Controllable Issuance Rate | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 82% | 93% | 92% | | 0% | | |



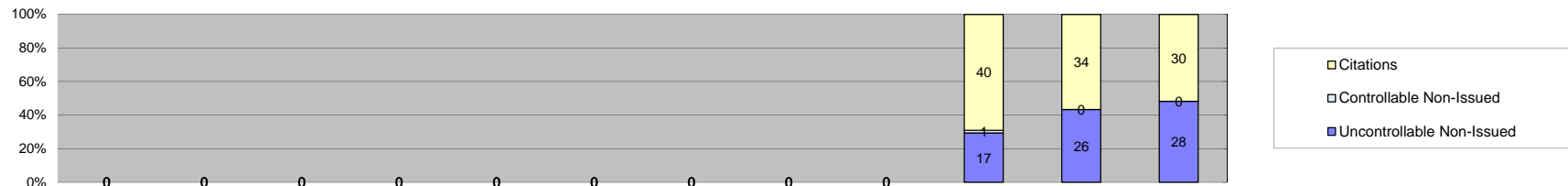
| Events | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Year to Date Monthly Average | | 2011 Monthly Average | | |
|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------|--------------|--------------|------------------------------|-------------|----------------------|-----------|--|
| | | | | | | | | | | | | | Quantity | % | Quantity | % | |
| Non-Violations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,778 | 3,023 | 3,148 | 3,316 | 67% | 0 | 0% | |
| Violations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,971 | 1,584 | 1,300 | 1,618 | 33% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,749 | 4,607 | 4,448 | 4,935 | 100% | 0 | 0% | |
| Violations | | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,324 | 1,315 | 1,107 | 1,249 | 77% | 0 | 0% | |
| Controllable Non-Issued | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 71 | 50 | 77 | 5% | 0 | 0% | |
| Citations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 536 | 198 | 143 | 292 | 18% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,971 | 1,584 | 1,300 | 1,618 | 100% | 0 | 0% | |
| Non-Violations | | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 4 | 0% | 0 | 0% | |
| Emergency Vehicle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11 | 9 | 8 | 0% | 0 | 0% | |
| Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| No Violation Occurred | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,767 | 3,012 | 3,138 | 3,306 | 100% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,778 | 3,023 | 3,148 | 3,318 | 100% | 0 | 0% | |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| No Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 250 | 178 | 188 | 205 | 16% | 0 | 0% | |
| Out of State Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 24 | 11 | 23 | 2% | 0 | 0% | |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 | 117 | 68 | 113 | 9% | 0 | 0% | |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 12 | 15 | 13 | 1% | 0 | 0% | |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 7 | 4 | 9 | 1% | 0 | 0% | |
| Windshield Glare | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 3 | 4 | 0% | 0 | 0% | |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 38 | 36 | 28 | 2% | 0 | 0% | |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 4 | 11 | 1% | 0 | 0% | |
| No DMV Match Found | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 191 | 211 | 139 | 180 | 14% | 0 | 0% | |
| LASD Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 | 229 | 146 | 172 | 14% | 0 | 0% | |
| LASD Return | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 497 | 491 | 493 | 494 | 39% | 0 | 0% | |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,324 | 1,315 | 1,107 | 1,252 | 100% | 0 | 0% | |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 6 | 0 | 12 | 12% | 0 | 0% | |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 3 | 3% | 0 | 0% | |
| Dark Interior | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 5 | 5% | 0 | 0% | |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 14% | 0 | 0% | |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1% | 0 | 0% | |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 57 | 45 | 60 | 64% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 71 | 50 | 93 | 100% | 0 | 0% | |
| Summary Metrics | | | | | | | | | | | | | | | | | |
| Daily Average Vehicle Passes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12,860 | 13,228 | 12,952 | Year to Date Monthly Average | | 2011 Monthly Average | | |
| Average Issued Speed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 15 | 15 | 13,014 | | 0 | | |
| Average Issued Red Seconds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21.2 | 17.2 | 17.0 | 15 | | 0 | | |
| Citation / Violation Issuance Rate | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 27% | 13% | 11% | 18 | | 0.0 | | |
| Controllable Issuance Rate | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 83% | 74% | 74% | 17% | | 0% | | |
| | | | | | | | | | | | | | 77% | | 0% | | |



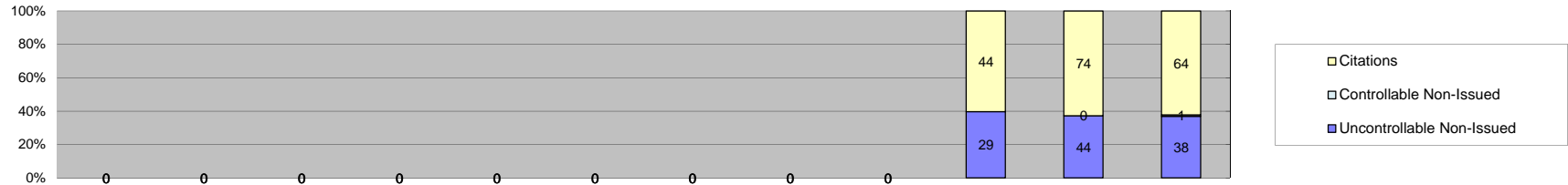
| Events | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Year to Date Monthly Average | | 2011 Monthly Average | | |
|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|------------------------------------|-------------|------------------------|-----------|--|
| | | | | | | | | | | | | | Quantity | % | Quantity | % | |
| Non-Violations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 39 | 24 | 35 | 46% | 0 | 0% | |
| Violations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 45 | 39 | 40 | 54% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 84 | 63 | 75 | 100% | 0 | 0% | |
| Violations | | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 27 | 34 | 30 | 75% | 0 | 0% | |
| Controllable Non-Issued | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Citations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 18 | 5 | 10 | 25% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 45 | 39 | 40 | 100% | 0 | 0% | |
| Non-Violations | | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 3% | 0 | 0% | |
| Emergency Vehicle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 2 | 6% | 0 | 0% | |
| Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| No Violation Occurred | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 37 | 24 | 33 | 92% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 39 | 24 | 36 | 100% | 0 | 0% | |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| No Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 4% | 0 | 0% | |
| Out of State Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3% | 0 | 0% | |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Windshield Glare | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3% | 0 | 0% | |
| No DMV Match Found | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 4 | 5 | 5 | 16% | 0 | 0% | |
| LASD Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 9% | 0 | 0% | |
| LASD Return | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 8 | 15 | 11 | 33% | 0 | 0% | |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 12 | 13 | 11 | 33% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 27 | 34 | 34 | 100% | 0 | 0% | |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Dark Interior | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Summary Metrics | | | | | | | | | | | | | | | | | |
| Daily Average Vehicle Passes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6,405 | 6,551 | 6,503 | Year to Date Monthly Average 6,486 | | 2011 Monthly Average 0 | | |
| Average Issued Speed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 22 | 19 | 15 | | 0 | | |
| Average Issued Red Seconds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11.6 | 14.9 | 13.5 | 13 | | 0.0 | | |
| Citation / Violation Issuance Rate | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 19% | 40% | 13% | 24% | | 0% | | |
| Controllable Issuance Rate | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 100% | 100% | 100% | | 0% | | |



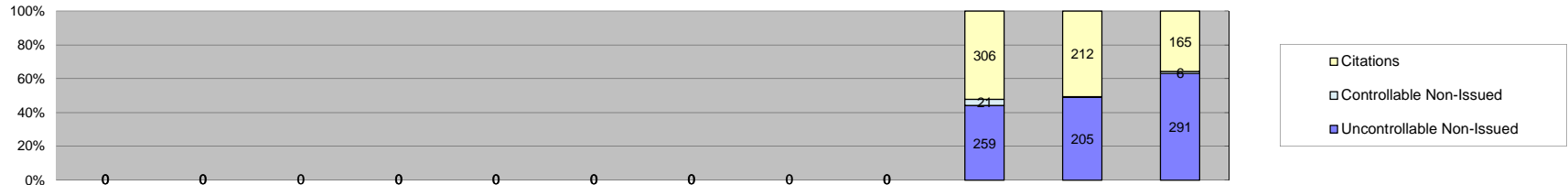
Los Angeles County MTA Orange Line Approach Summary Report Location 1439: NB to EB Canoga Ave @ Valerio St



