

**Public Safety & Community Health Committee  
Agenda for 1:15 p.m. Monday, March 6, 2023**

The Spokane City Council's Public Safety & Community Health Committee meeting will be held at **1:15 p.m. on March 6, 2023**, in City Council Chambers, located on the lower level of City Hall at 808 W. Spokane Falls Blvd. The meeting can also be accessed live at [my.spokanecity.org/citycable5/live/](https://my.spokanecity.org/citycable5/live/) and [www.facebook.com/spokanecitycouncil](https://www.facebook.com/spokanecitycouncil) or by calling 1-408-418-9388 and entering the access code #2484 902 3193; meeting password 0320.

The meeting will be conducted in a standing committee format. Because a quorum of the City Council may be present, the standing committee meeting will be conducted as a committee of the whole council. The Public Safety & Community Health Committee meeting is regularly held every 1<sup>st</sup> Monday of each month at 1:15 p.m. unless otherwise posted.

The meeting will be open to the public both virtually and in person, with the possibility of moving or reconvening into executive session only with members of the City Council and appropriate staff. No legislative action will be taken. No public testimony will be taken, and discussion will be limited to appropriate officials and staff.

**AGENDA ATTACHED**

**AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION:** The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. The Spokane City Council Chamber in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., is wheelchair accessible and also is equipped with an infrared assistive listening system for persons with hearing loss. Headsets may be checked out (upon presentation of picture I.D.) at the City Cable 5 Production Booth located on the First Floor of the Municipal Building, directly above the Chase Gallery or through the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Human Resources at 509.625.6237, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or [mpiccolo@spokanecity.org](mailto:mpiccolo@spokanecity.org). Persons who are deaf or hard of hearing may contact Human Resources through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

## Agenda - 6 March 2023

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**1**                    **Call to Order**

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**2**                    **Approval of Minutes**  
Approval of February 6, 2023, meeting minutes.

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**3**                    **Monthly Reports/Updates**

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**3.1**                **Photo Red Monthly Update**  
*Napolitano, Angie*

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**3.2**                **Office of Police Ombudsman Monthly Report**  
*Logue, Bart*  
Monthly report for January 2023

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**3.3**                **Sit and Lie Monthly Update**  
*Napolitano, Angie*

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**3.4**                **Strategic Initiatives Monthly Update**  
*Napolitano, Angie*

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**3.5**                **Traffic Citation Report**  
*Meidl, Craig*  
Number of Citations relating to traffic stops.

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**4**                    **Discussion Items**

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**4.1**                **Historic Landmarks Commission Interview**

Interview with Nicholas (Nick) Reynolds as a City at Large member of the Historic Landmarks Commission. Nick's appointment is on the March 6, 2023, Legislative Agenda for Council consideration.

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**4.2 Discussion with SCRAPS Director**

15 min

Director Ferrari will update the Council on current happenings and operations at SCRAPS.

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**4.3 SPD Update**

5 min

*Meidl, Craig*

Briefing on Number Traffic Citations.

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**4.4 Byrne Discretionary Grant Program**

5 min

*Ernst, Shawna*

Acceptance of O-BJA-2023-171577: Byrne Discretionary Community Project Funding/Byrne Discretionary Grant Program.

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**4.5 SPD 5-year subscription w/ Lexipol**

5 min

*MacConnell, Jacqui*

Council Sponsor: CM Bingle. Subscription agreement with Lexipol

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**4.6 Purchase of Flock ALPR Cameras**

10 min

*Ernst, Shawna*

Purchase of Flock ALPR Cameras (13 fixed cameras, 2 mobile cameras, licensing for two existing cameras) related to FY22-23 Washington Auto Theft Prevention Authority Program (WATPA) supplemental grant funding.

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**4.7 SBO for WRAP Restraint System**

15 min

*MacConnell, Jacqui*

Demonstration and Discussion on WRAP Restraint System by SPD

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**4.8 Clinical Management of the Opioid Overdose Public Health Crisis**

15 min  
*Schaeffer, Brian*

This pilot is to establish whether targeted EMS response with a Behavioral Health Unit can successfully initiate Medication for Opioid Use Disorder (MOUD) with buprenorphine and facilitate enrollment with community rehabilitation programs for ongoing MOUD.

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**4.9 Pre-Approval for Purchase of Seven (7) Small Response Vehicles**

5 min  
*Schaeffer, Brian*

Originally pre-approved in 2022 when vehicle availability was very limited, this updated request is to purchase of seven (7) small response vehicles to replace current small response vehicles that have reached the end of their programmed, frontline service life.

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**4.10 Lexipol Program**

5 min  
*Schaeffer, Brian*

Utilize Lexipol to update policy and procedure manuals, many which are over 20 years old, to improve performance and ensure compliance on all risks. Updating will require significant legal research and technical rewriting that SFD does not have.

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**4.11 Fairchild AFB Mutual Aid Agreement**

10 min  
*Schaeffer, Brian, Smithson, Lynden*

Sponsor: CP Breean Beggs There is need to modify the existing mutual aid agreement with Fairchild AFB due to changes within the Department of Defense (DOD) caused by the PFOS and PFAS contamination caused by firefighting foam surrounding DOD installations.

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**4.12 NAPA Parts Proposal**

5 min  
*Giddings, Richard*

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**4.13 TRAC and Cannon Shelter Discussion**

20 min  
*Perkins, Johnnie*

Discussion and updates from The Salvation Army and ReVive.

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**4.14 Housing Navigators Contract**

5 min  
*Cerecedes, Jennifer*

Request permission to distribute Department of Commerce ROW funding to the Housing Navigators

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**5 Consent Items**

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**5.1 DVITC Grant SBO**

*Thompson, Sarah*

Administrative Office of the Courts – Additional DVITC Grant SBO

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**5.2 Comprehensive Capital Plan Update**

*Schaeffer, Brian*

Update on SFD's Capital Facilities Plan Study managed by the consultant, Integrus Architecture.

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**5.3 Intterra Software Renewal**

*Childs, Brandon*

Renewal of the Intterra software contract that will enable first responders to receive information to make accurate decisions on incidents. Intterra contains everything needed to manage an all-risk incident. It connects to CAD, to the country through NIFC for large incident management and to the local DNR for fuels treatment.

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**5.4 MacKay Meters, Inc. Contract**

*Garcia, Luis*

Council Sponsor: CP Beggs. Parking Services contract amendment with cost for MacKay Meters, Inc. (OPR 2021-0502)

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**5.5 Purchase Cisco Network Switches**

*Ernst, Shawna*

Purchase from CompuNet – Cisco network switches

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**6                    Executive Session**

Executive Session may be held or reconvened during any committee meeting.

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**7                    Adjournment**

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**8                    Next Meeting**

The next meeting of the Public Safety & Community Health Committee will be held at 1:15 p.m. on May 1, 2023.

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## 1 - Call to Order

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## 2 - Approval of Minutes

Approval of February 6, 2023, meeting minutes.

| For Decision

### **Attachments**

[2022.02.07 PSCHC Minutes FINAL.docx](#)

**STANDING COMMITTEE MINUTES**  
**City of Spokane**  
**Public Safety and Community Health**  
**February 7, 2022**

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**Call to Order:** 1:16 p.m.

Recording of the meeting may be viewed here: <https://vimeo.com/674634910>

**Attendance**

Committee Members Present: Councilmember Cathcart (Chair), Council President Beggs (Vice Chair), CM Stratton, CM Kinnear (left at 2:58PM), CM Wilkerson, CM Bingle, CM Zappone

Staff/Others Present: Giacobbe Byrd, Chief Schaeffer, Tonya Wallace, Johnnie Perkins, Michael McNabb, Jacqui MacConnel, Eric Olsen, Justin Lundgren, Dave Singley, Paul Ingiosi, Erik Poulsen, Mike Ormsby,

**Approval of Minutes**

- Action taken  
CM Wilkerson moved to approve the minutes of the January 10, 2022, meeting; the motion was seconded by CM Stratton. The minutes were approved by a vote of 7-0.

**Agenda Items**

**Board and Commission Appointment Candidates**

1. Michael Bethely
  - Action taken  
Introduction and discussion only, appointment will be furthered to upcoming Council meeting.
2. Ryan Patterson
  - Action taken  
Introduction and discussion only, appointment will be furthered to upcoming Council meeting.

**Discussion items**

3. Fire Department Update
  - Chief Schaeffer briefed the Committee on SPD's upcoming rating by WSRB. Increases to the fire safety category. Relating to 6 recent incidents, SFD has saved 8 individuals. 6 people were lost to fire in the Spokane community last year.

- Action taken  
Presentation and discussion only, no action was taken.
4. 2021 Recruiting and Hiring Update
- 18 new officers, 10 going through BLEA and 11 officers just graduated in Dec. and going through Field Training. Via Public Safety Testing Process, goal is to increase number of people testing to move on in the hiring process. Civil Service sees applicant information first. 2019 vs. 2021 – shows increase in application and testing numbers. Diversity of applicants increased, as well. Retention statistics are showing that 85% stay on SPD force. Recruiting efforts are done locally and also by sending recruiters to testing sites. Grant was awarded for \$60k by CJTC that will be used for six out of state recruiting trips by three recruiters – Portland, Chicago, Pheonix, Atlanta, LA and San Francisco. 250k was approved for hiring bonuses and SPD is considering goals of \$5000 to entry level and \$15000 to lateral officers. Bonus would be achieved by reaching milestones. Two BLEAs every year – 10 individuals in current academy and likely 10 in next one. Approximately 1/10 test takers are hired.
  - Action taken  
Presentation and discussion only, no action was taken.
5. EMS Levy Renewal Ordinance and Resolution
- City has 5 different levies. This is a levy for EMS which renews every 6 years and began in 1993. Requires a majority vote and not a super-majority. Rate is usually renewed at \$0.50. SFD runs at approximately 46 million annually and this will total about 13.1 million. Requesting suspension on the rules to put on advance agenda. Election Day is April 26.
  - Action taken  
Presentation and discussion only, no action was taken.
6. Police Vehicle Purchasing for 2022
- SPD is in deperate need of replacement cars and this information is based on a tailored 10 year replacement schedule. The life span of a police vehicle is considered 5 years/100k miles. Acquisition timeframe for vehicles is currently one year. SPD Teslas were deployed January 10 and Major McNabb shared a cost breakdown and issues officers are experiencing with the Tesla fleet. Major McNabb described how 57 percent of the SPD fleet is in need of replacement.
  - Action taken  
Presentation and discussion only, no action was taken.
7. Downtown Precinct Update
- Captain Singley shared an update on the DT precinct. From 2018-2020 violent crime and property crime decreased in the 3 year comparison.

Mission areas are assigned by the number of calls and crimes in the downtown area. There is not a lot of foot traffic in the front door but the officers are out on foot and e-bikes (good weather) in the neighborhood.

- Action taken
- Presentation and discussion only, no action was taken.

8. Vaccine Mandate Resolution

- Action taken  
CMs Bingle and Cathcart agreed to sponsor this item to move forward for formal Council consideration.

Consent items

1. Purchase of boiler expeller shafts and bearings for WTE (Public Works)
2. 6-year agreement for geo-registered & orthogonal images from EagleView Technologies - formerly 'Pictometry' (ITSD)
3. Interlocal Agreement with Spokane County for Imagery Cost Sharing (ITSD)
4. Intterra COVID Response Software Renewal (SFD)
5. FEMA-Fire Prevention Grant Application (SFD)
6. Contract with Drug Testing Vendor (HR)
7. Pre-Employment Testing and Occupational Services Contract (HR)

Executive session

None.

Adjournment

The meeting adjourned at 3:03PM

Prepared by:

Shae Blackwell

Approved by:

Council Member Michael Cathcart  
PSCHC Committee Chair

## 3 - Monthly Reports/Updates

# 3.1

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## 3.1 - Photo Red Monthly Update

*Napolitano, Angie*

| For Information

### **Attachments**

[Photo Red Feb 2023.pdf](#)

## Committee Agenda Sheet

### [COMMITTEE]

|                                 |  |
|---------------------------------|--|
| <b>Submitting Department</b>    | Police Department / Traffic Unit   |
| <b>Contact Name &amp; Phone</b> | Jim Christensen 509-835-4565   |
| <b>Contact Email</b>            | jchristensen@spokanepolice.org   |
| <b>Council Sponsor(s)</b>       |  |
| <b>Select Agenda Item Type</b>  | <input type="checkbox"/> Consent <input type="checkbox"/> Discussion    Time Requested: _____  |
| <b>Agenda Item Name</b>         | Photo Red / Speed  |
| <b>Summary (Background)</b>     | <p><u>Background/History:</u> Report for Public Safety meeting March 6th, 2023.</p> <p>Statistic for Photo Red for the time frame of December 1<sup>st</sup>, 2022, thru December 31<sup>st</sup>, 2022.</p> <p>There were 998 violations on the photo red system from <b>December 1<sup>st</sup>, 2022</b> thru <b>December 31<sup>st</sup>, 2022</b>. During the same time frame in 2021 there were 1720 violations, which is a decrease of 722 violations. SK07 2<sup>nd</sup>/Thor, SK09 Freya St/3<sup>rd</sup>, SK12 Wellesley/Ash and Sk13 Thor/2nd wrote zero infractions. The tree sites at Thor/2<sup>nd</sup> and Freya/3<sup>rd</sup> are down due to construction. Site SK12 is down to equipment failure.</p> <p>Statistic for Photo Red for the time frame of January 1<sup>st</sup>, 2023, thru January 31<sup>st</sup>, 2023.</p> <p>There were 899 violations on the photo red system from <b>January 1<sup>st</sup>, 2023</b> thru <b>January 31<sup>st</sup>, 2023</b>. During the same time frame in 2022 there were 1406 violations, which is a decrease of 507 violations. SK07 2<sup>nd</sup>/Thor, SK09 Freya St/3<sup>rd</sup>, and SK12 Wellesley/Ash are back up and running. Sk13 Thor/2nd wrote zero infractions. Thor/2<sup>nd</sup> is down due to construction. There are also stop line issues at Thor and Freya as the intersections can't be repainted until the weather warms up.</p> <p>Statistic for Photo Speed for the time frame of December 1<sup>st</sup>, 2022, thru December 31<sup>st</sup>, 2022.</p> <p>There were 1343 violations on the photo speed system for <b>December 1<sup>st</sup>, 2022</b> thru <b>December 31<sup>st</sup>, 2022</b>. During the same time frame in 2021 there were 928 violations, which is an increase of 415 violations. We added the three new South side school cameras which account for the increase.</p> <p>Statistic for Photo Speed for the time frame of January 1<sup>st</sup>, 2023, thru January 31<sup>st</sup>, 2023.</p> <p>There were 2186 violations on the photo speed system from <b>January 1<sup>st</sup>, 2023</b> thru <b>January 31<sup>st</sup>, 2023</b>. During the same</p> |

time frame in 2021 there were 1380 violations, which is an increase of 806 infractions. We added the three new speed cameras. SK21 on Ray at Ferris/Adams, SK22 Bernard at Roosevelt and SK23 Regal at Ferris and Adams. This accounts for the increase.

Executive Summary: Photo RED

January 1<sup>st</sup>, 2023 thru January 31<sup>st</sup>, 2023

- Division and Francis was the highest with 172 violations.
- Browne and 3<sup>rd</sup> was second highest with 168 violations.
- Division and Sprague was third highest with 127 violations.
- Hamilton and Mission was the fourth highest with 119 violations.

Executive Summary: Photo SPEED

January 1<sup>st</sup>, 2023 thru January 31<sup>st</sup>, 2023

- NB Regal ST @ Ferris High/Adams Elementary was the highest with 570 violations.
- SB Monroe @ Willard Elementary was the second highest with 338 violations.
- EB W Northwest Blvd @ Finch Elementary was the third highest with 257 violations.
- SB N Nevada @ Longfellow Elementary was the fourth highest with 254 violations.