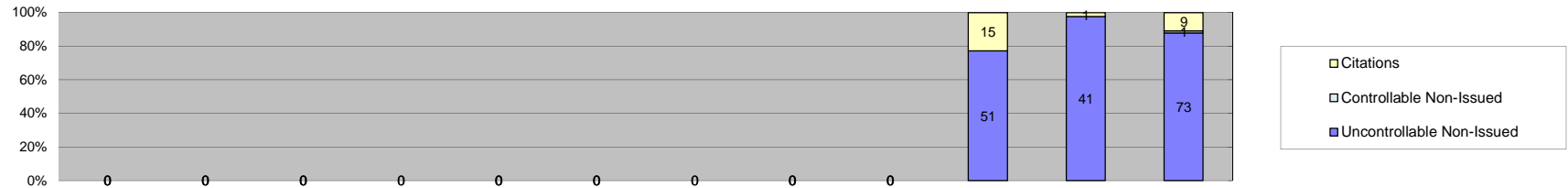
| Events | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Year to Date Monthly Average | | 2011 Monthly Average | | |
|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|------------|-----------|-------------------------------------|-------------|-----------------------------|-----------|--|
| | | | | | | | | | | | | | Quantity | % | Quantity | % | |
| Non-Violations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 51 | 41 | 43 | 42% | 0 | 0% | |
| Violations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 60 | 58 | 59 | 58% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 111 | 99 | 102 | 100% | 0 | 0% | |
| Violations | | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 26 | 28 | 24 | 40% | 0 | 0% | |
| Controllable Non-Issued | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2% | 0 | 0% | |
| Citations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 34 | 30 | 35 | 58% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 60 | 58 | 59 | 100% | 0 | 0% | |
| Non-Violations | | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Emergency Vehicle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 3% | 0 | 0% | |
| Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| No Violation Occurred | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 50 | 39 | 42 | 97% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 51 | 41 | 44 | 100% | 0 | 0% | |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| No Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 5 | 5 | 6 | 20% | 0 | 0% | |
| Out of State Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 5% | 0 | 0% | |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4% | 0 | 0% | |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 4% | 0 | 0% | |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Windshield Glare | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| No DMV Match Found | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 9 | 6 | 20% | 0 | 0% | |
| LASD Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 9 | 32% | 0 | 0% | |
| LASD Return | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 3 | 4 | 15% | 0 | 0% | |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 26 | 28 | 28 | 100% | 0 | 0% | |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 100% | 0 | 0% | |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Dark Interior | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 100% | 0 | 0% | |
| Summary Metrics | | | | | | | | | | | | | Year to Date Monthly Average | | 2011 Monthly Average | | |
| Daily Average Vehicle Passes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11,985 | 12,181 | 12,210 | 12,125 | | 0 | | |
| Average Issued Speed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 10 | 11 | | 0 | | |
| Average Issued Red Seconds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.9 | 15.5 | 15.7 | 16 | | 0.0 | | |
| Citation / Violation Issuance Rate | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 69% | 57% | 52% | 59% | | 0% | | |
| Controllable Issuance Rate | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 98% | 100% | 100% | 99% | | 0% | | |



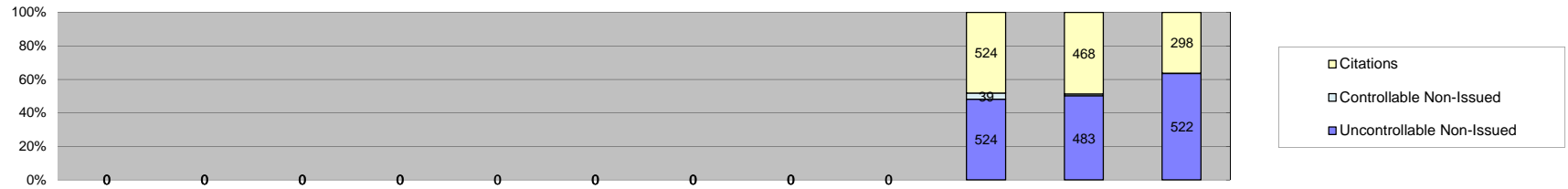
| Events | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Year to Date Monthly Average | | 2011 Monthly Average | | |
|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|------------|------------|------------|------------------------------------|-------------|------------------------|-----------|--|
| | | | | | | | | | | | | | Quantity | % | Quantity | % | |
| Non-Violations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 192 | 102 | 103 | 132 | 57% | 0 | 0% | |
| Violations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 118 | 103 | 98 | 43% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 265 | 220 | 206 | 230 | 100% | 0 | 0% | |
| Violations | | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 44 | 38 | 37 | 38% | 0 | 0% | |
| Controllable Non-Issued | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1% | 0 | 0% | |
| Citations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 74 | 64 | 61 | 61% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 118 | 103 | 99 | 100% | 0 | 0% | |
| Non-Violations | | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1% | 0 | 0% | |
| Emergency Vehicle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 8 | 10 | 10 | 8% | 0 | 0% | |
| Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| No Violation Occurred | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 178 | 93 | 92 | 121 | 91% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 192 | 102 | 103 | 132 | 100% | 0 | 0% | |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| No Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 6 | 5 | 10% | 0 | 0% | |
| Out of State Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2% | 0 | 0% | |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Windshield Glare | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 4% | 0 | 0% | |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 9% | 0 | 0% | |
| No DMV Match Found | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 8 | 6 | 13% | 0 | 0% | |
| LASD Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 4 | 10 | 22% | 0 | 0% | |
| LASD Return | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 2 | 4% | 0 | 0% | |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 18 | 19 | 16 | 36% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 44 | 38 | 45 | 100% | 0 | 0% | |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Dark Interior | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 100% | 0 | 0% | |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 100% | 0 | 0% | |
| Summary Metrics | | | | | | | | | | | | | | | | | |
| Daily Average Vehicle Passes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,823 | 6,655 | 6,501 | Year to Date Monthly Average 6,326 | | 2011 Monthly Average 0 | | |
| Average Issued Speed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 26 | 24 | 22 | | 0 | | |
| Average Issued Red Seconds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.4 | 2.1 | 3.6 | 2 | | 0.0 | | |
| Citation / Violation Issuance Rate | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 60% | 63% | 62% | 62% | | 0% | | |
| Controllable Issuance Rate | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 100% | 98% | 99% | | 0% | | |