**Proposed Council Action & Date:**

**Fiscal Impact:**

Total Cost:

Approved in current year budget?  Yes  No  N/A

Funding Source  One-time  Recurring

Specify funding source:

Expense Occurrence  One-time  Recurring

Other budget impacts: (revenue generating, match requirements, etc.)

**Operations Impacts**

What impacts would the proposal have on historically excluded communities?

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?

How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

## 3.2

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### 3.2 - Office of Police Ombudsman Monthly Report

*Logue, Bart*

Monthly report for January 2023

#### **Attachments**

[01-2023 OPO.pdf](#)

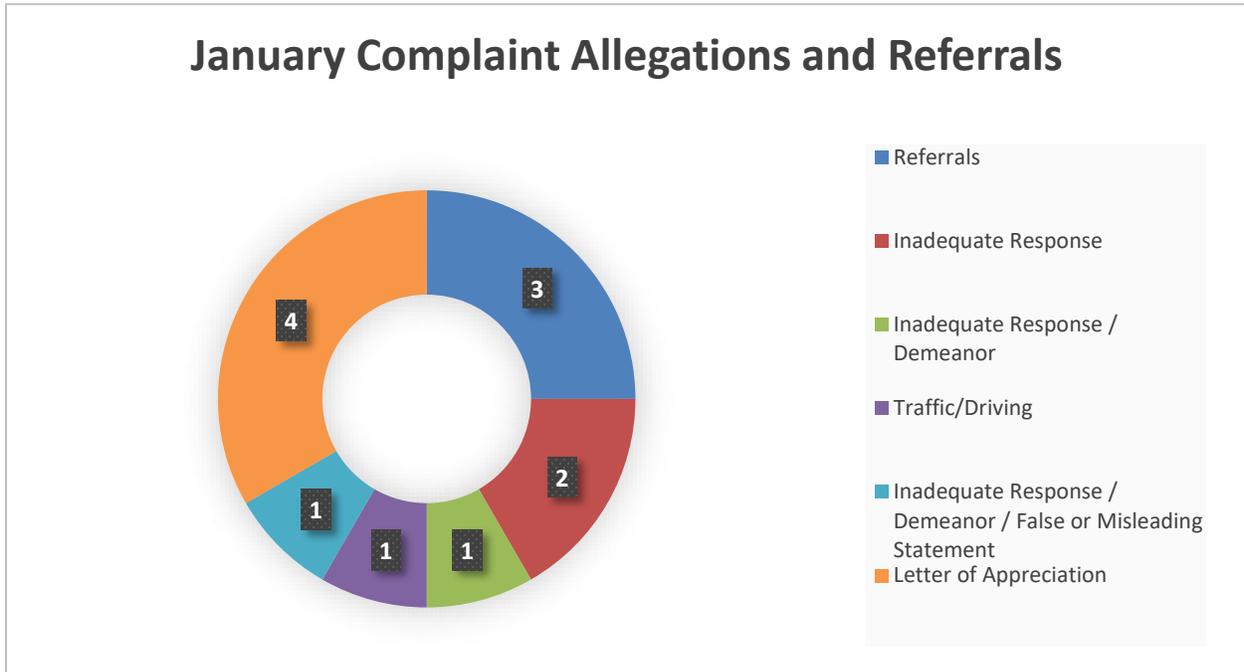


# Office of the Police Ombudsman

## Public Safety & Community Health Committee Report

Reporting Period: January 1 – 31, 2022

### Complaints/Referrals/Contacts

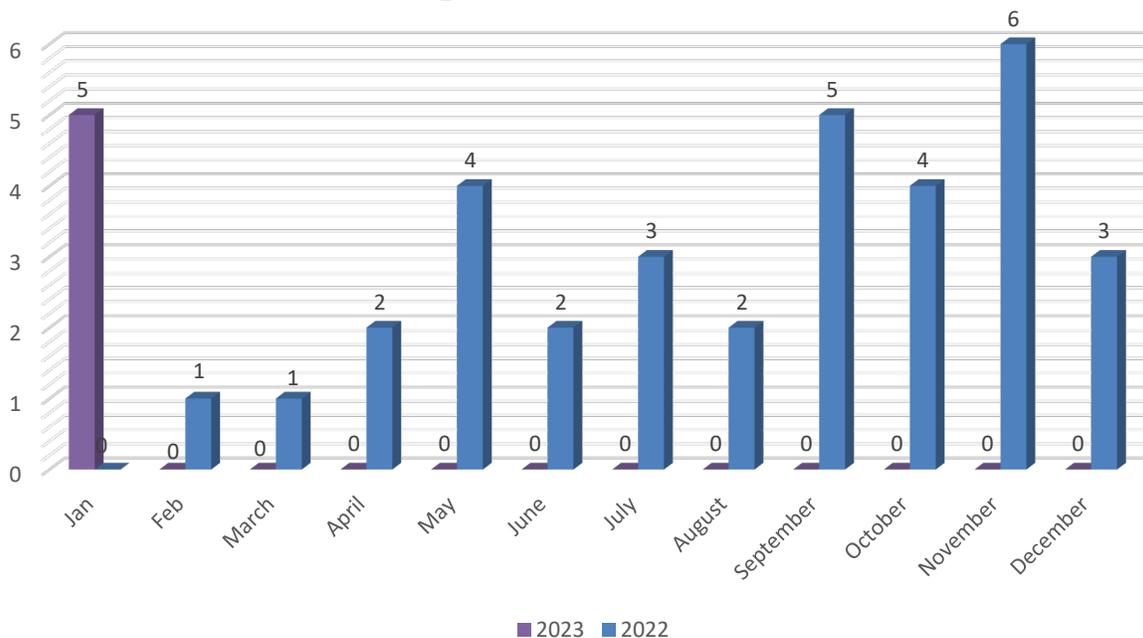


### Highlights:

In January, the Office of the Police Ombudsman (OPO) submitted 5 Complaints to Internal Affairs, 3 Referrals to various agencies and 4 Letters of Appreciation / Commendation. Highlights include:

- OPO 23-01: A community member had concerns that when they requested SPD assistance with their minor child, the officers who responded made inappropriate comments and did not provide assistance.
- OPO 23-02: A community member called SPD to report a protection order that was being violated. The community member alleges that the responding officers did not provide adequate assistance.
- OPO 23-03: A community member reported that an SPD officer was driving excessively fast in a construction zone on I-90 in Idaho with no Emergency lights.
- ER 23-01: A community member was concerned with the demeanor of a Deputy who pulled over their vehicle; Spokane County Sheriff’s Office
- IR 23-03: A community member requested assistance obtaining stolen vehicle information that was allegedly involved in a hit and run involving their vehicle; SPD IA

## Complaints 2022 vs. 2023

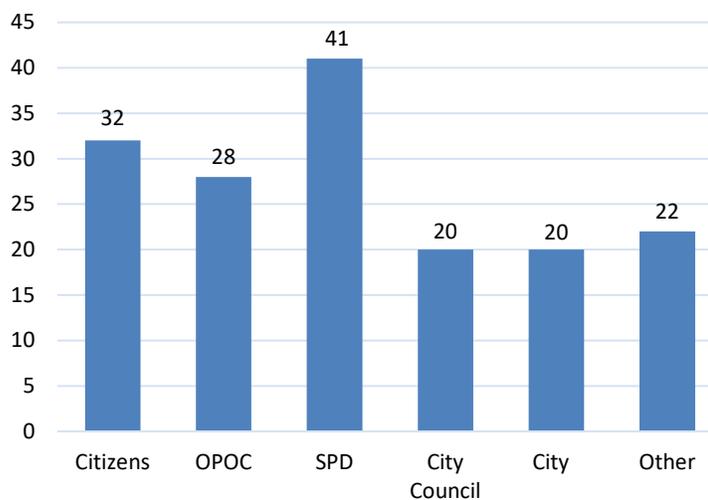


### Contacts/Oversight:

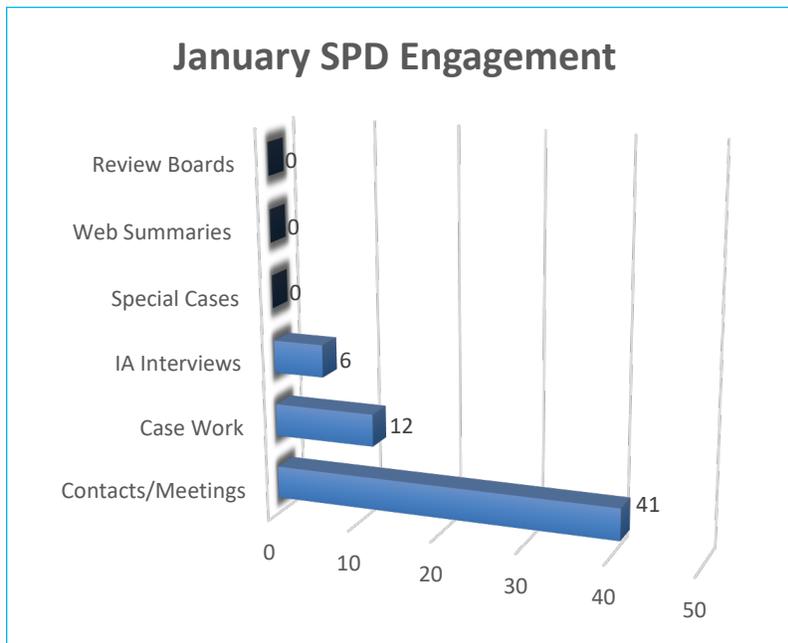
#### Contacts/Oversight

- 161 total contacts
- 6 OPO interviews were conducted
- 26 IA contacts
- 41 total SPD contacts

#### January Contacts



## Oversight Activities



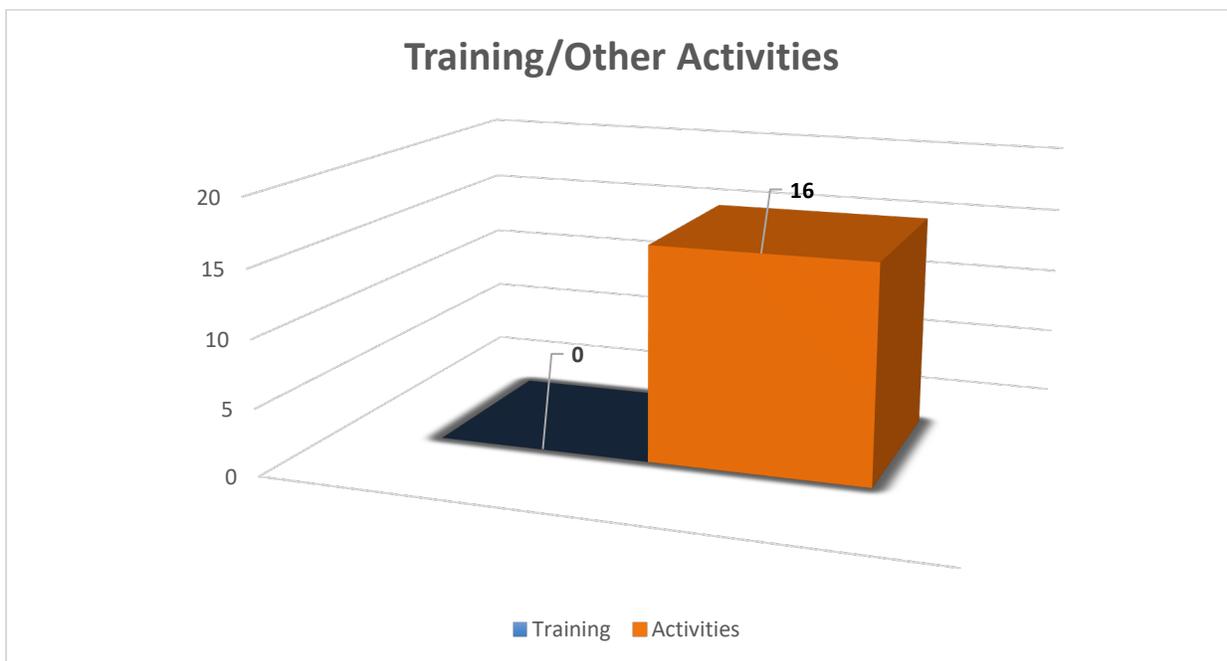
### Case Work

3 – Cases certified  
9 – Cases returned for further investigation

### Of Note

1 Case had over 50 hours of pertinent Body Worn Camera Footage associated with the police response

## Training/Other Activities



## **Highlights:**

- Community Meetings / Events – Panel of Community Leaders at the Community School
- Other Community Meetings – Leadership Spokane Meetings (2), Celebrate Recovery (4), Women’s Outreach Event, SCAR Meetings
- Oversight / Outreach – NACOLE Board / Staff Meeting, Other NACOLE Meetings (2), WSCJTC Sub-Committee Meeting, Facilitated Civilian Oversight Marin County, California Focus Group, Pierce County Meeting

## **Upcoming**

- OPO / OPOC Annual Report
- Employee Performance Appraisal Review
- WSCJTC Sub-Committee Meeting
- WSCJTC Committee Meeting
- OPOC Retreat

Office of the Police Ombudsman Commission Meeting:

Held virtually, the 3rd Tuesday of every month at 5:30pm

Agendas and meeting recordings can be found at:

<https://my.spokanecity.org/bcc/commissions/ombudsman-commission/>

## 3.3

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### 3.3 - Sit and Lie Monthly Update

*Napolitano, Angie*

| For Information

#### **Attachments**

[Sit and Lie February 2023.pdf](#)

|  | Ticket Date time      | NameDOB |        |
|--|-----------------------|---------|--------|
|  | 2/2/2023 9:02:00 AM   |         | Cite   |
|  | 2/3/2023 8:37:00 AM   |         | Cite   |
|  | 2/3/2023 8:40:00 AM   |         | cite   |
|  | 2/3/2023 9:39:00 AM   |         | Cite   |
|  | 2/4/2023 8:35:00 AM   |         | Cite   |
|  | 2/4/2023 11:33:00 AM  |         | Cite   |
|  | 2/5/2023 9:45:00 AM   |         | Cite   |
|  | 2/7/2023 11:29:00 AM  |         | Cite   |
|  | 2/8/2023 9:24:00 AM   |         | Cite   |
|  | 2/10/2023 1:59:00 PM  |         | Cite   |
|  | 2/11/2023 7:56:00 AM  |         | Cite   |
|  | 2/11/2023 8:21:00 AM  |         | Booked |
|  | 2/11/2023 8:28:00 AM  |         | Cite   |
|  | 2/11/2023 8:34:00 AM  |         | Cite   |
|  | 2/11/2023 8:35:00 AM  |         | Cite   |
|  | 2/11/2023 9:56:00 AM  |         | Cite   |
|  | 2/11/2023 10:27:00 AM |         | Cite   |
|  | 2/11/2023 10:27:00 AM |         | Cite   |
|  | 2/11/2023 11:49:00 AM |         | Cite   |
|  | 2/11/2023 2:41:00 PM  |         | Cite   |
|  | 2/11/2023 2:43:00 PM  |         | Cite   |
|  | 2/12/2023 8:38:00 AM  |         | Cite   |
|  | 2/12/2023 9:53:00 AM  |         | Cite   |
|  | 2/12/2023 9:56:00 AM  |         | Cite   |
|  | 2/12/2023 10:39:00 AM |         | Cite   |
|  | 2/12/2023 10:50:00 AM |         | Cite   |
|  | 2/12/2023 10:56:00 AM |         | Cite   |
|  | 2/12/2023 2:35:00 PM  |         | Cite   |
|  | 2/13/2023 11:21:00 AM |         | Cite   |
|  | 2/14/2023 8:31:00 AM  |         | Cite   |
|  | 2/15/2023 10:20:00 AM |         | Cite   |
|  | 2/15/2023 10:24:00 AM |         | Cite   |
|  | 2/17/2023 8:20:00 AM  |         | Cite   |
|  | 2/17/2023 8:23:00 AM  |         | Cite   |
|  | 2/17/2023 8:31:00 AM  |         | Cite   |
|  | 2/17/2023 8:35:00 AM  |         | Cite   |
|  | 2/20/2023 8:31:00 AM  |         | Cite   |
|  | 2/20/2023 8:33:00 AM  |         | Cite   |
|  | 2/20/2023 8:37:00 AM  |         | Cite   |
|  | 2/20/2023 8:58:00 AM  |         | Cite   |
|  | 2/20/2023 11:29:00 AM |         | Cite   |
|  | 2/20/2023 1:15:00 PM  |         | Cite   |
|  | 2/20/2023 2:04:00 PM  |         | Cite   |
|  | 2/20/2023 2:08:00 PM  |         | Cite   |

## 3.4

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### 3.4 - Strategic Initiatives Monthly Update

*Napolitano, Angie*

| For Information

#### **Attachments**

[2023 March Report.pdf](#)



**SPOKANE POLICE DEPARTMENT**  
**CHIEF OF POLICE**  
**CRAIG N. MEIDL**

**Strategic Initiatives**  
**March 2023 Report**



**Public Safety and Community Health Committee Briefing**  
**March 6, 2023**



**Excerpts of Commendations**  
**(Personal Identifying Information has been removed)**

I wanted to commend your team for the assistance that they provided to our staff on Saturday morning. We have a very volatile patient, and he was escalating Saturday morning. Our team did a great job of attempting to de-escalate, but the patient was not agreeable to all of the things that needed to be done to ensure his safety and that of our other patients and staff. Realizing that we were going to need to go hands on, our charge requested that police come and act as a standby just in case the patient overpowered our staff. Several of your officers arrived and worked very collaboratively with our staff to get the patient cared for in the safest, most effective manner possible given the circumstances. Our staff could not say enough nice things about the assistance that we received, and about the manner in which your staff stood by to help, should there been a need to do so. This kind of collaboration relationship is exactly what we are working to develop with the police, EMS, and the other mental health agencies in the area, in an effort to provide the best care we can for this group of patients. Please express our thanks to your team for the effort they put forth to help out or staff over the weekend.

This evening, two of your Officers were on a call at for a woman who was found on the ground by a neighbor and was unable to be revived. I arrived on the scene with the woman's sister and was warmly and respectfully approached by Chaplain Amy and **Officer [Neil] Higgins**. We were later joined by **Officer Adam Anderson** as well. In such a tragic and emotional moment, these three compassionate individuals showed us grace and sympathy in ways I cannot put on paper. Each of these Officers went above and beyond their expected duty. Their calm and empathetic demeanor kept emotions and people from escalating, and they were assuring through every step, making sure to be considerate and protective of the woman's family and friends so as not to cause further trauma. They made sure to be as respectful as possible of the woman as her body lay on the ground, giving her one last act of dignity by covering her up and standing over her until the Medical Examiner arrived. What they did tonight cannot be measured for the peace and reassurance it gave us was priceless. Our community is so much better with Officers such as them, I cannot say thank you enough for all they did tonight. Please let them know that their kindness and respect will not be forgotten, I commend their actions and am proud to know it is these Officers and their Colleagues out in our communities making a difference. My sincere gratitude and respect for all of the Spokane Police Officers, you are so appreciated.

**Officer [Tim] Schwering**, I am writing to give you a huge thank you on behalf of the Emerson-Garfield neighborhood. Those of us that live in close proximity to the Lloyd building have noticed a reduction in overall crime, property theft, and disorderly conduct. We know that you have been a huge advocate for our neighborhood and we would just like to recognize you for your work and efforts. Thank you so much for your care and efforts to make this neighborhood a better and safer community for us all! On behalf of ourselves and our neighbors, thank you!!



**January 1 through January 31, 2023, Commendations and Complaints**

**Commendations Received:    Total: 18**

**Complaints Received:        Total: 9 (9 from community)**

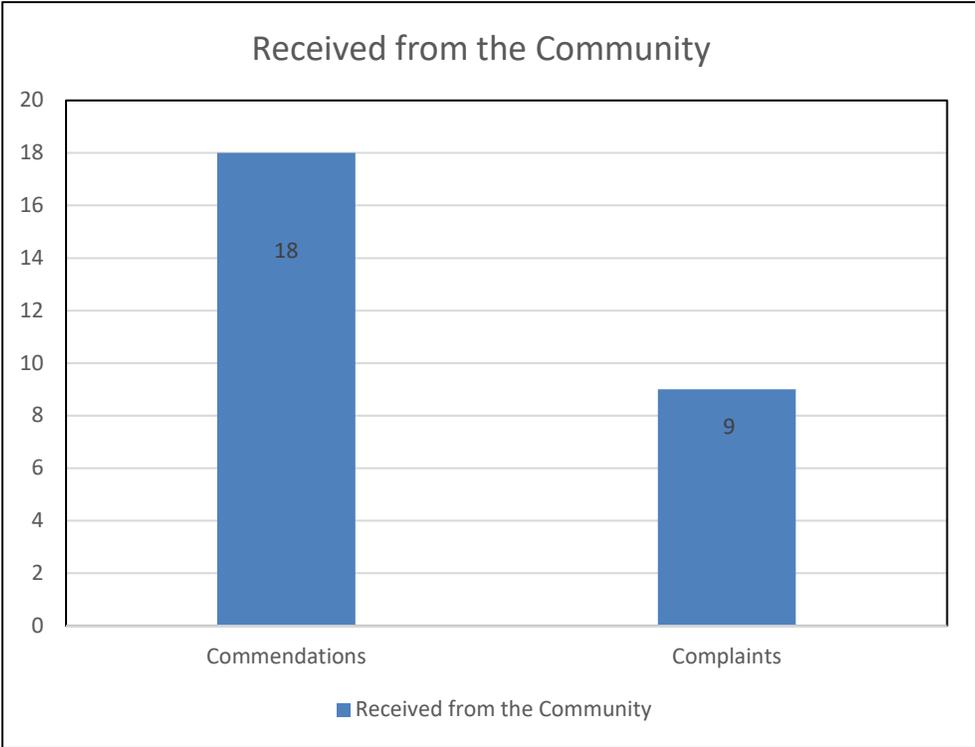
**Closed Out as Inquiries: 0 (As of January 31, 2023)**

*An inquiry is an initial complaint about employee conduct which, even if true, would not qualify as a personnel complaint and may be handled informally by a department supervisor and shall not be considered complaints.*

**Source of Complaints—January 1 through January 31, 2023**

|  |                 |
|--|-----------------|
| Received by the Office of Police Ombudsman | <b>Total: 5</b> |
| Received by the Spokane Police Department  | <b>Total: 4</b> |
| Internally Generated by the SPD            | <b>Total: 0</b> |
| Generated by the Community                 | <b>Total: 9</b> |

The department consistently receives more commendations from the community than complaints. In 2023, SPD received double the number of commendations compared to complaints.



## Use of Force Update

### Deadly Force Incidents (Officer-Involved Shootings)

From January 1- January 31, 2023, there were no deadly force incidents. From January 1- December 31, 2022, there were five deadly force incidents.

#### **Incident 2022-20012711 (Pending Administrative Investigation)**

Incident 2022-20012711 took place on January 24, 2022, in the area of 2400 E. Desmet. The Spokane Independent Investigative Response (SIIR) completed the criminal investigation. The Spokane County Prosecutor's Office completed their review and found the shooting to be justified. The case is with Internal Affairs for the administrative investigation.

#### **Incident 2022-20134271 (Pending Criminal Investigation)**

2022-20134271 took place on August 3, 2022, in the area of 2<sup>nd</sup> and Sheridan. The Spokane Independent Investigative Response (SIIR) is conducting the criminal investigation.

#### **Incident 2022-20156670 (Pending Criminal Investigation)**

2022-20156670 took place on September 4, 2022, in the area of 2900 E. Wabash Avenue. The Spokane Independent Investigative Response (SIIR) is conducting the criminal investigation.

#### **Incident 2022-20184192 (Pending Criminal Investigation)**

2022-20184192 took place on October 16, 2022, in the area of 100 S Cedar. The Spokane Independent Investigative Response (SIIR) is conducting the criminal investigation.

#### **Incident 2022-20214924 (Pending Criminal Investigation)**

2022-20214924 took place on December 4, 2022, in the area of Morton and Illinois. The Spokane Independent Investigative Response (SIIR) is conducting the criminal investigation.

## Items of Interest – Hiring and Recruiting

### SPD Recruiting Cadre

Below, Recruiters out in the community: Officer Jacquelyn Valencia, Officer Tuan Nguyen, Reserve Officer Mat Allen, Officer Chris Lesser, Officer Marvin Cunningham



## Noteworthy Arrests

### SPD Arrests Four Suspects in Drive-by Shooting Homicide within 24 Hours

SPD officers identified and removed four violent suspects - who posed a great risk to the community - from the streets and did so within a 24-hour period of the shooting of three people.

On February 8, 2023, just before 8:30PM, SPD received multiple calls from the 1700 block of E 7th Ave regarding a shooting. Officers arrived and located one victim who was deceased, and two victims who were wounded. Officers provided first aid prior to the surviving victims being transported to a local hospital for treatment.

On February 9, 2023, members of SPD's Major Crimes Unit (MCU), Stolen Property Enforcement and Recovery (SPEAR) Unit, Special Investigative Unit (SIU), the Violent Crimes Task Force (VCTF), SWAT, Hostage Negotiation Team (HNT), Drone, and Tactical Operations deployed to apprehend four people believed to be involved in the triple shooting.

SPD had asked for the public's assistance in locating a vehicle that was possibly involved in the incident. An observant citizen called in a tip and the victim's stolen Honda Odyssey was located in the Spokane Valley. During the deployment, officers tracked the vehicle, which was driven by one of the suspects. As officers approached, the suspect abandoned the vehicle and fled on foot. After a brief attempt to escape, he was apprehended without incident.

Later in the day, officers located two more suspects at a house in the 700 block of E. Wellesley and with assistance from SWAT, apprehended the male and female without incident as well. The final suspect was located at a motel in the 7000 block of E. Trent. SWAT members observed the suspect, approached him, and announced commands to surrender. The suspect ignored the commands and fled towards a motel room. SWAT members attempted to control the suspect who fought violently with officers, including pulling a gun from his pocket. SWAT managed to control the suspect utilizing less lethal apprehension tools. One officer suffered a minor injury during the apprehension.

The following individuals were arrested and charged with 1 count of 1st Degree Murder and 2 counts of 1st Degree Assault: Hagen F. Charbonneau (18) – apprehended with the vehicle, Gavin M. McGregor (21) and Sapphire B. Jesfersen (20) –apprehended at the Wellesley location, and a 16-year-old juvenile located at the motel. The juvenile was also charged with 1st Degree Robbery. McGregor has one prior felony conviction for 2nd Degree Robbery.

### Suspect with Violent History Arrested for Downtown Assault

On January 27, 2023, just before 9 AM, an adult female was walking near Main and Stevens in Downtown Spokane. The woman was accosted by a male suspect who reportedly made a vulgar sexual comment before abruptly assaulting the victim. The suspect knocked the victim to the ground and struck her repeatedly. Several bystanders heard the assault and quickly came to the victim's aid, apparently interrupting the incident and causing the suspect to flee. The victim sustained serious, but non-life-threatening injuries.



Responding SPD officers began collecting evidence, interviewing witnesses, and searching for the suspect. About an hour later, SPD officers located the suspect near the Monroe Street Bridge. The suspect, later identified as 28-year-old Avondre Graham, was detained. During the detention process, Graham behaved violently; he attempted to kick and headbutt officers, and at one point reached for an officer's firearm while stating that he would take the gun and kill the officer with it. He also attempted to spit on an officer.

Numerous pieces of evidence linked Graham to the seemingly unprovoked assault, and he was booked into Spokane County Jail. Graham is a two-time convicted felon. In 2013 he pled guilty to Murder 2nd Degree after stabbing a woman to death. Graham's criminal history also includes a robbery conviction stemming from a separate attack of a woman which occurred after the murder.

He was booked into Spokane County Jail and is being held on charges that include Assault 2nd Degree (substantial bodily harm -sexual motivation) and resisting arrest. He also faces charges for an unrelated investigation. Additional charges are possible.



## Downtown Sector Update

### Foot Patrols

Since the new staffing configuration took place, there are more officers in the Downtown sector. Downtown has deployed at least two officers on foot patrol daily from 0800-1200.

### Drug Enforcement Emphasis

On Friday January 27, 2023, Team D2, with the assistance of SPD Special Investigative Unit (SIU), Violent Crimes Task Force (VCTF), and SWAT, conducted a drug enforcement emphasis in Downtown Spokane.

During the four-hour emphasis between 7-11 (Division / 2nd) and the STA Plaza, five people were arrested and booked into the Spokane County Jail on charges related to delivery of controlled substances. Officers seized drugs including fentanyl pills and methamphetamine as well as cash and one vehicle.

A sixth suspect with probable cause to arrest from the day before was located by Officers Brad Moon and Casey Jones the following morning, and he was arrested and booked. Drug evidence was collected, and his vehicle was towed pending a search warrant.

## Crime Prevention

- The Downtown Precinct focused on the area around 7/11 in February 2023. Officers provided high visibility crime suppression with the focus on the reduction of ALL crime and calls for service in the one block area around to improve the conditions.
- In January, Downtown focused on Short – 2nd/Pine – Division. Officers continued to see high calls for service in the area, and officer-involved activities increased. Part I crimes were reduced during January, starting at five during January 4-17, 2023. There was only one Part I crime between January 18-30, 2023.
- Lieutenant Waters spoke to businesses about Crime Prevention Through Environmental Design (CPTED) improvements to properties, including increased signage, better lighting, tree removal, and security CCTV.
- Downtown officers also focused on vehicle prowling. From January 4-17, 2023, there were 48 vehicle prowling incidents. From January 18-23, there were 23.

## Behavioral Health Unit

The Regional Behavioral Health Unit is comprised of Spokane Police officers, Spokane County Sheriff's Office deputies, and clinicians from Frontier Behavioral Health. The unit responds to calls for service with people in crisis, allowing patrol officers to take other calls while BHU members de-escalate the crisis calls for service and assist individuals.

In January 2023, the BHU reported that they responded to 671 calls for service. 79% of their contacts resulted in an outcome other than the hospital or jail. 0.07% were arrested. 15.7% of contacts were emergently detained. No force was used beyond handcuffing. They provided follow up to 106 individuals.

### BHU Officer Receives Award



Officer Richie Plunkett was the recipient of the West Spokane Wellness Partnership Community Champion Award. The community member who nominated him wrote that "Officer Plunkett works for the mental health department for police. He is friendly and nice. He treats me how I would want to be treated. He had talked to me about programs with addiction or to talk to a therapist. He talks with everyone and believes in helping. I got into a shelter and got help with addiction because he worked with me." The nomination also said, "He is very big but very nice," and that is certainly the case with Officer Plunkett.

This program is funded by a Washington State grant and gives BHU members opportunities to provide follow-up to assist individuals. BHU teams worked with a U.S. Army veteran suffering from PTSD and Substance Use Disorder (alcohol). This individual made a habit of repeatedly calling 911 when intoxicated. At one point, the individual made 69 calls to 911 in one 72-hour period. Patrol officers arrested and booked the subject into jail for abusing the 911 system.