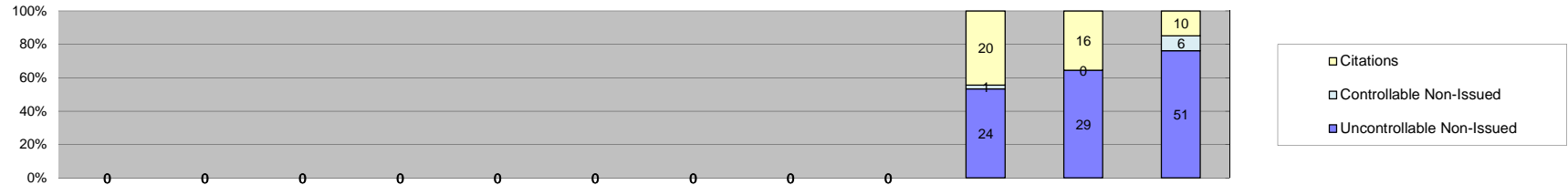
| Events | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Year to Date Monthly Average | | 2011 Monthly Average | | |
|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------|--------------|--------------|------------------------------|-------------|----------------------|-----------|--|
| | | | | | | | | | | | | | Quantity | % | Quantity | % | |
| Non-Violations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 971 | 664 | 688 | 774 | 61% | 0 | 0% | |
| Violations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 586 | 418 | 462 | 489 | 39% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,557 | 1,082 | 1,150 | 1,263 | 100% | 0 | 0% | |
| Violations | | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 259 | 205 | 291 | 252 | 52% | 0 | 0% | |
| Controllable Non-Issued | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 1 | 6 | 9 | 2% | 0 | 0% | |
| Citations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 306 | 212 | 165 | 228 | 47% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 586 | 418 | 462 | 489 | 100% | 0 | 0% | |
| Non-Violations | | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 4 | 1% | 0 | 0% | |
| Emergency Vehicle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 4 | 4 | 0% | 0 | 0% | |
| Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| No Violation Occurred | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 959 | 662 | 683 | 768 | 99% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 971 | 664 | 688 | 776 | 100% | 0 | 0% | |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| No Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 49 | 53 | 59 | 23% | 0 | 0% | |
| Out of State Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 5 | 9 | 7 | 3% | 0 | 0% | |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0% | 0 | 0% | |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 1% | 0 | 0% | |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 1% | 0 | 0% | |
| Windshield Glare | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 1% | 0 | 0% | |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 1% | 0 | 0% | |
| No DMV Match Found | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 23 | 55 | 44 | 17% | 0 | 0% | |
| LASD Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 109 | 153 | 117 | 46% | 0 | 0% | |
| LASD Return | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 15 | 19 | 21 | 8% | 0 | 0% | |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 259 | 205 | 291 | 256 | 100% | 0 | 0% | |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Dark Interior | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 7% | 0 | 0% | |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 7% | 0 | 0% | |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 14% | 0 | 0% | |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 2 | 11 | 72% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 1 | 6 | 15 | 100% | 0 | 0% | |
| Summary Metrics | | | | | | | | | | | | | | | | | |
| Daily Average Vehicle Passes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12,892 | 12,856 | 12,952 | Year to Date Monthly Average | | 2011 Monthly Average | | |
| Average Issued Speed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 11 | 11 | 12,900 | | 0 | | |
| Average Issued Red Seconds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.0 | 15.1 | 15.9 | 16 | | 0.0 | | |
| Citation / Violation Issuance Rate | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 52% | 51% | 36% | 46% | | 0% | | |
| Controllable Issuance Rate | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 94% | 100% | 96% | 97% | | 0% | | |



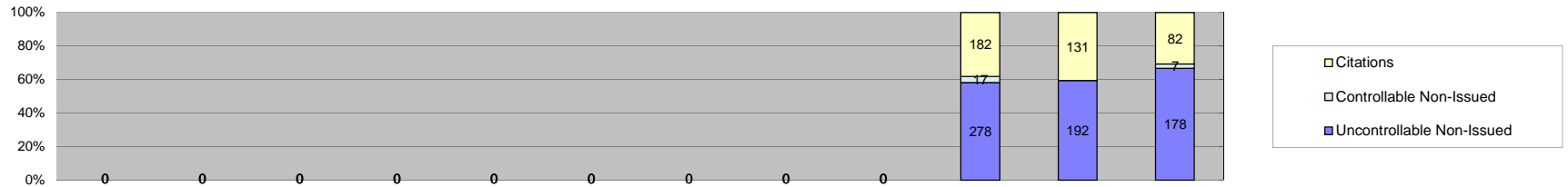
| Events | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Year to Date Monthly Average | | 2011 Monthly Average | | |
|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|------------|------------|------------|-------------------------------------|-------------|-----------------------------|-----------|--|
| | | | | | | | | | | | | | Quantity | % | Quantity | % | |
| Non-Violations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 267 | 79 | 156 | 167 | 72% | 0 | 0% | |
| Violations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 42 | 83 | 64 | 28% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 333 | 121 | 239 | 231 | 100% | 0 | 0% | |
| Violations | | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 41 | 73 | 55 | 85% | 0 | 0% | |
| Controllable Non-Issued | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2% | 0 | 0% | |
| Citations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 1 | 9 | 8 | 13% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 42 | 83 | 64 | 100% | 0 | 0% | |
| Non-Violations | | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 3 | 3 | 2% | 0 | 0% | |
| Emergency Vehicle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 4 | 5 | 3% | 0 | 0% | |
| Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| No Violation Occurred | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 252 | 75 | 149 | 159 | 95% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 267 | 79 | 156 | 167 | 100% | 0 | 0% | |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| No Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 3 | 4% | 0 | 0% | |
| Out of State Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 2% | 0 | 0% | |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3% | 0 | 0% | |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2% | 0 | 0% | |
| Windshield Glare | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| No DMV Match Found | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 4 | 4 | 6% | 0 | 0% | |
| LASD Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 8% | 0 | 0% | |
| LASD Return | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 15 | 38 | 28 | 47% | 0 | 0% | |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 19 | 20 | 17 | 28% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 41 | 73 | 60 | 100% | 0 | 0% | |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Dark Interior | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 100% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 100% | 0 | 0% | |
| Summary Metrics | | | | | | | | | | | | | Year to Date Monthly Average | | 2011 Monthly Average | | |
| Daily Average Vehicle Passes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,053 | 3,322 | 3,630 | 3,668 | | 0 | | |
| Average Issued Speed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 42 | 31 | 29 | | 0 | | |
| Average Issued Red Seconds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7.5 | 0.4 | 5.8 | 5 | | 0.0 | | |
| Citation / Violation Issuance Rate | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 23% | 2% | 11% | 12% | | 0% | | |
| Controllable Issuance Rate | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 100% | 90% | 97% | | 0% | | |



| Events | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Year to Date Monthly Average | | 2011 Monthly Average | | |
|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------|--------------|--------------|------------------------------|-------------|----------------------|-----------|--|
| | | | | | | | | | | | | | Quantity | % | Quantity | % | |
| Non-Violations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,369 | 2,065 | 2,079 | 2,171 | 69% | 0 | 0% | |
| Violations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,087 | 962 | 821 | 957 | 31% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,456 | 3,027 | 2,900 | 3,128 | 100% | 0 | 0% | |
| Violations | | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 524 | 483 | 522 | 510 | 53% | 0 | 0% | |
| Controllable Non-Issued | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 11 | 1 | 17 | 2% | 0 | 0% | |
| Citations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 524 | 468 | 298 | 430 | 45% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,087 | 962 | 821 | 957 | 100% | 0 | 0% | |
| Non-Violations | | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0% | 0 | 0% | |
| Emergency Vehicle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 0% | 0 | 0% | |
| Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| No Violation Occurred | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,366 | 2,062 | 2,078 | 2,169 | 100% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,369 | 2,065 | 2,079 | 2,174 | 100% | 0 | 0% | |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| No Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 112 | 101 | 104 | 20% | 0 | 0% | |
| Out of State Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 9 | 13 | 15 | 3% | 0 | 0% | |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 21 | 12 | 17 | 3% | 0 | 0% | |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 8 | 3 | 5 | 1% | 0 | 0% | |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 3 | 0% | 0 | 0% | |
| Windshield Glare | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0% | 0 | 0% | |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 6 | 5 | 1% | 0 | 0% | |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 2% | 0 | 0% | |
| No DMV Match Found | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 70 | 88 | 83 | 16% | 0 | 0% | |
| LASD Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 101 | 197 | 130 | 25% | 0 | 0% | |
| LASD Return | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 153 | 101 | 145 | 28% | 0 | 0% | |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 524 | 483 | 522 | 518 | 100% | 0 | 0% | |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 7% | 0 | 0% | |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 5% | 0 | 0% | |
| Dark Interior | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4% | 0 | 0% | |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4% | 0 | 0% | |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4% | 0 | 0% | |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 9 | 0 | 22 | 77% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 11 | 1 | 28 | 100% | 0 | 0% | |
| Summary Metrics | | | | | | | | | | | | | | | | | |
| Daily Average Vehicle Passes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12,567 | 12,619 | 12,856 | Year to Date Monthly Average | | 2011 Monthly Average | | |
| Average Issued Speed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 | 9 | 12,680 | | 0 | | |
| Average Issued Red Seconds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.1 | 14.5 | 14.1 | 14 | | 0 | | |
| Citation / Violation Issuance Rate | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 48% | 49% | 36% | 44% | | 0% | | |
| Controllable Issuance Rate | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 93% | 98% | 100% | 97% | | 0% | | |