In the aftermath of the arrest, BHU members, especially one deputy on our team, continued to contact this veteran and encourage long-term solutions. The BHU staff were persistent and communicated with VA hospital staff and drove the individual to a peer support establishment within the community. This organization provides peer to peer meetings, job training, and social outlets four days a week. At the beginning of January, the client flew down to a VA recovery/treatment facility for inpatient treatment. BHU members were very glad to see the individual receive treatment.

### Memorial Sign Dedication



Thank you to Spokane County Fallen Officers Memorial Project for a touching memorial sign dedication at the Spokane Police Academy. Family members of Police Officer John Henry Miller were present as he was remembered more than 80 years after his death. Officer Miller served with SPD for 10 years and was attending FBI Investigations School when he was accidentally shot by another attendee while practicing quick draws with their weapons. The memorial sign is located by the firing range as a reminder of the importance of firearm safety.

At Left: Grandson Jeff Upham, SPD Chaplain Denny Klamath, Nancy Upham, and their brother-in-law Duane Bordwell at Officer Miller's gravesite, following the Memorial sign dedication.

### Outreach Update

#### Crime Prevention through Environmental Design (CPTED) Assessments for SPD Partners

Community Outreach Officer Micah Prim recently completed CPTED Assessments for Northeast Youth Center, West Central Community Center, and Thrive International.

CPTED is a proactive crime-fighting technique. Assessments explore access control, surveillance, territorial reinforcement, and lighting. Officers look at fencing, landscaping, lighting, entrances/exits, alarms, and cameras. Officers often make recommendations for adding No Trespassing signs or signage alerting potential suspects of video monitoring. There are usually many opportunities to add LED light fixtures. The CPTED process also includes meeting with agency staff and discussing safety issues.

Leadership Spokane Class

Spokane Police Academy and Community Outreach held training for Leadership Spokane. Members of the class were shown how Spokane officers go through training. Students were introduced to Defensive Tactics, K9, and VIRTRA.

16 Cents Furniture Stores Teddy Bear Drive

16 Cents Stores donated 100 Teddy bears to the Spokane Police Department. Every time they sold a mattress, the store donated a Teddy Bear. Patrol officers will give out these Teddy Bears when they come across children in a traumatic event.



**SPD Volunteers**

Recently, volunteers gave a safety talk to a Senior Living facility, and stopped by Larry’s Barbershop in the East Central neighborhood.



These Reserve Officers also attended the PACERS Special Olympics practice, along with other SPD staff.



## 3.5

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### 3.5 - Traffic Citation Report

*Meidl, Craig*

Number of Citations relating to traffic stops.

| For Information

#### **Attachments**

[Sector Tickets in LERMS.docx](#)

[Traffic Ticket supporting data.xlsx](#)

[Traffic Ticket supporting data 2002.xlsx](#)

**Sector Tickets in LERMS: 01/01/2022 – 2/28/2022**

223 Number of Criminal Traffic  
810 Number of Infraction Traffic  
**1033 Total Tickets**

267 Number of Charges on Criminal Traffic  
1067 Number of Charges on Infraction Traffic  
**1334 Total Charges on Tickets**

**Sector Tickets in LERMS: 01/01/2023 – 2/28/2023**

254 Number of Criminal Traffic  
771 Number of Infraction Traffic  
**1025 Total Tickets**

313 Number of Charges on Criminal Traffic  
1038 Number of Charges on Infraction Traffic  
**1351 Total Charges on Tickets**

| TicketDatetime | TicketNumber | TicketType       | Statute       |
|----------------|--------------|------------------|---------------|
| 1/1/23 15:32   | 3A0034768    | Criminal Traffic | 46.20.342.1C  |
| 1/2/23 15:34   | 3A0011954    | Criminal Traffic | 46.20.342.1C  |
| 1/2/23 17:21   | 3A0065822    | Criminal Traffic | 46.20.342.1C  |
| 1/2/23 17:41   | 3A0011955    | Criminal Traffic | 46.61.502     |
| 1/2/23 21:36   | 3A0071170    | Criminal Traffic | 46.12.650.7   |
| 1/3/23 9:44    | 3A0083207    | Criminal Traffic | 46.20.005     |
| 1/3/23 14:38   | 3A0060751    | Criminal Traffic | 46.20.005     |
| 1/3/23 14:38   | 3A0060751    | Criminal Traffic | 46.52.010.1   |
| 1/3/23 15:53   | 3A0011957    | Criminal Traffic | 46.20.342.1C  |
| 1/3/23 16:47   | 3A0011959    | Criminal Traffic | 46.61.502     |
| 1/3/23 17:42   | 3A0040485    | Criminal Traffic | 46.20.342.1C  |
| 1/3/23 20:25   | 3A0036909    | Criminal Traffic | 46.20.342.1C  |
| 1/4/23 12:45   | 3A0059804    | Criminal Traffic | 46.52.020     |
| 1/4/23 15:25   | 3A0016309    | Criminal Traffic | 46.20.740     |
| 1/4/23 22:12   | 3A0123718    | Criminal Traffic | 46.52.020     |
| 1/5/23 1:10    | 3A0106921    | Criminal Traffic | 46.61.502     |
| 1/5/23 9:15    | 3A0110201    | Criminal Traffic | 46.20.342.1C  |
| 1/5/23 12:21   | 3A0085945    | Criminal Traffic | 46.20.342.1C  |
| 1/5/23 13:49   | 3A0111898    | Criminal Traffic | 46.16A.320.3A |
| 1/5/23 14:12   | 3A0059603    | Criminal Traffic | 46.20.342.1C  |
| 1/5/23 19:09   | 3A0111899    | Criminal Traffic | 46.61.500     |
| 1/5/23 19:09   | 3A0111899    | Criminal Traffic | 46.61.502     |
| 1/6/23 16:47   | 3A0111901    | Criminal Traffic | 46.20.342.1B  |
| 1/6/23 16:47   | 3A0111901    | Criminal Traffic | 46.61.502     |
| 1/6/23 16:51   | 3A0102079    | Criminal Traffic | 46.61.502     |
| 1/7/23 1:35    | 3A0039421    | Criminal Traffic | 46.20.740     |
| 1/7/23 3:22    | 3A0125048    | Criminal Traffic | 46.61.504     |
| 1/7/23 13:22   | 3A0031443    | Criminal Traffic | 46.20.342.1C  |
| 1/7/23 17:43   | 3A0014944    | Criminal Traffic | 46.20.342.1C  |
| 1/7/23 19:58   | 3A0017752    | Criminal Traffic | 46.52.010.1   |
| 1/8/23 14:29   | 3A0103421    | Criminal Traffic | 46.20.005     |
| 1/8/23 20:54   | 3A0103423    | Criminal Traffic | 46.20.342.1C  |
| 1/8/23 22:38   | 3A0026266    | Criminal Traffic | 46.61.502     |
| 1/9/23 1:15    | 3A0133657    | Criminal Traffic | 46.20.342.1A  |
| 1/9/23 1:15    | 3A0133657    | Criminal Traffic | 46.20.740     |
| 1/9/23 1:31    | 3A0036911    | Criminal Traffic | 46.20.342.1C  |
| 1/9/23 14:41   | 3A0085947    | Criminal Traffic | 46.20.342.1C  |
| 1/9/23 16:11   | 3A0041450    | Criminal Traffic | 46.20.005     |
| 1/9/23 19:48   | 3A0103425    | Criminal Traffic | 46.20.342.1B  |
| 1/9/23 21:36   | 3A0026269    | Criminal Traffic | 46.61.500     |
| 1/9/23 21:36   | 3A0026269    | Criminal Traffic | 46.61.502     |
| 1/9/23 23:37   | 3A0123717    | Criminal Traffic | 46.20.342.1C  |
| 1/10/23 9:45   | 3A0085949    | Criminal Traffic | 46.20.005     |
| 1/10/23 19:34  | 3A0011961    | Criminal Traffic | 46.61.502     |
| 1/10/23 21:18  | 3A0125049    | Criminal Traffic | 46.61.502     |
| 1/10/23 22:11  | 3A0011963    | Criminal Traffic | 46.20.005     |

|               |           |                  |              |
|---------------|-----------|------------------|--------------|
| 1/10/23 22:25 | 3A0049329 | Criminal Traffic | 46.20.342.1C |
| 1/11/23 4:51  | 3A0036914 | Criminal Traffic | 46.20.342.1C |
| 1/11/23 4:51  | 3A0036914 | Criminal Traffic | 46.20.740    |
| 1/11/23 15:15 | 3A0029322 | Criminal Traffic | 46.20.740    |
| 1/11/23 15:15 | 3A0029322 | Criminal Traffic | 46.61.502    |
| 1/11/23 16:55 | 3A0064617 | Criminal Traffic | 46.20.342.1C |
| 1/11/23 16:55 | 3A0064617 | Criminal Traffic | 46.52.020    |
| 1/11/23 21:02 | 3A0108615 | Criminal Traffic | 46.52.020    |
| 1/11/23 21:04 | 3A0018346 | Criminal Traffic | 46.20.740    |
| 1/11/23 21:04 | 3A0018346 | Criminal Traffic | 46.61.502    |
| 1/11/23 23:52 | 3A0123719 | Criminal Traffic | 46.20.342.1C |
| 1/12/23 0:31  | 3A0106923 | Criminal Traffic | 46.16A.320.6 |
| 1/12/23 2:30  | 3A0123721 | Criminal Traffic | 46.12.650.7  |
| 1/12/23 15:00 | 3A0013794 | Criminal Traffic | 46.12.650.7  |
| 1/12/23 22:11 | 3A0123722 | Criminal Traffic | 46.20.342.1C |
| 1/12/23 23:45 | 3A0150447 | Criminal Traffic | 46.20.342.1C |
| 1/13/23 2:52  | 3A0123723 | Criminal Traffic | 46.20.342.1A |
| 1/13/23 9:28  | 3A0059814 | Criminal Traffic | 46.12.650.7  |
| 1/13/23 9:28  | 3A0059814 | Criminal Traffic | 46.20.342.1C |
| 1/14/23 0:38  | 3A0133658 | Criminal Traffic | 46.20.342.1C |
| 1/14/23 5:16  | 3A0130253 | Criminal Traffic | 46.20.005    |
| 1/14/23 11:12 | 3A0020061 | Criminal Traffic | 46.20.342.1C |
| 1/14/23 20:57 | 3A0104671 | Criminal Traffic | 46.52.010.1  |
| 1/14/23 20:57 | 3A0104671 | Criminal Traffic | 46.61.502    |
| 1/15/23 17:04 | 3A0011966 | Criminal Traffic | 46.61.502    |
| 1/16/23 0:40  | 3A0099658 | Criminal Traffic | 46.20.005    |
| 1/16/23 7:45  | 3A0131335 | Criminal Traffic | 46.20.342.1A |
| 1/16/23 10:16 | 3A0034992 | Criminal Traffic | 46.12.650.7  |
| 1/16/23 10:16 | 3A0034992 | Criminal Traffic | 46.20.342.1B |
| 1/16/23 20:08 | 3A0099362 | Criminal Traffic | 46.20.342.1C |
| 1/16/23 21:04 | 3A0156112 | Criminal Traffic | 46.12.650.7  |
| 1/16/23 21:04 | 3A0156112 | Criminal Traffic | 46.20.342.1C |
| 1/16/23 22:32 | 3A0036915 | Criminal Traffic | 46.12.650.7  |
| 1/17/23 5:04  | 3A0033336 | Criminal Traffic | 46.20.005    |
| 1/17/23 7:20  | 3A0135265 | Criminal Traffic | 46.20.342.1A |
| 1/17/23 20:48 | 3A0163852 | Criminal Traffic | 46.20.005    |
| 1/18/23 15:21 | 3A0121314 | Criminal Traffic | 46.20.342.1C |
| 1/18/23 15:44 | 3A0026277 | Criminal Traffic | 46.20.342.1C |
| 1/18/23 21:01 | 3A0116901 | Criminal Traffic | 46.61.502    |
| 1/18/23 21:50 | 3A0036916 | Criminal Traffic | 46.61.502    |
| 1/18/23 21:56 | 3A0166617 | Criminal Traffic | 46.20.005    |
| 1/18/23 22:49 | 3A0099662 | Criminal Traffic | 46.20.005    |
| 1/18/23 23:40 | 3A0036917 | Criminal Traffic | 46.20.342.1C |
| 1/18/23 23:40 | 3A0036917 | Criminal Traffic | 46.61.500    |
| 1/18/23 23:40 | 3A0036917 | Criminal Traffic | 46.61.502    |
| 1/19/23 6:04  | 3A0039427 | Criminal Traffic | 46.61.502    |
| 1/19/23 9:51  | 3A0058545 | Criminal Traffic | 46.20.740    |

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| 1/19/23 15:26 | 3A0148261 | Criminal Traffic | 46.20.342.1C  |
| 1/19/23 21:38 | 3A0014230 | Criminal Traffic | 46.20.342.1C  |
| 1/20/23 2:47  | 3A0036922 | Criminal Traffic | 46.12.650.7   |
| 1/20/23 17:11 | 3A0069336 | Criminal Traffic | 46.20.342.1C  |
| 1/20/23 17:11 | 3A0069336 | Criminal Traffic | 46.20.740     |
| 1/20/23 17:11 | 3A0069336 | Criminal Traffic | 46.61.502     |
| 1/20/23 18:16 | 3A0152701 | Criminal Traffic | 46.20.342.1C  |
| 1/20/23 22:52 | 3A0150448 | Criminal Traffic | 46.61.502     |
| 1/21/23 0:58  | 3A0069337 | Criminal Traffic | 46.61.502     |
| 1/21/23 3:17  | 3A0166619 | Criminal Traffic | 46.61.502     |
| 1/21/23 3:37  | 3A0153709 | Criminal Traffic | 46.52.010.2.C |
| 1/21/23 3:37  | 3A0153709 | Criminal Traffic | 46.61.502     |
| 1/21/23 12:40 | 3A0071176 | Criminal Traffic | 46.12.650.7   |
| 1/21/23 12:40 | 3A0071176 | Criminal Traffic | 46.20.005     |
| 1/21/23 12:45 | 3A0054460 | Criminal Traffic | 46.20.342.1A  |
| 1/22/23 0:52  | 3A0130255 | Criminal Traffic | 46.61.502     |
| 1/22/23 1:49  | 3A0111904 | Criminal Traffic | 46.61.504     |
| 1/22/23 1:53  | 3A0123729 | Criminal Traffic | 46.61.502     |
| 1/22/23 2:17  | 3A0049333 | Criminal Traffic | 46.61.502     |
| 1/22/23 17:03 | 3A0175290 | Criminal Traffic | 46.61.502     |
| 1/22/23 21:50 | 3A0031449 | Criminal Traffic | 46.20.005     |
| 1/23/23 8:56  | 3A0162255 | Criminal Traffic | 46.20.005     |
| 1/23/23 10:16 | 3A0125284 | Criminal Traffic | 46.20.342.1C  |
| 1/23/23 12:32 | 3A0029328 | Criminal Traffic | 46.61.685.1   |
| 1/23/23 14:49 | 3A0152703 | Criminal Traffic | 46.20.005     |
| 1/23/23 16:29 | 3A0125285 | Criminal Traffic | 46.20.342.1C  |
| 1/23/23 17:30 | 3A0037409 | Criminal Traffic | 46.52.020     |
| 1/23/23 17:30 | 3A0037409 | Criminal Traffic | 46.61.502     |
| 1/23/23 20:00 | 3A0099364 | Criminal Traffic | 46.20.005     |
| 1/24/23 1:16  | 3A0071498 | Criminal Traffic | 46.20.740     |
| 1/24/23 1:16  | 3A0071498 | Criminal Traffic | 46.61.502     |
| 1/24/23 14:15 | 3A0170519 | Criminal Traffic | 46.20.342.1C  |
| 1/24/23 14:55 | 3A0031451 | Criminal Traffic | 46.20.342.1A  |
| 1/24/23 14:55 | 3A0031451 | Criminal Traffic | 46.20.740     |
| 1/24/23 21:40 | 3A0028015 | Criminal Traffic | 46.20.342.1C  |
| 1/24/23 23:32 | 3A0099367 | Criminal Traffic | 46.12.650.7   |
| 1/25/23 21:34 | 3A0162301 | Criminal Traffic | 46.12.650.7   |
| 1/26/23 0:40  | 3A0163854 | Criminal Traffic | 46.20.342.1C  |
| 1/26/23 19:01 | 3A0030153 | Criminal Traffic | 46.20.342.1C  |
| 1/26/23 19:23 | 3A0034994 | Criminal Traffic | 46.61.502     |
| 1/26/23 22:01 | 3A0071178 | Criminal Traffic | 46.12.650.7   |
| 1/27/23 1:48  | 3A0099368 | Criminal Traffic | 46.20.342.1C  |
| 1/27/23 1:48  | 3A0099368 | Criminal Traffic | 46.20.740     |
| 1/27/23 9:21  | 3A0125350 | Criminal Traffic | 46.20.342.1C  |
| 1/27/23 10:18 | 3A0187380 | Criminal Traffic | 46.20.342.1C  |
| 1/27/23 15:16 | 3A0079016 | Criminal Traffic | 46.20.342.1B  |
| 1/27/23 15:21 | 3A0044515 | Criminal Traffic | 46.20.342.1C  |

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| 1/27/23 17:01 | 3A0111905 | Criminal Traffic | 46.61.502    |
| 1/27/23 17:10 | 3A0175416 | Criminal Traffic | 46.20.005    |
| 1/27/23 17:58 | 3A0162303 | Criminal Traffic | 46.20.342.1C |
| 1/27/23 18:52 | 3A0133662 | Criminal Traffic | 46.20.342.1C |
| 1/27/23 23:31 | 3A0166227 | Criminal Traffic | 46.20.005    |
| 1/28/23 0:24  | 3A0111906 | Criminal Traffic | 46.61.502    |
| 1/28/23 2:50  | 3A0028018 | Criminal Traffic | 46.61.500    |
| 1/28/23 2:50  | 3A0028018 | Criminal Traffic | 46.61.502    |
| 1/28/23 3:28  | 3A0071574 | Criminal Traffic | 46.61.502    |
| 1/28/23 16:55 | 3A0134170 | Criminal Traffic | 46.61.502    |
| 1/29/23 7:20  | 3A0131337 | Criminal Traffic | 46.20.342.1C |
| 1/29/23 7:20  | 3A0131337 | Criminal Traffic | 46.20.740    |
| 1/29/23 8:43  | 3A0085976 | Criminal Traffic | 46.20.342.1C |
| 1/29/23 16:00 | 3A0121318 | Criminal Traffic | 46.20.342.1C |
| 1/29/23 16:00 | 3A0121318 | Criminal Traffic | 46.52.020    |
| 1/29/23 16:00 | 3A0121318 | Criminal Traffic | 46.61.500    |
| 1/29/23 16:00 | 3A0121318 | Criminal Traffic | 46.61.502    |
| 1/30/23 4:02  | 3A0063451 | Criminal Traffic | 46.20.342.1B |
| 1/30/23 14:28 | 3A0028920 | Criminal Traffic | 46.12.650.7  |
| 1/30/23 14:28 | 3A0028920 | Criminal Traffic | 46.20.342.1C |
| 1/31/23 11:53 | 3A0110217 | Criminal Traffic | 46.20.342.1C |
| 1/31/23 11:53 | 3A0110217 | Criminal Traffic | 46.20.740    |
| 1/31/23 12:53 | 3A0040501 | Criminal Traffic | 46.20.005    |
| 1/31/23 12:53 | 3A0040501 | Criminal Traffic | 46.20.342.1C |
| 1/31/23 12:53 | 3A0040501 | Criminal Traffic | 46.20.740    |
| 1/31/23 17:17 | 3A0059631 | Criminal Traffic | 46.61.502    |
| 1/31/23 20:13 | 3A0196861 | Criminal Traffic | 46.20.342.1C |
| 2/1/23 10:38  | 3A0170524 | Criminal Traffic | 46.20.342.1C |
| 2/1/23 16:26  | 3A0034773 | Criminal Traffic | 46.20.005    |
| 2/1/23 18:16  | 3A0111907 | Criminal Traffic | 46.61.504    |
| 2/2/23 0:31   | 3A0038047 | Criminal Traffic | 46.20.342.1C |
| 2/2/23 3:29   | 3A0130262 | Criminal Traffic | 46.12.650.7  |
| 2/2/23 10:29  | 3A0110220 | Criminal Traffic | 46.52.020    |
| 2/2/23 21:25  | 3A0058729 | Criminal Traffic | 46.20.342.1A |
| 2/2/23 21:25  | 3A0058729 | Criminal Traffic | 46.20.740    |
| 2/2/23 21:25  | 3A0058729 | Criminal Traffic | 46.61.502    |
| 2/3/23 14:07  | 3A0121319 | Criminal Traffic | 46.20.342.1A |
| 2/3/23 14:07  | 3A0121319 | Criminal Traffic | 46.20.410.2  |
| 2/3/23 15:05  | 3A0170538 | Criminal Traffic | 46.20.342.1C |
| 2/3/23 16:42  | 3A0058730 | Criminal Traffic | 46.61.502    |
| 2/4/23 0:12   | 3A0058731 | Criminal Traffic | 46.61.504    |
| 2/4/23 13:59  | 3A0205697 | Criminal Traffic | 46.20.342.1C |
| 2/4/23 14:38  | 3A0205817 | Criminal Traffic | 46.20.342.1C |
| 2/4/23 22:36  | 3A0111909 | Criminal Traffic | 46.61.504    |
| 2/5/23 1:00   | 3A0111910 | Criminal Traffic | 46.61.502    |
| 2/5/23 5:21   | 3A0036928 | Criminal Traffic | 46.20.342.1C |
| 2/5/23 13:48  | 3A0030156 | Criminal Traffic | 46.61.502    |

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| 2/5/23 23:20  | 3A0011967 | Criminal Traffic | 46.61.502    |
| 2/6/23 3:03   | 3A0127977 | Criminal Traffic | 46.20.342.1C |
| 2/6/23 4:44   | 3A0028020 | Criminal Traffic | 46.20.342.1C |
| 2/6/23 13:42  | 3A0053570 | Criminal Traffic | 46.20.342.1C |
| 2/7/23 7:33   | 3A0139187 | Criminal Traffic | 46.12.650.7  |
| 2/7/23 12:42  | 3A0030157 | Criminal Traffic | 46.61.500    |
| 2/7/23 13:30  | 3A0026295 | Criminal Traffic | 46.12.650.7  |
| 2/7/23 16:02  | 3A0209418 | Criminal Traffic | 46.20.005    |
| 2/7/23 21:17  | 3A0063453 | Criminal Traffic | 46.20.342.1C |
| 2/7/23 23:12  | 3A0107181 | Criminal Traffic | 46.61.502    |
| 2/8/23 0:58   | 3A0036930 | Criminal Traffic | 46.12.650.7  |
| 2/8/23 0:58   | 3A0036930 | Criminal Traffic | 46.20.342.1C |
| 2/8/23 7:19   | 3A0070905 | Criminal Traffic | 46.20.342.1C |
| 2/8/23 10:24  | 3A0213976 | Criminal Traffic | 46.20.342.1C |
| 2/8/23 20:35  | 3A0111911 | Criminal Traffic | 46.61.504    |
| 2/9/23 7:42   | 3A0213979 | Criminal Traffic | 46.61.500    |
| 2/9/23 7:42   | 3A0213979 | Criminal Traffic | 46.61.502    |
| 2/9/23 11:50  | 3A0184495 | Criminal Traffic | 46.20.342.1C |
| 2/9/23 13:54  | 3A0034775 | Criminal Traffic | 46.20.005    |
| 2/9/23 21:16  | 3A0063455 | Criminal Traffic | 46.20.342.1C |
| 2/9/23 21:16  | 3A0063455 | Criminal Traffic | 46.20.740    |
| 2/9/23 21:16  | 3A0063455 | Criminal Traffic | 46.61.502    |
| 2/9/23 23:27  | 3A0111913 | Criminal Traffic | 46.61.502    |
| 2/9/23 23:47  | 3A0028922 | Criminal Traffic | 46.20.342.1C |
| 2/9/23 23:47  | 3A0028922 | Criminal Traffic | 46.20.740    |
| 2/10/23 10:45 | 3A0213603 | Criminal Traffic | 46.20.740    |
| 2/10/23 14:31 | 3A0209422 | Criminal Traffic | 46.52.020.2A |
| 2/10/23 16:44 | 3A0111915 | Criminal Traffic | 46.61.502    |
| 2/10/23 17:53 | 3A0069339 | Criminal Traffic | 46.61.504    |
| 2/11/23 10:20 | 3A0101254 | Criminal Traffic | 46.20.342.1C |
| 2/11/23 14:07 | 3A0222571 | Criminal Traffic | 46.20.342.1B |
| 2/11/23 21:12 | 3A0202554 | Criminal Traffic | 46.20.342.1C |
| 2/12/23 5:28  | 3A0038866 | Criminal Traffic | 46.61.502    |
| 2/12/23 8:42  | 3A0216380 | Criminal Traffic | 46.61.502    |
| 2/12/23 21:27 | 3A0026290 | Criminal Traffic | 46.20.342.1C |
| 2/12/23 21:55 | 3A0037420 | Criminal Traffic | 46.61.502    |
| 2/12/23 22:01 | 3A0028026 | Criminal Traffic | 46.20.342.1B |
| 2/13/23 1:36  | 3A0037423 | Criminal Traffic | 46.61.502    |
| 2/13/23 20:02 | 3A0099372 | Criminal Traffic | 46.20.342.1C |
| 2/13/23 20:02 | 3A0099372 | Criminal Traffic | 46.20.740    |
| 2/14/23 1:09  | 3A0039432 | Criminal Traffic | 46.20.342.1C |
| 2/14/23 1:18  | 3A0099374 | Criminal Traffic | 46.12.650.7  |
| 2/14/23 1:45  | 3A0127979 | Criminal Traffic | 46.20.005    |
| 2/14/23 2:36  | 3A0220660 | Criminal Traffic | 46.20.005    |
| 2/14/23 16:53 | 3A0103435 | Criminal Traffic | 46.20.342.1C |
| 2/14/23 16:53 | 3A0103435 | Criminal Traffic | 46.20.740    |
| 2/14/23 22:59 | 3A0166620 | Criminal Traffic | 46.20.005    |

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| 2/16/23 10:55 | 3A0139190 | Criminal Traffic | 46.20.342.1C |
| 2/16/23 13:00 | IW060025  | Criminal Traffic | 46.61.400    |
| 2/17/23 16:28 | 3A0152709 | Criminal Traffic | 46.20.005    |
| 2/17/23 19:29 | 3A0150395 | Criminal Traffic | 46.61.502.5  |
| 2/17/23 21:11 | 3A0175417 | Criminal Traffic | 46.20.005    |
| 2/17/23 21:11 | 3A0175417 | Criminal Traffic | 46.61.021    |
| 2/18/23 5:59  | 3A0065833 | Criminal Traffic | 46.61.502    |
| 2/18/23 6:23  | 3A0065834 | Criminal Traffic | 46.61.502    |
| 2/18/23 9:11  | 3A0054464 | Criminal Traffic | 46.20.342.1C |
| 2/18/23 9:11  | 3A0054464 | Criminal Traffic | 46.20.740    |
| 2/18/23 10:16 | 3A0189513 | Criminal Traffic | 46.20.342.1C |
| 2/18/23 10:17 | 3A0083211 | Criminal Traffic | 46.20.342.1C |
| 2/18/23 12:23 | 3A0110242 | Criminal Traffic | 46.52.020    |
| 2/18/23 18:55 | 3A0111917 | Criminal Traffic | 46.61.502    |
| 2/19/23 0:08  | 3A0172051 | Criminal Traffic | 46.52.010.1  |
| 2/19/23 0:08  | 3A0172051 | Criminal Traffic | 46.61.502    |
| 2/19/23 1:47  | 3A0111919 | Criminal Traffic | 46.61.502    |
| 2/19/23 17:00 | 3A0102277 | Criminal Traffic | 46.20.342.1C |
| 2/20/23 3:26  | 3A0063459 | Criminal Traffic | 46.20.342.1C |
| 2/20/23 9:37  | 3A0241528 | Criminal Traffic | 46.20.345    |
| 2/20/23 16:17 | 3A0135273 | Criminal Traffic | 46.20.342.1C |
| 2/20/23 19:36 | 3A0152712 | Criminal Traffic | 46.20.342.1C |
| 2/21/23 7:35  | 3A0213614 | Criminal Traffic | 46.20.342.1C |
| 2/21/23 7:37  | 3A0110244 | Criminal Traffic | 46.20.342.1C |
| 2/21/23 11:30 | 3A0213616 | Criminal Traffic | 46.20.005    |
| 2/21/23 13:03 | 3A0125310 | Criminal Traffic | 46.61.502    |
| 2/21/23 13:51 | 3A0240588 | Criminal Traffic | 46.20.342.1C |
| 2/21/23 21:53 | 3A0011972 | Criminal Traffic | 46.20.342.1C |
| 2/21/23 21:53 | 3A0011972 | Criminal Traffic | 46.61.502    |
| 2/21/23 22:23 | 3A0038050 | Criminal Traffic | 46.52.020    |
| 2/21/23 23:12 | 3A0038868 | Criminal Traffic | 46.61.502    |
| 2/22/23 4:13  | 3A0017784 | Criminal Traffic | 46.20.342.1C |
| 2/22/23 14:26 | 3A0103438 | Criminal Traffic | 46.20.342.1C |
| 2/22/23 18:19 | 3A0163862 | Criminal Traffic | 46.20.342.1C |
| 2/22/23 18:19 | 3A0163862 | Criminal Traffic | 46.20.740    |
| 2/22/23 19:44 | 3A0104676 | Criminal Traffic | 46.20.342.1B |
| 2/22/23 23:39 | 3A0036932 | Criminal Traffic | 46.20.342.1C |
| 2/22/23 23:39 | 3A0036932 | Criminal Traffic | 46.20.740    |
| 2/22/23 23:39 | 3A0036932 | Criminal Traffic | 46.61.502    |
| 2/22/23 23:52 | 3A0080159 | Criminal Traffic | 46.20.005    |
| 2/23/23 7:02  | 3A0245209 | Criminal Traffic | 46.20.005    |
| 2/23/23 13:20 | 3A0162309 | Criminal Traffic | 46.20.005    |
| 2/24/23 12:56 | 3A0175421 | Criminal Traffic | 46.20.005    |
| 2/24/23 12:56 | 3A0175421 | Criminal Traffic | 46.61.500    |
| 2/24/23 12:58 | 3A0240589 | Criminal Traffic | 46.61.022    |
| 2/24/23 14:23 | 3A0227278 | Criminal Traffic | 46.20.005    |
| 2/24/23 16:22 | 3A0222125 | Criminal Traffic | 46.20.005    |