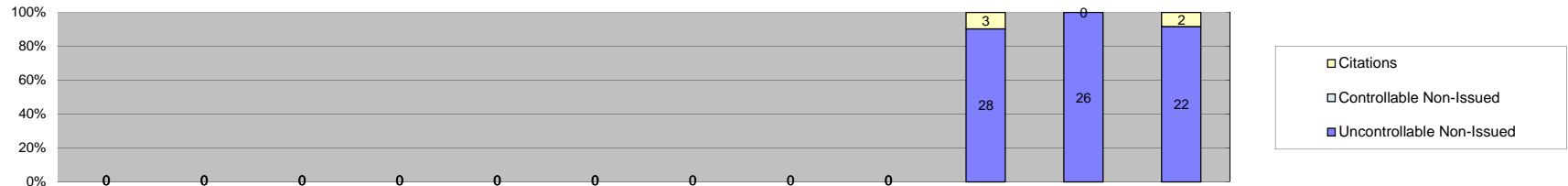
| Events | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Year to Date Monthly Average | | 2011 Monthly Average | | |
|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|------------|------------|------------|------------------------------------|-------------|------------------------|-----------|--|
| | | | | | | | | | | | | | Quantity | % | Quantity | % | |
| Non-Violations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 183 | 81 | 134 | 133 | 72% | 0 | 0% | |
| Violations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 45 | 67 | 52 | 28% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 228 | 126 | 201 | 185 | 100% | 0 | 0% | |
| Violations | | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 29 | 51 | 35 | 65% | 0 | 0% | |
| Controllable Non-Issued | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 4 | 7% | 0 | 0% | |
| Citations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 16 | 10 | 15 | 29% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 45 | 67 | 54 | 100% | 0 | 0% | |
| Non-Violations | | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1% | 0 | 0% | |
| Emergency Vehicle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1% | 0 | 0% | |
| Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| No Violation Occurred | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 182 | 80 | 133 | 132 | 99% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 183 | 81 | 134 | 134 | 100% | 0 | 0% | |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| No Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 3% | 0 | 0% | |
| Out of State Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 4% | 0 | 0% | |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3% | 0 | 0% | |
| Windshield Glare | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5% | 0 | 0% | |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| No DMV Match Found | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 5 | 4 | 10% | 0 | 0% | |
| LASD Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 6 | 5 | 13% | 0 | 0% | |
| LASD Return | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 4% | 0 | 0% | |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 22 | 36 | 23 | 59% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 29 | 51 | 39 | 100% | 0 | 0% | |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Dark Interior | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 14% | 0 | 0% | |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 14% | 0 | 0% | |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 71% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 7 | 100% | 0 | 0% | |
| Summary Metrics | | | | | | | | | | | | | | | | | |
| Daily Average Vehicle Passes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,694 | 4,509 | 4,917 | Year to Date Monthly Average 4,707 | | 2011 Monthly Average 0 | | |
| Average Issued Speed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 32 | 31 | 24 | | 0 | | |
| Average Issued Red Seconds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7.2 | 16.1 | 10.9 | 11 | | 0.0 | | |
| Citation / Violation Issuance Rate | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 44% | 36% | 15% | 32% | | 0% | | |
| Controllable Issuance Rate | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 95% | 100% | 63% | 86% | | 0% | | |



| Events | 2012 | | | | | | | | | | | | Year to Date Monthly Average | | 2011 Monthly Average | | |
|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------------|------------|------------|-------------------------------------|-------------|------------------------|-----------|--|
| | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Quantity | % | Quantity | % | |
| Non-Violations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 535 | 304 | 297 | 379 | 52% | 0 | 0% | |
| Violations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 477 | 323 | 267 | 356 | 48% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,012 | 627 | 564 | 734 | 100% | 0 | 0% | |
| Violations | | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 278 | 192 | 178 | 216 | 60% | 0 | 0% | |
| Controllable Non-Issued | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 7 | 12 | 3% | 0 | 0% | |
| Citations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 182 | 131 | 82 | 132 | 37% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 477 | 323 | 267 | 360 | 100% | 0 | 0% | |
| Non-Violations | | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1% | 0 | 0% | |
| Emergency Vehicle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 1% | 0 | 0% | |
| Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| No Violation Occurred | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 533 | 304 | 293 | 377 | 98% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 535 | 304 | 297 | 383 | 100% | 0 | 0% | |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| No Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 43 | 30 | 44 | 20% | 0 | 0% | |
| Out of State Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 3 | 5 | 2% | 0 | 0% | |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 2% | 0 | 0% | |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 2 | 3 | 1% | 0 | 0% | |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 2 | 1% | 0 | 0% | |
| Windshield Glare | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 9 | 6 | 3% | 0 | 0% | |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| No DMV Match Found | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 16 | 22 | 27 | 12% | 0 | 0% | |
| LASD Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 61 | 65 | 61 | 28% | 0 | 0% | |
| LASD Return | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 56 | 45 | 67 | 31% | 0 | 0% | |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 278 | 192 | 178 | 219 | 100% | 0 | 0% | |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4% | 0 | 0% | |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4% | 0 | 0% | |
| Dark Interior | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 8% | 0 | 0% | |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4% | 0 | 0% | |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 21% | 0 | 0% | |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 58% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 7 | 24 | 100% | 0 | 0% | |
| Summary Metrics | | | | | | | | | | | | | | | | | |
| Daily Average Vehicle Passes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12,944 | 13,522 | 13,017 | Year to Date Monthly Average 13,161 | | 2011 Monthly Average 0 | | |
| Average Issued Speed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 | 10 | 10 | | 0 | | |
| Average Issued Red Seconds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15.4 | 14.9 | 16.0 | 15 | | 0 | | |
| Citation / Violation Issuance Rate | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 38% | 41% | 31% | 36% | | 0% | | |
| Controllable Issuance Rate | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 91% | 100% | 92% | 95% | | 0% | | |



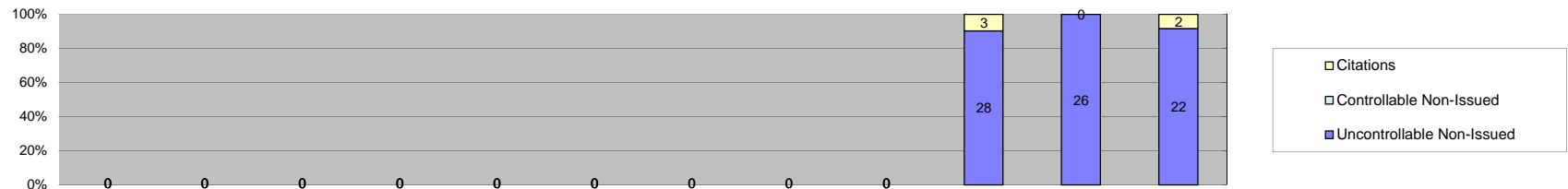
Los Angeles County MTA Orange Line Approach Summary Report Location 1474: WB Nordhoff St @ Busway



| Events | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Year to Date Monthly Average | | 2011 Monthly Average | | |
|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|------------|------------|-----------|-------------------------------------|-------------|-----------------------------|-----------|--|
| | | | | | | | | | | | | | Quantity | % | Quantity | % | |
| Non-Violations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 86 | 43 | 68 | 72% | 0 | 0% | |
| Violations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 26 | 24 | 27 | 28% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 112 | 67 | 95 | 100% | 0 | 0% | |
| Violations | | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 26 | 22 | 25 | 91% | 0 | 0% | |
| Controllable Non-Issued | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Citations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 3 | 9% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 26 | 24 | 28 | 100% | 0 | 0% | |
| Non-Violations | | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Emergency Vehicle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| No Violation Occurred | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 86 | 43 | 68 | 100% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 86 | 43 | 68 | 100% | 0 | 0% | |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| No Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 2 | 6% | 0 | 0% | |
| Out of State Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3% | 0 | 0% | |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Windshield Glare | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 1 | 4 | 10% | 0 | 0% | |
| No DMV Match Found | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 6% | 0 | 0% | |
| LASD Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 6% | 0 | 0% | |
| LASD Return | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 25% | 0 | 0% | |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 19 | 18 | 16 | 44% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 26 | 22 | 35 | 100% | 0 | 0% | |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Dark Interior | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Summary Metrics | | | | | | | | | | | | | Year to Date Monthly Average | | 2011 Monthly Average | | |
| Daily Average Vehicle Passes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,947 | 4,717 | 4,189 | 4,284 | | 0 | | |
| Average Issued Speed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 27 | 24 | | 0 | | |
| Average Issued Red Seconds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.3 | 0 | 1.5 | 1 | | 0.0 | | |
| Citation / Violation Issuance Rate | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 10% | 0% | 8% | 9% | | 0% | | |
| Controllable Issuance Rate | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 100% | 0% | 100% | 100% | | 0% | | |