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| 2/24/23 18:50 | 3A0030158 | Criminal Traffic   | 46.52.010.2.C  |
| 2/25/23 2:25  | 3A0028033 | Criminal Traffic   | 46.20.342.1C   |
| 2/25/23 2:31  | 3A0116903 | Criminal Traffic   | 46.61.502      |
| 2/25/23 4:41  | 3A0036934 | Criminal Traffic   | 46.20.005      |
| 2/25/23 10:00 | 3A0031456 | Criminal Traffic   | 46.20.740      |
| 2/25/23 10:00 | 3A0031456 | Criminal Traffic   | 46.52.010.2.C  |
| 2/25/23 10:00 | 3A0031456 | Criminal Traffic   | 46.61.502      |
| 2/25/23 21:49 | 3A0036936 | Criminal Traffic   | 46.12.650.7    |
| 2/25/23 21:49 | 3A0036936 | Criminal Traffic   | 46.20.005      |
| 2/25/23 23:00 | 3A0135275 | Criminal Traffic   | 46.52.020.2    |
| 2/26/23 8:42  | 3A0053575 | Criminal Traffic   | 46.61.500      |
| 2/26/23 14:48 | 3A0011973 | Criminal Traffic   | 46.20.005      |
| 2/26/23 14:48 | 3A0011973 | Criminal Traffic   | 46.61.502      |
| 2/26/23 15:59 | 3A0099674 | Criminal Traffic   | 46.52.010.2.C  |
| 2/26/23 19:44 | 3A0173239 | Criminal Traffic   | 46.52.020.2A   |
| 2/27/23 2:35  | 3A0063464 | Criminal Traffic   | 46.12.650.7    |
| 2/27/23 2:35  | 3A0063464 | Criminal Traffic   | 46.20.005      |
| 2/27/23 3:40  | 3A0063465 | Criminal Traffic   | 46.20.342.1C   |
| 2/27/23 8:53  | 3A0059847 | Criminal Traffic   | 46.20.005      |
| 2/27/23 11:01 | 3A0040518 | Criminal Traffic   | 46.20.005      |
| 2/27/23 11:01 | 3A0040518 | Criminal Traffic   | 46.52.010.2.C  |
| 2/27/23 11:29 | 3A0059851 | Criminal Traffic   | 46.61.504      |
| 2/27/23 21:24 | 3A0240591 | Criminal Traffic   | 46.20.342.1C   |
| 2/27/23 21:29 | 3A0209433 | Criminal Traffic   | 46.20.342.1C   |
| 2/27/23 21:44 | 3A0231449 | Criminal Traffic   | 46.61.500      |
| 2/27/23 22:08 | 3A0011975 | Criminal Traffic   | 46.20.342.1C   |
| 2/27/23 22:08 | 3A0011975 | Criminal Traffic   | 46.20.740      |
| 2/27/23 22:08 | 3A0011975 | Criminal Traffic   | 46.61.502      |
| 2/28/23 10:24 | 3A0036563 | Criminal Traffic   | 46.20.005      |
| 2/28/23 10:24 | 3A0036563 | Criminal Traffic   | 46.52.010.2    |
| 2/28/23 14:59 | 3A0173243 | Criminal Traffic   | 46.20.342.1C   |
| 2/28/23 21:39 | 3A0063469 | Criminal Traffic   | 46.20.342.1C   |
| 1/1/23 14:19  | 3A0020048 | Infraction Traffic | 46.61.400.23U  |
| 1/1/23 15:32  | 3A0034769 | Infraction Traffic | 46.16A.030.5.O |
| 1/1/23 17:58  | 3A0039417 | Infraction Traffic | 46.30.020      |
| 1/1/23 23:25  | 3A0011952 | Infraction Traffic | 46.61.140      |
| 1/1/23 23:25  | 3A0011952 | Infraction Traffic | 46.61.190.2    |
| 1/1/23 23:25  | 3A0011952 | Infraction Traffic | 46.61.290      |
| 1/2/23 7:18   | 3A0020049 | Infraction Traffic | 46.61.400.28U  |
| 1/2/23 10:01  | 3A0020050 | Infraction Traffic | 46.61.400.34U  |
| 1/2/23 12:55  | 3A0059624 | Infraction Traffic | 46.30.020      |
| 1/2/23 13:13  | 3A0058148 | Infraction Traffic | 46.61.190.2    |
| 1/2/23 14:20  | 3A0020051 | Infraction Traffic | 46.61.190.2    |
| 1/2/23 15:34  | 3A0011953 | Infraction Traffic | 46.30.020      |
| 1/2/23 17:21  | 3A0065823 | Infraction Traffic | 46.30.020      |
| 1/2/23 17:41  | 3A0011956 | Infraction Traffic | 46.20.015      |
| 1/2/23 17:41  | 3A0011956 | Infraction Traffic | 46.30.020      |

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| 1/2/23 17:41 | 3A0011956 | Infraction Traffic | 46.61.140      |
| 1/2/23 21:36 | 3A0071171 | Infraction Traffic | 46.30.020      |
| 1/3/23 2:57  | 3A0070886 | Infraction Traffic | 46.20.015      |
| 1/3/23 2:57  | 3A0070886 | Infraction Traffic | 46.30.020      |
| 1/3/23 7:12  | 3A0058540 | Infraction Traffic | 46.61.050      |
| 1/3/23 9:44  | 3A0083206 | Infraction Traffic | 46.16A.030.5.O |
| 1/3/23 9:44  | 3A0083206 | Infraction Traffic | 46.30.020      |
| 1/3/23 9:44  | 3A0083206 | Infraction Traffic | 46.61.615      |
| 1/3/23 11:43 | 3A0059968 | Infraction Traffic | 46.61.400.15U  |
| 1/3/23 11:43 | 3A0059968 | Infraction Traffic | 46.61.672.1    |
| 1/3/23 14:22 | 3A0059915 | Infraction Traffic | 46.30.020      |
| 1/3/23 14:38 | 3A0060752 | Infraction Traffic | 46.30.020      |
| 1/3/23 14:38 | 3A0060752 | Infraction Traffic | 46.61.140      |
| 1/3/23 15:09 | 3A0085943 | Infraction Traffic | 46.16A.030.5.O |
| 1/3/23 15:09 | 3A0085943 | Infraction Traffic | 46.30.020      |
| 1/3/23 15:27 | 3A0059626 | Infraction Traffic | 46.61.140      |
| 1/3/23 15:30 | 3A0020052 | Infraction Traffic | 46.61.185.1    |
| 1/3/23 15:53 | 3A0011958 | Infraction Traffic | 46.16A.030.5.O |
| 1/3/23 15:53 | 3A0011958 | Infraction Traffic | 46.30.020      |
| 1/3/23 16:47 | 3A0011960 | Infraction Traffic | 46.61.145.1    |
| 1/3/23 17:42 | 3A0040488 | Infraction Traffic | 46.30.020      |
| 1/3/23 17:42 | 3A0040488 | Infraction Traffic | 46.61.140      |
| 1/4/23 10:08 | 3A0061659 | Infraction Traffic | 46.61.050      |
| 1/4/23 10:40 | 3A0081404 | Infraction Traffic | 46.61.400.10U  |
| 1/4/23 11:33 | 3A0079046 | Infraction Traffic | 46.61.400.24U  |
| 1/4/23 12:24 | 3A0059969 | Infraction Traffic | 46.61.400.17U  |
| 1/4/23 12:45 | 3A0059806 | Infraction Traffic | 46.30.020      |
| 1/4/23 12:45 | 3A0059806 | Infraction Traffic | 46.61.180.1    |
| 1/4/23 13:46 | 3A0059602 | Infraction Traffic | 46.61.050      |
| 1/4/23 13:55 | 3A0060753 | Infraction Traffic | 46.16A.030.5.O |
| 1/4/23 14:28 | 3A0059970 | Infraction Traffic | 46.61.400.21U  |
| 1/4/23 14:55 | 3A0071172 | Infraction Traffic | 46.16A.030.5.O |
| 1/4/23 14:55 | 3A0071172 | Infraction Traffic | 46.30.020      |
| 1/4/23 15:25 | 3A0016310 | Infraction Traffic | 46.20.015      |
| 1/4/23 15:25 | 3A0016310 | Infraction Traffic | 46.30.020      |
| 1/4/23 18:29 | 3A0059971 | Infraction Traffic | 46.61.185.1    |
| 1/4/23 19:45 | 3A0059916 | Infraction Traffic | 46.61.190.2    |
| 1/4/23 20:59 | 3A0071493 | Infraction Traffic | 46.61.050      |
| 1/5/23 9:15  | 3A0110200 | Infraction Traffic | 46.20.017      |
| 1/5/23 9:15  | 3A0110200 | Infraction Traffic | 46.30.020      |
| 1/5/23 9:15  | 3A0110200 | Infraction Traffic | 46.61.400.19U  |
| 1/5/23 9:18  | 3A0110371 | Infraction Traffic | 46.61.400.22U  |
| 1/5/23 9:38  | 3A0110372 | Infraction Traffic | 46.61.400.20U  |
| 1/5/23 10:23 | 3A0110621 | Infraction Traffic | 46.61.180.1    |
| 1/5/23 10:48 | 3A0080154 | Infraction Traffic | 46.30.020      |
| 1/5/23 10:55 | 3A0110373 | Infraction Traffic | 46.61.400.12U  |
| 1/5/23 11:28 | 3A0059972 | Infraction Traffic | 46.16A.030.5.O |

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| 1/5/23 11:28 | 3A0059972 | Infraction Traffic | 46.30.020      |
| 1/5/23 11:28 | 3A0059972 | Infraction Traffic | 46.37.390.1.1  |
| 1/5/23 11:28 | 3A0059972 | Infraction Traffic | 46.37.410      |
| 1/5/23 13:58 | 3A0110374 | Infraction Traffic | 46.61.400.17U  |
| 1/5/23 14:34 | 3A0058541 | Infraction Traffic | 46.61.140      |
| 1/5/23 14:46 | 3A0110375 | Infraction Traffic | 46.61.145.1    |
| 1/5/23 14:51 | 3A0071173 | Infraction Traffic | 46.16A.030.5.O |
| 1/5/23 14:51 | 3A0071173 | Infraction Traffic | 46.30.020      |
| 1/5/23 19:07 | 3A0099302 | Infraction Traffic | 46.61.145.1    |
| 1/5/23 19:09 | 3A0111900 | Infraction Traffic | 46.30.020      |
| 1/5/23 20:22 | 3A0059973 | Infraction Traffic | 46.61.400.15U  |
| 1/5/23 22:57 | 3A0115858 | Infraction Traffic | 46.30.020      |
| 1/6/23 10:59 | 3A0110202 | Infraction Traffic | 46.61.400.27U  |
| 1/6/23 11:13 | 3A0119504 | Infraction Traffic | 46.61.050      |
| 1/6/23 11:42 | 3A0059974 | Infraction Traffic | 46.61.400.21U  |
| 1/6/23 14:08 | 3A0059975 | Infraction Traffic | 46.61.400.37U  |
| 1/6/23 16:47 | 3A0111902 | Infraction Traffic | 46.30.020      |
| 1/6/23 16:51 | 3A0102080 | Infraction Traffic | 46.61.670      |
| 1/6/23 18:02 | 3A0043749 | Infraction Traffic | 46.61.290      |
| 1/7/23 1:35  | 3A0039419 | Infraction Traffic | 46.30.020      |
| 1/7/23 1:35  | 3A0039419 | Infraction Traffic | 46.37.070.3    |
| 1/7/23 8:36  | 3A0058149 | Infraction Traffic | 46.61.050      |
| 1/7/23 8:36  | 3A0058150 | Infraction Traffic | 46.30.020      |
| 1/7/23 10:50 | 3A0125269 | Infraction Traffic | 46.61.672.1    |
| 1/7/23 13:22 | 3A0031444 | Infraction Traffic | 46.16A.030.5.O |
| 1/7/23 15:59 | 3A0118999 | Infraction Traffic | 46.30.020      |
| 1/7/23 15:59 | 3A0118999 | Infraction Traffic | 46.61.180.1    |
| 1/7/23 17:11 | 3A0127766 | Infraction Traffic | 46.30.020      |
| 1/7/23 17:11 | 3A0127766 | Infraction Traffic | 46.61.180.1    |
| 1/7/23 17:11 | 3A0127767 | Infraction Traffic | 46.30.020      |
| 1/7/23 17:43 | 3A0014945 | Infraction Traffic | 46.30.020      |
| 1/7/23 18:19 | 3A0127769 | Infraction Traffic | 46.30.020      |
| 1/7/23 18:19 | 3A0127769 | Infraction Traffic | 46.61.145.1    |
| 1/8/23 10:05 | 3A0020053 | Infraction Traffic | 46.61.400.19U  |
| 1/8/23 10:51 | 3A0020054 | Infraction Traffic | 46.61.145.1    |
| 1/8/23 13:37 | 3A0127770 | Infraction Traffic | 46.61.050      |
| 1/8/23 14:29 | 3A0103422 | Infraction Traffic | 46.30.020      |
| 1/8/23 14:32 | 3A0020055 | Infraction Traffic | 46.61.400.19U  |
| 1/8/23 16:05 | 3A0121307 | Infraction Traffic | 46.16A.030.5.O |
| 1/8/23 18:38 | 3A0014946 | Infraction Traffic | 46.61.050      |
| 1/8/23 20:46 | 3A0030149 | Infraction Traffic | 46.30.020      |
| 1/8/23 20:46 | 3A0030149 | Infraction Traffic | 46.61.050      |
| 1/8/23 20:54 | 3A0103424 | Infraction Traffic | 46.16A.030.5.O |
| 1/8/23 20:54 | 3A0103424 | Infraction Traffic | 46.30.020      |
| 1/8/23 21:05 | 3A0121310 | Infraction Traffic | 46.16A.030.2   |
| 1/8/23 22:23 | 3A0043755 | Infraction Traffic | 46.20.015      |
| 1/8/23 22:23 | 3A0043755 | Infraction Traffic | 46.37.020      |