Los Angeles County MTA Orange Line Approach Summary Report Location 1479: NB to EB Canoga Ave @ Nordhoff



| Events | Jan-12 | Feb-12 | Mar-12 | Apr-12 | May-12 | Jun-12 | Jul-12 | Aug-12 | Sep-12 | Oct-12 | Nov-12 | Dec-12 | Year to Date Monthly Average | | 2011 Monthly Average | | |
|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|------------|------------|------------|-------------------------------------|-------------|-----------------------------|-----------|--|
| | | | | | | | | | | | | | Quantity | % | Quantity | % | |
| Non-Violations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 518 | 322 | 293 | 378 | 70% | 0 | 0% | |
| Violations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 195 | 148 | 143 | 162 | 30% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 713 | 470 | 436 | 540 | 100% | 0 | 0% | |
| Violations | | | | | | | | | | | | | | | | | |
| Uncontrollable Non-Issued | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 76 | 68 | 76 | 47% | 0 | 0% | |
| Controllable Non-Issued | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 2% | 0 | 0% | |
| Citations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 72 | 75 | 85 | 52% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 195 | 148 | 143 | 164 | 100% | 0 | 0% | |
| Non-Violations | | | | | | | | | | | | | | | | | |
| Rear Axle Violation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0% | 0 | 0% | |
| Emergency Vehicle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Right Turn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| No Violation Occurred | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 518 | 322 | 292 | 377 | 100% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 518 | 322 | 293 | 378 | 100% | 0 | 0% | |
| Uncontrollable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| No Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 26 | 20 | 24 | 27% | 0 | 0% | |
| Out of State Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 5 | 3 | 3% | 0 | 0% | |
| Glare on Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Illegible Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Plate Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1% | 0 | 0% | |
| Windshield Glare | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1% | 0 | 0% | |
| Driver Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1% | 0 | 0% | |
| Car Obstructed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 17% | 0 | 0% | |
| No DMV Match Found | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 5 | 5 | 8 | 9% | 0 | 0% | |
| LASD Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 22 | 24 | 16 | 18% | 0 | 0% | |
| LASD Return | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 20 | 13 | 19 | 22% | 0 | 0% | |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 76 | 68 | 88 | 100% | 0 | 0% | |
| Controllable Non-Issued Violations | | | | | | | | | | | | | | | | | |
| Framing of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Focus / Clarity of Plate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Dark Interior | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Framing of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Focus / Clarity of Driver | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Framing of Car | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Data/Operator Error | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Exposure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| Equipment Malfunction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0% | |
| ACS Expired | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 100% | 0 | 0% | |
| Total: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 100% | 0 | 0% | |
| Summary Metrics | | | | | | | | | | | | | Year to Date Monthly Average | | 2011 Monthly Average | | |
| Daily Average Vehicle Passes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11,781 | 12,384 | 11,920 | 12,029 | | 0 | | |
| Average Issued Speed | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 14 | 15 | 14 | | 0 | | |
| Average Issued Red Seconds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14.9 | 17.3 | 17.9 | 17 | | 0.0 | | |
| Citation / Violation Issuance Rate | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 55% | 49% | 52% | 52% | | 0% | | |
| Controllable Issuance Rate | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 97% | 100% | 100% | 99% | | 0% | | |

Calls For Information

| Reason for Call | Dec-12 | 3 Month Average | Year to Date Average | Year to Date Total | 2011 Average |
|--|--------|-----------------|----------------------|--------------------|--------------|
| <i>Appointment</i> | 19 | 15 | 15 | 185 | 17 |
| <i>Bail</i> | 28 | 41 | 33 | 399 | 36 |
| <i>Complaint</i> | 0 | 0 | 1 | 1 | 0 |
| <i>Contest Violation</i> | 82 | 75 | 62 | 746 | 52 |
| <i>Courtesy Notice</i> | 10 | 5 | 20 | 196 | 0 |
| <i>Explain Citation</i> | 37 | 22 | 19 | 226 | 13 |
| <i>Explain Court</i> | 0 | 0 | 9 | 28 | 0 |
| <i>Explain the Project</i> | 0 | 0 | 0 | 0 | 0 |
| <i>Extension</i> | 28 | 10 | 12 | 148 | 16 |
| <i>Other</i> | 0 | 0 | 1 | 2 | 0 |
| <i>Affidavit of Non-Liability</i> | 57 | 46 | 40 | 480 | 29 |
| <i>Affidavit of Non-Liability Status</i> | 8 | 5 | 5 | 53 | 3 |
| <i>Traffic School</i> | 14 | 5 | 9 | 110 | 11 |
| Total Calls | 283 | 226 | 227 | 2574 | 177 |
| Appointments Scheduled | 16 | 11 | 13 | 159 | 14 |
| Affidavits of Non-Liability Processed | 451 | 311 | 262 | 3146 | 199 |
| Court Packets Prepared | 145 | 125 | 156 | 1871 | 184 |

| Direction | Location | Code | Days of Enforcement | Events | Violations | Citations | Daily Yield* |
|---------------|----------------------------|------|---------------------|---------------|--------------|--------------|--------------|
| NB | Tujunga Ave @ Busway | 1301 | 31 | 174 | 109 | 33 | 1.06 |
| SB | Tujunga Ave @ Busway | 1302 | 31 | 27 | 19 | 9 | 0.29 |
| EB | Oxnard St @ Buffalo Ave | 1313 | 31 | 108 | 50 | 27 | 0.87 |
| WB | Oxnard St @ Buffalo Ave | 1314 | 31 | 239 | 70 | 30 | 0.97 |
| NB | Woodman Ave @ Busway | 1321 | 31 | 59 | 39 | 6 | 0.19 |
| SB | Woodman Ave @ Busway | 1322 | 31 | 202 | 157 | 70 | 2.26 |
| NB | Kester Ave @ Busway | 1331 | 31 | 71 | 39 | 19 | 0.61 |
| SB | Kester Ave @ Busway | 1332 | 31 | 146 | 136 | 47 | 1.52 |
| NB | Sepulveda Blvd @ Busway | 1341 | 31 | 246 | 221 | 90 | 2.90 |
| SB | Sepulveda Blvd @ Busway | 1342 | 31 | 214 | 172 | 34 | 1.10 |
| NB | Woodley @ Busway | 1351 | 31 | 138 | 72 | 40 | 1.29 |
| SB | Woodley @ Busway | 1352 | 31 | 71 | 65 | 33 | 1.06 |
| NB | Balboa Blvd @ Busway | 1361 | 31 | 174 | 98 | 30 | 0.97 |
| SB | Balboa Blvd @ Busway | 1362 | 31 | 30 | 24 | 9 | 0.29 |
| NB | White Oak Ave @ Busway | 1371 | 31 | 0 | 0 | 0 | 0.00 |
| SB | White Oak Ave @ Busway | 1372 | 31 | 182 | 142 | 25 | 0.81 |
| SB | Lindley Ave @ Busway | 1382 | 31 | 177 | 158 | 41 | 1.32 |
| WB to NB | Lindley Ave @ Oxnard St | 1385 | 31 | 1,502 | 13 | 4 | 0.13 |
| NB | Reseda Blvd @ Busway | 1391 | 31 | 0 | 0 | 0 | 0.00 |
| SB | Reseda Blvd @ Busway | 1392 | 31 | 42 | 20 | 7 | 0.23 |
| SB | Mason Ave @ Busway | 1402 | 31 | 318 | 174 | 42 | 1.35 |
| WB to NB | Mason Ave @ Victory Blvd | 1405 | 31 | 941 | 60 | 40 | 1.29 |
| SB | De Soto Ave @ Busway | 1412 | 31 | 338 | 277 | 139 | 4.48 |
| WB to NB | De Soto Ave @ Victory Blvd | 1415 | 31 | 445 | 111 | 36 | 1.16 |
| WB | Van Owen St @ Busway | 1414 | 31 | 271 | 185 | 92 | 2.97 |
| NB to EB | Canoga Ave @ Vanowen St | 1419 | 31 | 1,378 | 597 | 156 | 5.03 |
| WB | Sherman Way @ Busway | 1424 | 31 | 70 | 45 | 13 | 0.42 |
| NB to EB | Canoga Ave @ Sherman Way | 1429 | 31 | 4,448 | 1300 | 143 | 4.61 |
| WB | Valerio St @ Busway | 1434 | 31 | 63 | 39 | 5 | 0.16 |
| NB to EB | Canoga Ave @ Valerio St | 1439 | 31 | 99 | 58 | 30 | 0.97 |
| WB | Saticoy St @ Busway | 1444 | 31 | 206 | 103 | 64 | 2.06 |
| NB to EB | Canoga Ave @ Saticoy St | 1449 | 31 | 1,150 | 462 | 165 | 5.32 |
| WB | Roscoe Blvd @ Busway | 1454 | 31 | 239 | 83 | 9 | 0.29 |
| NB to EB | Canoga Ave @ Roscoe Blvd | 1459 | 31 | 2,900 | 821 | 298 | 9.61 |
| WB | Parthenia St @ Busway | 1464 | 31 | 201 | 67 | 10 | 0.32 |
| NB to EB | Canoga Ave @ Parthenia St | 1469 | 31 | 564 | 267 | 82 | 2.65 |
| WB | Nordhoff St @ Busway | 1474 | 31 | 67 | 24 | 2 | 0.06 |
| NB to EB | Canoga Ave @ Nordhoff St | 1479 | 31 | 436 | 143 | 75 | 2.42 |
| Totals | | | 31 | 17,936 | 6,420 | 1,955 | 63.06 |

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



A **xerox** Company

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

| Disposition Type | Dec-12 | | 3 Month Average | | YTD Total | | YTD Average | | 2011 Average | |
|--------------------------|-------------|---------------------|-----------------|------------------|---------------|--------------------|--------------|------------------|--------------|------------------|
| | Count | /Amount Paid | Count | /Amount Paid | Count | /Amount Paid | Count | /Amount Paid | Count | /Amount Paid |
| <i>Bail Forfeiture</i> | 267 | \$132,514.00 | 258 | \$129,171 | 3,084 | \$1,533,374 | 257 | \$127,781 | 250 | \$125,083 |
| <i>Fine Paid</i> | 91 | \$46,758.00 | 89 | \$45,747 | 1,218 | \$591,592 | 102 | \$49,299 | 114 | \$55,480 |
| <i>Department Void</i> | 0 | \$0.00 | 0 | \$0 | 32 | \$0 | 3 | \$0 | 5 | \$0 |
| <i>Not Guilty</i> | 462 | \$0.00 | 433 | \$0 | 2,438 | \$0 | 203 | \$0 | 84 | \$0 |
| <i>Section D Void</i> | 451 | \$0.00 | 311 | \$0 | 3,604 | \$0 | 300 | \$0 | 207 | \$0 |
| <i>Traffic School</i> | 272 | \$141,215.00 | 263 | \$135,504 | 2,931 | \$1,510,024 | 244 | \$125,835 | 310 | \$159,697 |
| Court Gross Total | 1543 | \$320,487.00 | 1,354 | \$310,421 | 13,307 | \$3,634,990 | 1,109 | \$302,916 | 970 | \$340,260 |
| MTA Gross Total* | 630 | \$91,574.58 | 610 | \$88,393 | 7,233 | \$1,050,454 | 603 | \$87,538 | 674 | \$98,001 |