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| 1/8/23 22:38  | 3A0026267 | Infraction Traffic | 46.61.140      |
| 1/8/23 23:11  | 3A0106906 | Infraction Traffic | 46.20.015      |
| 1/9/23 3:14   | 3A0026268 | Infraction Traffic | 46.16A.030.5.L |
| 1/9/23 3:14   | 3A0026268 | Infraction Traffic | 46.30.020      |
| 1/9/23 7:34   | 3A0034988 | Infraction Traffic | 46.30.020      |
| 1/9/23 7:34   | 3A0034988 | Infraction Traffic | 46.61.400.1    |
| 1/9/23 9:24   | 3A0034989 | Infraction Traffic | 46.61.400.1    |
| 1/9/23 10:27  | 3A0135699 | Infraction Traffic | 46.30.020      |
| 1/9/23 10:27  | 3A0135700 | Infraction Traffic | 46.61.190.2    |
| 1/9/23 11:20  | 3A0034990 | Infraction Traffic | 46.30.020      |
| 1/9/23 11:20  | 3A0034990 | Infraction Traffic | 46.61.050      |
| 1/9/23 13:45  | 3A0078959 | Infraction Traffic | 46.61.180.1    |
| 1/9/23 14:17  | 3A0119000 | Infraction Traffic | 46.61.180.1    |
| 1/9/23 16:11  | 3A0041449 | Infraction Traffic | 46.61.145.1    |
| 1/9/23 16:44  | 3A0078961 | Infraction Traffic | 46.30.020      |
| 1/9/23 16:44  | 3A0078961 | Infraction Traffic | 46.61.050      |
| 1/9/23 17:12  | 3A0121311 | Infraction Traffic | 46.61.100      |
| 1/9/23 19:48  | 3A0103426 | Infraction Traffic | 46.30.020      |
| 1/9/23 19:48  | 3A0103426 | Infraction Traffic | 46.61.295      |
| 1/9/23 22:25  | 3A0138493 | Infraction Traffic | 46.30.020      |
| 1/9/23 22:25  | 3A0138493 | Infraction Traffic | 46.61.050      |
| 1/9/23 22:44  | 3A0036912 | Infraction Traffic | 46.61.525      |
| 1/10/23 6:40  | 3A0139183 | Infraction Traffic | 46.61.400.20U  |
| 1/10/23 8:21  | 3A0058542 | Infraction Traffic | 46.61.400.1    |
| 1/10/23 9:45  | 3A0085951 | Infraction Traffic | 46.30.020      |
| 1/10/23 16:33 | 3A0078963 | Infraction Traffic | 46.61.145.1    |
| 1/10/23 17:55 | 3A0119001 | Infraction Traffic | 46.61.180.1    |
| 1/10/23 19:34 | 3A0011962 | Infraction Traffic | 46.37.410.2    |
| 1/10/23 21:18 | 3A0125050 | Infraction Traffic | 46.30.020      |
| 1/10/23 21:18 | 3A0125050 | Infraction Traffic | 46.61.670      |
| 1/10/23 22:11 | 3A0011964 | Infraction Traffic | 46.37.410.2    |
| 1/10/23 22:11 | 3A0011964 | Infraction Traffic | 46.61.140      |
| 1/10/23 22:25 | 3A0049330 | Infraction Traffic | 46.30.020      |
| 1/10/23 22:58 | 3A0043757 | Infraction Traffic | 46.16A.305     |
| 1/10/23 22:58 | 3A0043757 | Infraction Traffic | 46.30.020      |
| 1/11/23 1:03  | 3A0043759 | Infraction Traffic | 46.20.015      |
| 1/11/23 1:03  | 3A0043759 | Infraction Traffic | 46.30.020      |
| 1/11/23 1:03  | 3A0043759 | Infraction Traffic | 46.37.070      |
| 1/11/23 6:54  | 3A0060460 | Infraction Traffic | 46.61.140      |
| 1/11/23 7:46  | 3A0059976 | Infraction Traffic | 46.61.400.18U  |
| 1/11/23 14:50 | 3A0052249 | Infraction Traffic | 46.61.140      |
| 1/11/23 15:39 | 3A0078966 | Infraction Traffic | 46.61.180.1    |
| 1/11/23 16:02 | 3A0040491 | Infraction Traffic | 46.16A.030.5.O |
| 1/11/23 16:02 | 3A0040491 | Infraction Traffic | 46.30.020      |
| 1/11/23 16:55 | 3A0064618 | Infraction Traffic | 46.30.020      |
| 1/12/23 2:30  | 3A0123720 | Infraction Traffic | 46.20.015      |
| 1/12/23 2:30  | 3A0123720 | Infraction Traffic | 46.30.020      |

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| 1/12/23 2:33  | 3A0049331 | Infraction Traffic | 46.30.020      |
| 1/12/23 7:27  | 3A0134166 | Infraction Traffic | 46.61.180.1    |
| 1/12/23 11:44 | 3A0059977 | Infraction Traffic | 46.61.400.13U  |
| 1/12/23 12:06 | 3A0058543 | Infraction Traffic | 46.61.145.1    |
| 1/12/23 12:15 | 3A0148247 | Infraction Traffic | 46.61.400.21U  |
| 1/12/23 15:00 | 3A0013795 | Infraction Traffic | 46.16A.030.5.O |
| 1/12/23 15:00 | 3A0013795 | Infraction Traffic | 46.30.020      |
| 1/12/23 15:11 | 3A0031446 | Infraction Traffic | 46.16A.030.5.O |
| 1/12/23 16:02 | 3A0078968 | Infraction Traffic | 46.61.145.1    |
| 1/12/23 22:09 | 3A0031447 | Infraction Traffic | 46.16A.030.5.O |
| 1/12/23 22:09 | 3A0031447 | Infraction Traffic | 46.20.015      |
| 1/12/23 22:09 | 3A0031447 | Infraction Traffic | 46.30.020      |
| 1/12/23 22:20 | 3A0038862 | Infraction Traffic | 46.61.055.4    |
| 1/13/23 8:01  | 3A0125270 | Infraction Traffic | 46.16A.030.5.L |
| 1/13/23 8:27  | 3A0020056 | Infraction Traffic | 46.61.400.17U  |
| 1/13/23 8:31  | 3A0079047 | Infraction Traffic | 46.61.525      |
| 1/13/23 8:33  | 3A0030942 | Infraction Traffic | 46.16A.030.5.L |
| 1/13/23 8:41  | 3A0110376 | Infraction Traffic | 46.61.400.19U  |
| 1/13/23 8:42  | 3A0148248 | Infraction Traffic | 46.61.400.10U  |
| 1/13/23 9:07  | 3A0110377 | Infraction Traffic | 46.61.400.16U  |
| 1/13/23 9:28  | 3A0059811 | Infraction Traffic | 46.16A.030.5.O |
| 1/13/23 9:28  | 3A0059811 | Infraction Traffic | 46.16A.200.7D  |
| 1/13/23 9:28  | 3A0059811 | Infraction Traffic | 46.30.020      |
| 1/13/23 9:35  | 3A0110378 | Infraction Traffic | 46.61.400.19U  |
| 1/13/23 9:42  | 3A0020057 | Infraction Traffic | 46.61.400.17U  |
| 1/13/23 10:16 | 3A0079048 | Infraction Traffic | 46.61.050      |
| 1/13/23 11:03 | 3A0110379 | Infraction Traffic | 46.61.400.16U  |
| 1/13/23 11:15 | 3A0110381 | Infraction Traffic | 46.61.400.17U  |
| 1/13/23 14:12 | 3A0020058 | Infraction Traffic | 46.61.400.16U  |
| 1/13/23 14:56 | 3A0125272 | Infraction Traffic | 46.16A.030.5.O |
| 1/13/23 14:56 | 3A0125272 | Infraction Traffic | 46.20.015      |
| 1/13/23 14:56 | 3A0125272 | Infraction Traffic | 46.30.020      |
| 1/13/23 15:22 | 3A0079049 | Infraction Traffic | 46.61.400.14U  |
| 1/13/23 15:33 | 3A0110383 | Infraction Traffic | 46.61.672.1    |
| 1/13/23 15:39 | 3A0152698 | Infraction Traffic | 46.30.020      |
| 1/13/23 15:40 | 3A0020059 | Infraction Traffic | 46.61.400.16U  |
| 1/13/23 18:56 | 3A0014947 | Infraction Traffic | 46.61.145.1    |
| 1/13/23 21:23 | 3A0153706 | Infraction Traffic | 46.20.015      |
| 1/13/23 21:23 | 3A0153706 | Infraction Traffic | 46.30.020      |
| 1/13/23 22:59 | 3A0123724 | Infraction Traffic | 46.61.190.2    |
| 1/14/23 1:24  | 3A0058151 | Infraction Traffic | 46.61.050      |
| 1/14/23 4:25  | 3A0153707 | Infraction Traffic | 46.30.020      |
| 1/14/23 4:25  | 3A0153707 | Infraction Traffic | 46.61.190.2    |
| 1/14/23 7:27  | 3A0110385 | Infraction Traffic | 46.61.400.18U  |
| 1/14/23 7:40  | 3A0148249 | Infraction Traffic | 46.61.400.22U  |
| 1/14/23 7:40  | 3A0154412 | Infraction Traffic | 46.30.020      |
| 1/14/23 8:55  | 3A0020060 | Infraction Traffic | 46.61.400.18U  |

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| 1/14/23 8:57  | 3A0148250 | Infraction Traffic | 46.61.305.2    |
| 1/14/23 9:17  | 3A0125274 | Infraction Traffic | 46.16A.030.5.O |
| 1/14/23 9:22  | 3A0148251 | Infraction Traffic | 46.61.400.18U  |
| 1/14/23 10:56 | 3A0110387 | Infraction Traffic | 46.61.400.19U  |
| 1/14/23 11:12 | 3A0020062 | Infraction Traffic | 46.30.020      |
| 1/14/23 11:15 | 3A0110389 | Infraction Traffic | 46.61.672.1    |
| 1/14/23 12:18 | 3A0070891 | Infraction Traffic | 46.61.290      |
| 1/14/23 14:51 | 3A0148252 | Infraction Traffic | 46.61.400.24U  |
| 1/14/23 21:35 | 3A0071496 | Infraction Traffic | 46.20.015      |
| 1/14/23 21:35 | 3A0071496 | Infraction Traffic | 46.30.020      |
| 1/15/23 1:52  | 3A0156575 | Infraction Traffic | 46.61.140      |
| 1/15/23 7:58  | 3A0110391 | Infraction Traffic | 46.61.672.1    |
| 1/15/23 8:09  | 3A0148253 | Infraction Traffic | 46.61.400.20U  |
| 1/15/23 8:29  | 3A0110393 | Infraction Traffic | 46.30.020      |
| 1/15/23 8:32  | 3A0148254 | Infraction Traffic | 46.61.400.14U  |
| 1/15/23 8:48  | 3A0125275 | Infraction Traffic | 46.16A.030.5.O |
| 1/15/23 8:57  | 3A0110395 | Infraction Traffic | 46.61.400.20U  |
| 1/15/23 8:59  | 3A0148255 | Infraction Traffic | 46.61.400.18U  |
| 1/15/23 9:28  | 3A0148256 | Infraction Traffic | 46.30.020      |
| 1/15/23 9:28  | 3A0148256 | Infraction Traffic | 46.61.400.16U  |
| 1/15/23 9:47  | 3A0020063 | Infraction Traffic | 46.30.020      |
| 1/15/23 9:51  | 3A0030945 | Infraction Traffic | 46.16A.030.5.L |
| 1/15/23 10:28 | 3A0125276 | Infraction Traffic | 46.16A.030.5.O |
| 1/15/23 10:52 | 3A0020064 | Infraction Traffic | 46.61.400.20U  |
| 1/15/23 10:55 | 3A0119507 | Infraction Traffic | 46.61.050      |
| 1/15/23 11:06 | 3A0020065 | Infraction Traffic | 46.61.400.21U  |
| 1/15/23 11:55 | 3A0125277 | Infraction Traffic | 46.30.020      |
| 1/15/23 12:18 | 3A0157155 | Infraction Traffic | 46.16A.030.5.O |
| 1/15/23 12:18 | 3A0157155 | Infraction Traffic | 46.30.020      |
| 1/15/23 13:00 | 3A0039424 | Infraction Traffic | 46.37.200      |
| 1/15/23 13:01 | 3A0110397 | Infraction Traffic | 46.61.400.19U  |
| 1/15/23 13:16 | 3A0110399 | Infraction Traffic | 46.61.400.15U  |
| 1/15/23 14:10 | 3A0152699 | Infraction Traffic | 46.16A.030.5.O |
| 1/15/23 14:10 | 3A0152699 | Infraction Traffic | 46.30.020      |
| 1/15/23 14:10 | 3A0152699 | Infraction Traffic | 46.37.513      |
| 1/15/23 14:19 | 3A0020066 | Infraction Traffic | 46.61.400.22U  |
| 1/15/23 15:08 | 3A0148257 | Infraction Traffic | 46.61.400.16U  |
| 1/15/23 15:39 | 3A0026270 | Infraction Traffic | 46.30.020      |
| 1/15/23 16:50 | 3A0037405 | Infraction Traffic | 46.37.070      |
| 1/15/23 16:50 | 3A0037405 | Infraction Traffic | 46.37.510.4    |
| 1/15/23 17:04 | 3A0011965 | Infraction Traffic | 46.30.020      |
| 1/15/23 17:04 | 3A0011965 | Infraction Traffic | 46.61.125      |
| 1/15/23 21:32 | 3A0058152 | Infraction Traffic | 46.16A.030.5.O |
| 1/15/23 21:32 | 3A0058152 | Infraction Traffic | 46.30.020      |
| 1/15/23 22:57 | 3A0080156 | Infraction Traffic | 46.30.020      |
| 1/16/23 0:49  | 3A0099659 | Infraction Traffic | 46.16A.030.5.O |
| 1/16/23 6:27  | 3A0020067 | Infraction Traffic | 46.16A.030.5.O |

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| 1/16/23 6:27  | 3A0020067 | Infraction Traffic | 46.30.020      |
| 1/16/23 6:27  | 3A0020067 | Infraction Traffic | 46.61.140      |
| 1/16/23 7:36  | 3A0081406 | Infraction Traffic | 46.61.400.20U  |
| 1/16/23 7:56  | 3A0110400 | Infraction Traffic | 46.61.525      |
| 1/16/23 7:56  | 3A0110401 | Infraction Traffic | 46.30.020      |
| 1/16/23 9:22  | 3A0081408 | Infraction Traffic | 46.30.020      |
| 1/16/23 9:22  | 3A0081408 | Infraction Traffic | 46.61.400.18U  |
| 1/16/23 9:50  | 3A0020068 | Infraction Traffic | 46.61.400.14U  |
| 1/16/23 9:50  | 3A0110403 | Infraction Traffic | 46.61.400.21U  |
| 1/16/23 10:14 | 3A0020069 | Infraction Traffic | 46.61.400.15U  |
| 1/16/23 10:16 | 3A0034991 | Infraction Traffic | 46.30.020      |
| 1/16/23 10:28 | 3A0020070 | Infraction Traffic | 46.61.400.18U  |
| 1/16/23 10:54 | 3A0110404 | Infraction Traffic | 46.30.020      |
| 1/16/23 11:39 | 3A0020071 | Infraction Traffic | 46.61.400.18U  |
| 1/16/23 13:07 | 3A0103427 | Infraction Traffic | 46.61.050      |
| 1/16/23 14:34 | 3A0081410 | Infraction Traffic | 46.61.400.29U  |
| 1/16/23 15:13 | 3A0081413 | Infraction Traffic | 46.30.020      |
| 1/16/23 15:13 | 3A0081413 | Infraction Traffic | 46.61.400.18U  |
| 1/16/23 16:16 | 3A0060757 | Infraction Traffic | 46.61.180.1    |
| 1/16/23 19:36 | 3A0156111 | Infraction Traffic | 46.16A.030.2   |
| 1/16/23 19:36 | 3A0156111 | Infraction Traffic | 46.20.015      |
| 1/16/23 20:08 | 3A0099363 | Infraction Traffic | 46.16A.180.2   |
| 1/16/23 20:08 | 3A0099363 | Infraction Traffic | 46.30.020      |
| 1/16/23 20:55 | 3A0038046 | Infraction Traffic | 46.16A.030.5.O |
| 1/16/23 20:55 | 3A0038046 | Infraction Traffic | 46.20.015      |
| 1/16/23 21:04 | 3A0156113 | Infraction Traffic | 46.30.020      |
| 1/16/23 21:25 | 3A0043761 | Infraction Traffic | 46.16A.305     |
| 1/16/23 21:25 | 3A0043761 | Infraction Traffic | 46.20.015      |
| 1/16/23 21:25 | 3A0043761 | Infraction Traffic | 46.30.020      |
| 1/16/23 22:44 | 3A0043763 | Infraction Traffic | 46.20.015      |
| 1/16/23 22:44 | 3A0043763 | Infraction Traffic | 46.37.070      |
| 1/16/23 23:07 | 3A0133661 | Infraction Traffic | 46.30.020      |
| 1/17/23 5:04  | 3A0033335 | Infraction Traffic | 46.30.020      |
| 1/17/23 5:56  | 3A0120934 | Infraction Traffic | 46.20.015      |
| 1/17/23 5:56  | 3A0120934 | Infraction Traffic | 46.30.020      |
| 1/17/23 5:56  | 3A0120934 | Infraction Traffic | 46.61.400.19U  |
| 1/17/23 6:53  | 3A0110405 | Infraction Traffic | 46.16A.030.5.O |
| 1/17/23 7:09  | 3A0110406 | Infraction Traffic | 46.16A.030.5.O |
| 1/17/23 7:09  | 3A0110406 | Infraction Traffic | 46.61.400.15U  |
| 1/17/23 7:20  | 3A0135264 | Infraction Traffic | 46.61.290      |
| 1/17/23 7:34  | 3A0081416 | Infraction Traffic | 46.61.400.15U  |
| 1/17/23 7:54  | 3A0110407 | Infraction Traffic | 46.30.020      |
| 1/17/23 8:12  | 3A0021035 | Infraction Traffic | 46.61.145.1    |
| 1/17/23 8:31  | 3A0081418 | Infraction Traffic | 46.61.400.20U  |
| 1/17/23 9:30  | 3A0034993 | Infraction Traffic | 46.16A.030.5.L |
| 1/17/23 12:49 | 3A0162703 | Infraction Traffic | 46.61.180.1    |
| 1/17/23 13:13 | 3A0060758 | Infraction Traffic | 46.61.145.1    |