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

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

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



A Xerox Company

Los Angeles County MTA Orange Line Performance Report December 2012

| | <u>Total Events</u> | <u>Non Violations</u> | <u>Potential Violations</u> | <u>Percent Citable</u> | <u>Non Issued Violations</u> | <u>No DMV Match</u> | <u>Police/ Client Rejected</u> | <u>Citations Issued</u> | <u>DMV Match Rate</u> | <u>Issuance Rate</u> | <u>Dispo Paid</u> | <u>Pay Rate</u> | <u>Closed No Pay</u> | <u>Pending</u> | <u>Closure Rate</u> | <u>Court Packs</u> | <u>Contest Rate</u> |
|--------|-------------------------|---------------------------|---------------------------------|----------------------------|----------------------------------|-------------------------|--|-----------------------------|-------------------------------|--------------------------|-----------------------|---------------------|--------------------------|----------------|-------------------------|------------------------|-------------------------|
| Aug-06 | 3,854 | 864 | 2,990 | 77.6% | 2,735 | 45 | 20 | 255 | 85.9% | 8.5% | 206 | 80.8% | 20 | 29 | 88.6% | 0 | - |
| Sep-06 | 4,212 | 934 | 3,278 | 77.8% | 1,562 | 199 | 23 | 1,716 | 89.7% | 52.3% | 1,392 | 81.1% | 141 | 183 | 89.3% | 0 | - |
| Oct-06 | 3,855 | 788 | 3,067 | 79.6% | 1,069 | 225 | 27 | 1,998 | 90.0% | 65.1% | 1,599 | 80.0% | 187 | 212 | 89.4% | 36 | - |
| Nov-06 | 12,589 | 8,872 | 3,717 | 29.5% | 2,186 | 169 | 27 | 1,531 | 90.2% | 41.2% | 1,214 | 79.3% | 124 | 193 | 87.4% | 75 | - |
| Dec-06 | 13,009 | 9,452 | 3,557 | 27.3% | 1,792 | 190 | 16 | 1,765 | 90.4% | 49.6% | 1,416 | 80.2% | 141 | 208 | 88.2% | 99 | - |
| Jan-07 | 9,820 | 6,557 | 3,263 | 33.2% | 1,376 | 185 | 29 | 1,887 | 91.2% | 57.8% | 1,482 | 78.5% | 142 | 263 | 86.1% | 158 | - |
| Feb-07 | 6,746 | 3,641 | 3,105 | 46.0% | 1,180 | 255 | 15 | 1,925 | 88.4% | 62.0% | 1,505 | 78.2% | 165 | 255 | 86.8% | 154 | 74.8% |
| Mar-07 | 5,452 | 2,081 | 3,371 | 61.8% | 1,261 | 318 | 17 | 2,110 | 87.0% | 62.6% | 1,711 | 81.1% | 158 | 241 | 88.6% | 105 | 7.5% |
| Apr-07 | 5,235 | 2,116 | 3,119 | 59.6% | 1,080 | 283 | 35 | 2,039 | 88.0% | 65.4% | 1,641 | 80.5% | 136 | 262 | 87.2% | 224 | 14.0% |
| May-07 | 4,735 | 1,643 | 3,092 | 65.3% | 1,005 | 268 | 37 | 2,087 | 88.8% | 67.5% | 1,620 | 77.6% | 145 | 322 | 84.6% | 176 | 14.5% |
| Jun-07 | 5,004 | 1,725 | 3,279 | 65.5% | 1,147 | 288 | 36 | 2,132 | 88.3% | 65.0% | 1,657 | 77.7% | 149 | 326 | 84.7% | 231 | 16.3% |
| Jul-07 | 5,396 | 1,906 | 3,490 | 64.7% | 1,919 | 273 | 43 | 1,571 | 85.5% | 45.0% | 1,170 | 74.5% | 117 | 284 | 81.9% | 292 | 19.7% |
| Aug-07 | 5,664 | 2,259 | 3,405 | 60.1% | 1,507 | 321 | 131 | 1,898 | 86.3% | 55.7% | 1,381 | 72.8% | 140 | 377 | 80.1% | 357 | 23.7% |
| Sep-07 | 4,021 | 1,247 | 2,774 | 69.0% | 1,111 | 245 | 99 | 1,663 | 87.8% | 59.9% | 1,145 | 68.9% | 125 | 393 | 76.4% | 238 | 13.9% |
| Oct-07 | 4,952 | 1,811 | 3,141 | 63.4% | 1,469 | 215 | 193 | 1,672 | 89.7% | 53.2% | 1,139 | 68.1% | 148 | 385 | 77.0% | 335 | 20.4% |
| Nov-07 | 4,676 | 1,810 | 2,866 | 61.3% | 1,201 | 180 | 151 | 1,665 | 91.0% | 58.1% | 1,124 | 67.5% | 156 | 385 | 76.9% | 272 | 16.8% |
| Dec-07 | 4,466 | 1,783 | 2,683 | 60.1% | 1,269 | 207 | 191 | 1,414 | 88.6% | 52.7% | 994 | 70.3% | 144 | 276 | 80.5% | 284 | 17.1% |
| Jan-08 | 4,150 | 1,651 | 2,499 | 60.2% | 1,142 | 188 | 166 | 1,357 | 89.0% | 54.3% | 1,116 | 82.2% | 100 | 141 | 89.6% | 243 | 20.8% |
| Feb-08 | 3,875 | 1,446 | 2,429 | 62.7% | 1,245 | 157 | 206 | 1,184 | 89.9% | 48.7% | 945 | 79.8% | 109 | 130 | 89.0% | 218 | 15.8% |
| Mar-08 | 4,696 | 1,887 | 2,809 | 59.8% | 1,570 | 169 | 148 | 1,239 | 89.1% | 44.1% | 996 | 80.4% | 86 | 157 | 87.3% | 239 | 20.9% |
| Apr-08 | 4,417 | 1,835 | 2,582 | 58.5% | 1,297 | 134 | 72 | 1,285 | 91.0% | 49.8% | 1,016 | 79.1% | 100 | 169 | 86.8% | 231 | 20.3% |
| May-08 | 4,764 | 1,847 | 2,917 | 61.2% | 1,642 | 178 | 157 | 1,275 | 88.9% | 43.7% | 1,022 | 80.2% | 94 | 159 | 87.5% | 199 | 17.7% |
| Jun-08 | 4,401 | 1,484 | 2,917 | 66.3% | 1,481 | 182 | 120 | 1,436 | 89.5% | 49.2% | 1,149 | 80.0% | 105 | 182 | 87.3% | 277 | 27.9% |
| Jul-08 | 4,097 | 1,558 | 2,539 | 62.0% | 1,230 | 170 | 94 | 1,309 | 89.2% | 51.6% | 975 | 74.5% | 168 | 166 | 87.3% | 240 | 21.5% |
| Aug-08 | 4,211 | 1,623 | 2,588 | 61.5% | 1,222 | 167 | 161 | 1,366 | 90.1% | 52.8% | 1,023 | 74.9% | 129 | 214 | 84.3% | 186 | 19.7% |
| Sep-08 | 4,446 | 1,868 | 2,578 | 58.0% | 1,153 | 173 | 100 | 1,425 | 89.8% | 55.3% | 1,126 | 79.0% | 128 | 171 | 88.0% | 318 | 31.9% |
| Oct-08 | 4,412 | 1,715 | 2,697 | 61.1% | 1,179 | 139 | 115 | 1,518 | 92.2% | 56.3% | 1,147 | 75.6% | 136 | 235 | 84.5% | 210 | 20.7% |
| Nov-08 | 3,795 | 1,485 | 2,310 | 60.9% | 948 | 145 | 125 | 1,362 | 91.1% | 59.0% | 1,030 | 75.6% | 143 | 189 | 86.1% | 154 | 15.1% |
| Dec-08 | 3,759 | 1,479 | 2,280 | 60.7% | 924 | 144 | 97 | 1,356 | 91.0% | 59.5% | 1,057 | 77.9% | 121 | 178 | 86.9% | 185 | 16.1% |
| Jan-09 | 3,703 | 1,404 | 2,299 | 62.1% | 882 | 157 | 87 | 1,417 | 90.5% | 61.6% | 1,097 | 77.4% | 150 | 170 | 88.0% | 219 | 22.5% |
| Feb-09 | 3,397 | 1,348 | 2,049 | 60.3% | 853 | 125 | 64 | 1,196 | 91.0% | 58.4% | 915 | 76.5% | 154 | 127 | 89.4% | 309 | 30.2% |
| Mar-09 | 3,731 | 1,446 | 2,285 | 61.2% | 978 | 145 | 86 | 1,307 | 90.6% | 57.2% | 1,013 | 77.5% | 132 | 162 | 87.6% | 154 | 13.7% |
| Apr-09 | 3,693 | 1,548 | 2,145 | 58.1% | 926 | 133 | 74 | 1,219 | 90.7% | 56.8% | 964 | 79.1% | 97 | 158 | 87.0% | 203 | 17.7% |
| May-09 | 3,644 | 1,458 | 2,186 | 60.0% | 936 | 139 | 102 | 1,250 | 90.7% | 57.2% | 968 | 77.4% | 129 | 153 | 87.8% | 219 | 21.3% |
| Jun-09 | 3,298 | 1,316 | 1,982 | 60.1% | 887 | 118 | 112 | 1,095 | 91.1% | 55.2% | 821 | 75.0% | 137 | 137 | 87.5% | 214 | 20.2% |
| Jul-09 | 3,417 | 1,401 | 2,016 | 59.0% | 829 | 147 | 42 | 1,187 | 89.3% | 58.9% | 916 | 77.2% | 114 | 157 | 86.8% | 225 | 20.5% |
| Aug-09 | 3,225 | 1,295 | 1,930 | 59.8% | 804 | 142 | 62 | 1,126 | 89.3% | 58.3% | 846 | 75.1% | 144 | 136 | 87.9% | 168 | 18.4% |
| Sep-09 | 3,092 | 1,304 | 1,788 | 57.8% | 700 | 119 | 91 | 1,088 | 90.8% | 60.9% | 793 | 72.9% | 159 | 136 | 87.5% | 152 | 15.0% |
| Oct-09 | 3,455 | 1,386 | 2,069 | 59.9% | 875 | 125 | 82 | 1,194 | 91.1% | 57.7% | 880 | 73.7% | 159 | 155 | 87.0% | 216 | 22.4% |
| Nov-09 | 3,254 | 1,333 | 1,921 | 59.0% | 815 | 118 | 71 | 1,106 | 90.9% | 57.6% | 809 | 73.1% | 155 | 142 | 87.2% | 34 | 3.5% |
| Dec-09 | 3,360 | 1,423 | 1,937 | 57.6% | 851 | 135 | 90 | 1,086 | 89.7% | 56.1% | 818 | 75.3% | 124 | 144 | 86.7% | 35 | 4.3% |
| Jan-10 | 2,771 | 1,034 | 1,737 | 62.7% | 694 | 128 | 85 | 1,043 | 89.8% | 60.0% | 793 | 76.0% | 122 | 128 | 87.7% | 148 | 16.2% |
| Feb-10 | 2,817 | 1,150 | 1,667 | 59.2% | 782 | 121 | 87 | 885 | 88.9% | 53.1% | 607 | 68.6% | 132 | 146 | 83.5% | 148 | 17.5% |
| Mar-10 | 3,133 | 1,198 | 1,935 | 61.8% | 767 | 101 | 73 | 1,168 | 92.5% | 60.4% | 823 | 70.5% | 179 | 166 | 85.8% | 202 | 25.5% |
| Apr-10 | 3,145 | 1,278 | 1,867 | 59.4% | 828 | 130 | 59 | 1,039 | 89.4% | 55.7% | 750 | 72.2% | 141 | 148 | 85.8% | 148 | 16.8% |
| May-10 | 3,557 | 1,390 | 2,167 | 60.9% | 1,040 | 154 | 125 | 1,127 | 89.0% | 52.0% | 798 | 70.8% | 194 | 135 | 88.0% | 145 | 17.9% |

| | | | | | | | | | | | | | | | | | |
|---------------|----------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|--------------|---------------|---------------|--------------|--------------|---------------|
| Jun-10 | 6,773 | 4,598 | 2,175 | 32.1% | 1,056 | 124 | 19 | 1,119 | 90.2% | 51.4% | 811 | 72.5% | 152 | 156 | 86.1% | 176 | 21.5% |
| Jul-10 | 10,157 | 7,542 | 2,615 | 25.7% | 1,353 | 126 | 10 | 1,262 | 91.0% | 48.3% | 918 | 72.7% | 168 | 176 | 86.1% | 189 | 23.8% |
| Aug-10 | 9,206 | 6,923 | 2,283 | 24.8% | 1,115 | 116 | 38 | 1,168 | 91.2% | 51.2% | 811 | 69.4% | 124 | 233 | 80.1% | 196 | 32.3% |
| Sep-10 | 8,403 | 6,311 | 2,092 | 24.9% | 978 | 115 | 29 | 1,114 | 90.9% | 53.3% | 773 | 69.4% | 119 | 222 | 80.1% | 200 | 24.3% |
| Oct-10 | 7,902 | 5,988 | 1,914 | 24.2% | 834 | 122 | 21 | 1,080 | 90.0% | 56.4% | 769 | 71.2% | 104 | 207 | 80.8% | 160 | 21.3% |
| Nov-10 | 7,298 | 5,430 | 1,868 | 25.6% | 703 | 120 | 12 | 1,165 | 90.7% | 62.4% | 850 | 73.0% | 83 | 232 | 80.1% | 148 | 18.5% |
| Dec-10 | 7,316 | 5,397 | 1,919 | 26.2% | 743 | 102 | 60 | 1,176 | 92.4% | 61.3% | 815 | 69.3% | 133 | 228 | 80.6% | 178 | 21.9% |
| Jan-11 | 6,947 | 5,317 | 1,630 | 23.5% | 636 | 134 | 61 | 994 | 88.7% | 61.0% | 683 | 68.7% | 107 | 204 | 79.5% | 140 | 15.3% |
| Feb-11 | 6,889 | 5,368 | 1,521 | 22.1% | 565 | 100 | 87 | 956 | 91.3% | 62.9% | 620 | 64.9% | 127 | 209 | 78.1% | 106 | 13.1% |
| Mar-11 | 7,953 | 6,062 | 1,891 | 23.8% | 813 | 118 | 88 | 1,078 | 90.8% | 57.0% | 671 | 62.2% | 162 | 245 | 77.3% | 232 | 30.0% |
| Apr-11 | 7,672 | 5,756 | 1,916 | 25.0% | 753 | 105 | 121 | 1,163 | 92.4% | 60.7% | 562 | 48.3% | 325 | 276 | 76.3% | 188 | 24.4% |
| May-11 | 7,952 | 5,867 | 2,085 | 26.2% | 921 | 125 | 144 | 1,164 | 91.3% | 55.8% | 537 | 46.1% | 302 | 325 | 72.1% | 200 | 23.5% |
| Jun-11 | 7,750 | 5,825 | 1,925 | 24.8% | 1,011 | 97 | 179 | 914 | 91.8% | 47.5% | 382 | 41.8% | 187 | 345 | 62.3% | 252 | 30.9% |
| Jul-11 | 6,872 | 4,884 | 1,988 | 28.9% | 1,094 | 137 | 255 | 894 | 89.3% | 45.0% | 364 | 40.7% | 130 | 400 | 55.3% | 152 | 22.3% |
| Aug-11 | 5,931 | 3,864 | 2,067 | 34.9% | 1,155 | 130 | 323 | 912 | 90.5% | 44.1% | 360 | 39.5% | 130 | 422 | 53.7% | 186 | 30.0% |
| Sep-11 | 5,918 | 3,827 | 2,091 | 35.3% | 1,099 | 139 | 297 | 992 | 90.3% | 47.4% | 407 | 41.0% | 120 | 465 | 53.1% | 244 | 36.4% |
| Oct-11 | 6,525 | 4,144 | 2,381 | 36.5% | 1,181 | 171 | 329 | 1,200 | 89.9% | 50.4% | 479 | 39.9% | 159 | 562 | 53.2% | 174 | 31.0% |
| Nov-11 | 5,888 | 3,780 | 2,108 | 35.8% | 1,046 | 173 | 239 | 1,062 | 88.3% | 50.4% | 437 | 41.1% | 116 | 509 | 52.1% | 150 | 27.9% |
| Dec-11 | 5,870 | 3,657 | 2,213 | 37.7% | 1,018 | 106 | 354 | 1,195 | 93.6% | 54.0% | 437 | 36.6% | 194 | 564 | 52.8% | 186 | 48.7% |
| Jan-12 | 6,213 | 3,949 | 2,264 | 36.44% | 1,213 | 208 | 465 | 1,051 | 87.94% | 46.42% | 373 | 35.5% | 116 | 562 | 46.5% | 197 | 54.1% |
| Feb-12 | 6,285 | 3,941 | 2,344 | 37.30% | 1,218 | 161 | 394 | 1,126 | 90.42% | 48.04% | 343 | 30.5% | 142 | 641 | 43.1% | 183 | 50.8% |
| Mar-12 | 6,653 | 4,173 | 2,480 | 37.28% | 1,389 | 173 | 503 | 1,091 | 90.21% | 43.99% | 292 | 26.8% | 153 | 646 | 40.8% | 187 | 45.9% |
| Apr-12 | 6,792 | 4,150 | 2,642 | 38.90% | 1,390 | 156 | 405 | 1,252 | 91.40% | 47.39% | 271 | 21.6% | 218 | 763 | 39.1% | 191 | 39.9% |
| May-12 | 7,433 | 4,563 | 2,870 | 38.61% | 1,627 | 204 | 631 | 1,243 | 90.18% | 43.31% | 257 | 20.7% | 158 | 828 | 33.4% | 236 | 54.0% |
| Jun-12 | 4,938 | 2,442 | 2,496 | 50.55% | 1,291 | 229 | 603 | 1,205 | 88.76% | 48.28% | 137 | 11.4% | 125 | 943 | 21.7% | 202 | 46.2% |
| Jul-12 | 6,490 | 4,114 | 2,376 | 36.61% | 1,096 | 163 | 306 | 1,280 | 90.68% | 53.87% | 118 | 9.2% | 60 | 1,102 | 13.9% | 57 | 13.0% |
| Aug-12 | 7,053 | 4,242 | 2,811 | 39.86% | 1,281 | 182 | 310 | 1,530 | 91.00% | 54.43% | 56 | 3.7% | 97 | 1,377 | 10.0% | 99 | 22.7% |
| Sep-12 | 6,223 | 3,460 | 2,763 | 44.40% | 1,375 | 206 | 326 | 1,388 | 89.27% | 50.24% | 22 | 1.6% | 21 | 1,345 | 3.1% | 110 | 25.2% |
| Oct-12 | 23,353 | 15,064 | 8,289 | 35.49% | 4,754 | 649 | 1308 | 3,535 | 88.18% | 42.65% | 12 | 0.3% | 22 | 3,501 | 1.0% | 139 | 31.8% |
| Nov-12 | 18,812 | 11,764 | 7,048 | 37.47% | 4,645 | 636 | 1128 | 2,403 | 84.74% | 34.09% | 5 | 0.2% | 9 | 2,389 | 0.6% | 125 | 28.6% |
| Dec-12 | 17,936 | 11,516 | 6,420 | 35.79% | 4,465 | 599 | 1117 | 1,955 | 83.68% | 30.45% | 0 | 0.0% | 1 | 1,954 | 0.1% | 145 | 33.2% |
| Total | 468,804 | 265,997 | 202,807 | 43.26% | 98,167 | 13,975 | 14,205 | 104,640 | 89.48% | 51.60% | 63,181 | 51.3% | 10,243 | 31,216 | 65.0% | 8,851 | 29.62% |

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

** Contested Citations Data Available from August 2006 to present

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