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| 1/17/23 14:17 | 3A0138184 | Infraction Traffic | 46.20.015      |
| 1/17/23 14:17 | 3A0138184 | Infraction Traffic | 46.30.020      |
| 1/17/23 14:17 | 3A0138184 | Infraction Traffic | 46.61.050      |
| 1/17/23 20:48 | 3A0163853 | Infraction Traffic | 46.16A.030.5.O |
| 1/18/23 0:26  | 3A0107180 | Infraction Traffic | 46.61.055      |
| 1/18/23 0:51  | 3A0099660 | Infraction Traffic | 46.16A.030.5.O |
| 1/18/23 8:03  | 3A0081420 | Infraction Traffic | 46.61.400.16U  |
| 1/18/23 8:30  | 3A0081423 | Infraction Traffic | 46.61.400.16U  |
| 1/18/23 8:51  | 3A0081425 | Infraction Traffic | 46.61.400.20U  |
| 1/18/23 9:33  | 3A0081427 | Infraction Traffic | 46.20.015      |
| 1/18/23 9:33  | 3A0081427 | Infraction Traffic | 46.61.400.14U  |
| 1/18/23 10:17 | 3A0078971 | Infraction Traffic | 46.61.672.1    |
| 1/18/23 15:21 | 3A0121313 | Infraction Traffic | 46.16A.030.5.O |
| 1/18/23 15:21 | 3A0121313 | Infraction Traffic | 46.30.020      |
| 1/18/23 15:44 | 3A0026279 | Infraction Traffic | 46.16A.030.5.O |
| 1/18/23 15:44 | 3A0026279 | Infraction Traffic | 46.30.020      |
| 1/18/23 17:11 | 3A0041452 | Infraction Traffic | 46.61.140      |
| 1/18/23 21:01 | 3A0116902 | Infraction Traffic | 46.61.190.2    |
| 1/18/23 21:43 | 3A0118919 | Infraction Traffic | 46.30.020      |
| 1/18/23 23:00 | 3A0150388 | Infraction Traffic | 46.61.050      |
| 1/19/23 3:17  | 3A0123725 | Infraction Traffic | 46.20.015      |
| 1/19/23 3:17  | 3A0123725 | Infraction Traffic | 46.30.020      |
| 1/19/23 9:42  | 3A0081429 | Infraction Traffic | 46.61.672.1    |
| 1/19/23 9:51  | 3A0058544 | Infraction Traffic | 46.16A.030.5.O |
| 1/19/23 9:51  | 3A0058544 | Infraction Traffic | 46.30.020      |
| 1/19/23 13:27 | 3A0148258 | Infraction Traffic | 46.61.400.14U  |
| 1/19/23 13:50 | 3A0148259 | Infraction Traffic | 46.30.020      |
| 1/19/23 13:50 | 3A0148259 | Infraction Traffic | 46.61.400.15U  |
| 1/19/23 15:26 | 3A0148260 | Infraction Traffic | 46.30.020      |
| 1/19/23 15:26 | 3A0148260 | Infraction Traffic | 46.61.400.18U  |
| 1/19/23 20:10 | 3A0040499 | Infraction Traffic | 46.61.780      |
| 1/19/23 21:38 | 3A0014232 | Infraction Traffic | 46.30.020      |
| 1/19/23 22:04 | 3A0123726 | Infraction Traffic | 46.16A.030.5.O |
| 1/19/23 22:04 | 3A0123726 | Infraction Traffic | 46.20.015      |
| 1/19/23 22:04 | 3A0123726 | Infraction Traffic | 46.30.020      |
| 1/20/23 2:47  | 3A0036924 | Infraction Traffic | 46.16A.030.5.O |
| 1/20/23 7:35  | 3A0148262 | Infraction Traffic | 46.61.400.15U  |
| 1/20/23 7:37  | 3A0110203 | Infraction Traffic | 46.61.400.13U  |
| 1/20/23 7:44  | 3A0081430 | Infraction Traffic | 46.61.400.13U  |
| 1/20/23 7:50  | 3A0148263 | Infraction Traffic | 46.61.400.17U  |
| 1/20/23 8:01  | 3A0081431 | Infraction Traffic | 46.61.400.15U  |
| 1/20/23 8:02  | 3A0110204 | Infraction Traffic | 46.61.400.21U  |
| 1/20/23 8:11  | 3A0134167 | Infraction Traffic | 46.61.190.2    |
| 1/20/23 8:15  | 3A0021036 | Infraction Traffic | 46.61.400.18U  |
| 1/20/23 8:28  | 3A0148264 | Infraction Traffic | 46.61.400.17U  |
| 1/20/23 8:29  | 3A0081432 | Infraction Traffic | 46.61.400.14U  |
| 1/20/23 8:50  | 3A0148266 | Infraction Traffic | 46.61.400.17U  |

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| 1/20/23 8:55  | 3A0081433 | Infraction Traffic | 46.61.400.14U  |
| 1/20/23 9:12  | 3A0110205 | Infraction Traffic | 46.61.400.15U  |
| 1/20/23 9:31  | 3A0081434 | Infraction Traffic | 46.61.400.14U  |
| 1/20/23 9:46  | 3A0110206 | Infraction Traffic | 46.61.400.15U  |
| 1/20/23 9:50  | 3A0081435 | Infraction Traffic | 46.61.400.15U  |
| 1/20/23 9:59  | 3A0148269 | Infraction Traffic | 46.61.400.22U  |
| 1/20/23 10:00 | 3A0058546 | Infraction Traffic | 46.61.400.17U  |
| 1/20/23 10:04 | 3A0021037 | Infraction Traffic | 46.61.400.13U  |
| 1/20/23 10:16 | 3A0081436 | Infraction Traffic | 46.61.400.19U  |
| 1/20/23 10:30 | 3A0170510 | Infraction Traffic | 46.61.400.22U  |
| 1/20/23 10:35 | 3A0054457 | Infraction Traffic | 46.30.020      |
| 1/20/23 10:41 | 3A0058547 | Infraction Traffic | 46.61.400.18U  |
| 1/20/23 10:46 | 3A0170511 | Infraction Traffic | 46.61.400.22U  |
| 1/20/23 11:04 | 3A0170512 | Infraction Traffic | 46.61.400.15U  |
| 1/20/23 11:19 | 3A0110207 | Infraction Traffic | 46.61.400.17U  |
| 1/20/23 12:28 | 3A0170513 | Infraction Traffic | 46.61.400.17U  |
| 1/20/23 12:46 | 3A0170514 | Infraction Traffic | 46.61.400.22U  |
| 1/20/23 13:23 | 3A0021038 | Infraction Traffic | 46.61.400.14U  |
| 1/20/23 13:23 | 3A0071175 | Infraction Traffic | 46.16A.030.5.O |
| 1/20/23 13:23 | 3A0071175 | Infraction Traffic | 46.61.400.15U  |
| 1/20/23 13:58 | 3A0110208 | Infraction Traffic | 46.61.400.14U  |
| 1/20/23 13:59 | 3A0021039 | Infraction Traffic | 46.30.020      |
| 1/20/23 13:59 | 3A0021039 | Infraction Traffic | 46.61.400.18U  |
| 1/20/23 14:25 | 3A0021040 | Infraction Traffic | 46.61.400.17U  |
| 1/20/23 14:34 | 3A0170515 | Infraction Traffic | 46.30.020      |
| 1/20/23 14:34 | 3A0170515 | Infraction Traffic | 46.61.400.17U  |
| 1/20/23 14:38 | 3A0110209 | Infraction Traffic | 46.61.400.15U  |
| 1/20/23 14:51 | 3A0170516 | Infraction Traffic | 46.61.400.19U  |
| 1/20/23 14:52 | 3A0110210 | Infraction Traffic | 46.61.400.17U  |
| 1/20/23 15:00 | 3A0037406 | Infraction Traffic | 46.16A.030.5.O |
| 1/20/23 15:22 | 3A0021041 | Infraction Traffic | 46.61.400.17U  |
| 1/20/23 17:41 | 3A0037407 | Infraction Traffic | 46.61.180.1    |
| 1/20/23 18:16 | 3A0152700 | Infraction Traffic | 46.16A.030.5.O |
| 1/20/23 18:16 | 3A0152700 | Infraction Traffic | 46.30.020      |
| 1/20/23 18:16 | 3A0152700 | Infraction Traffic | 46.61.690.1D   |
| 1/20/23 19:17 | 3A0152702 | Infraction Traffic | 46.37.200      |
| 1/20/23 22:09 | 3A0030946 | Infraction Traffic | 46.61.190.2    |
| 1/21/23 0:57  | 3A0153708 | Infraction Traffic | 46.30.020      |
| 1/21/23 0:57  | 3A0153708 | Infraction Traffic | 46.61.190.2    |
| 1/21/23 4:13  | 3A0146811 | Infraction Traffic | 46.61.140      |
| 1/21/23 6:27  | 3A0058548 | Infraction Traffic | 46.30.020      |
| 1/21/23 6:27  | 3A0058548 | Infraction Traffic | 46.61.050      |
| 1/21/23 10:50 | 3A0078985 | Infraction Traffic | 46.61.400.15U  |
| 1/21/23 11:57 | 3A0078988 | Infraction Traffic | 46.61.180.1    |
| 1/21/23 12:04 | 3A0079050 | Infraction Traffic | 46.61.400.21U  |
| 1/21/23 12:40 | 3A0071177 | Infraction Traffic | 46.30.020      |
| 1/21/23 12:45 | 3A0054458 | Infraction Traffic | 46.30.020      |

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| 1/21/23 16:53 | 3A0173237 | Infraction Traffic | 46.61.185.1    |
| 1/21/23 17:06 | 3A0016314 | Infraction Traffic | 46.30.020      |
| 1/21/23 17:08 | 3A0150389 | Infraction Traffic | 46.61.185.1    |
| 1/21/23 17:18 | 3A0016315 | Infraction Traffic | 46.61.185.1    |
| 1/22/23 3:42  | 3A0018349 | Infraction Traffic | 46.61.400.1    |
| 1/22/23 7:52  | 3A0079051 | Infraction Traffic | 46.61.400.15U  |
| 1/22/23 10:20 | 3A0079052 | Infraction Traffic | 46.61.400.16U  |
| 1/22/23 17:07 | 3A0060053 | Infraction Traffic | 46.20.015      |
| 1/22/23 17:07 | 3A0060053 | Infraction Traffic | 46.30.020      |
| 1/23/23 2:11  | 3A0123730 | Infraction Traffic | 46.16A.030.5.O |
| 1/23/23 8:56  | 3A0162256 | Infraction Traffic | 46.16A.030.5.O |
| 1/23/23 8:56  | 3A0162256 | Infraction Traffic | 46.30.020      |
| 1/23/23 9:21  | 3A0063450 | Infraction Traffic | 46.16A.030.5.O |
| 1/23/23 9:51  | 3A0125282 | Infraction Traffic | 46.16A.030.5.O |
| 1/23/23 9:51  | 3A0125282 | Infraction Traffic | 46.30.020      |
| 1/23/23 10:16 | 3A0125283 | Infraction Traffic | 46.30.020      |
| 1/23/23 10:36 | 3A0026272 | Infraction Traffic | 46.16A.030.5.O |
| 1/23/23 10:36 | 3A0026272 | Infraction Traffic | 46.61.400.10U  |
| 1/23/23 11:13 | 3A0020072 | Infraction Traffic | 46.61.400.18U  |
| 1/23/23 11:44 | 3A0110408 | Infraction Traffic | 46.16A.030.5.O |
| 1/23/23 11:44 | 3A0110408 | Infraction Traffic | 46.30.020      |
| 1/23/23 11:44 | 3A0110409 | Infraction Traffic | 46.20.015      |
| 1/23/23 11:44 | 3A0110409 | Infraction Traffic | 46.30.020      |
| 1/23/23 11:44 | 3A0110409 | Infraction Traffic | 46.37.425      |
| 1/23/23 11:44 | 3A0110409 | Infraction Traffic | 46.61.145.1    |
| 1/23/23 12:05 | 3A0110410 | Infraction Traffic | 46.16A.030.5.O |
| 1/23/23 12:29 | 3A0059816 | Infraction Traffic | 46.61.050      |
| 1/23/23 12:37 | 3A0086726 | Infraction Traffic | 46.61.180.1    |
| 1/23/23 12:41 | 3A0110211 | Infraction Traffic | 46.61.140      |
| 1/23/23 15:55 | 3A0037408 | Infraction Traffic | 46.20.015      |
| 1/23/23 15:55 | 3A0037408 | Infraction Traffic | 46.30.020      |
| 1/23/23 16:29 | 3A0125286 | Infraction Traffic | 46.30.020      |
| 1/23/23 17:30 | 3A0037410 | Infraction Traffic | 46.30.020      |
| 1/23/23 17:30 | 3A0037410 | Infraction Traffic | 46.61.145.1    |
| 1/23/23 19:31 | 3A0152704 | Infraction Traffic | 46.30.020      |
| 1/23/23 20:00 | 3A0099365 | Infraction Traffic | 46.30.020      |
| 1/23/23 20:00 | 3A0099365 | Infraction Traffic | 46.37.020      |
| 1/23/23 22:07 | 3A0031450 | Infraction Traffic | 46.16A.030.5.O |
| 1/23/23 22:07 | 3A0031450 | Infraction Traffic | 46.30.020      |
| 1/23/23 22:10 | 3A0037412 | Infraction Traffic | 46.61.050      |
| 1/24/23 9:45  | 3A0078993 | Infraction Traffic | 46.61.688      |
| 1/24/23 10:53 | 3A0078996 | Infraction Traffic | 46.61.672.1    |
| 1/24/23 11:37 | 3A0110212 | Infraction Traffic | 46.61.050      |
| 1/24/23 12:11 | 3A0170517 | Infraction Traffic | 46.61.400.19U  |
| 1/24/23 12:35 | 3A0078998 | Infraction Traffic | 46.61.688      |
| 1/24/23 12:51 | 3A0079000 | Infraction Traffic | 46.61.688      |
| 1/24/23 13:16 | 3A0125287 | Infraction Traffic | 46.20.015      |

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| 1/24/23 13:16 | 3A0125287 | Infraction Traffic | 46.61.050      |
| 1/24/23 14:15 | 3A0170518 | Infraction Traffic | 46.30.020      |
| 1/24/23 14:15 | 3A0170518 | Infraction Traffic | 46.61.400.29U  |
| 1/24/23 14:44 | 3A0079002 | Infraction Traffic | 46.61.672.1    |
| 1/24/23 14:55 | 3A0031452 | Infraction Traffic | 46.30.020      |
| 1/24/23 21:40 | 3A0028016 | Infraction Traffic | 46.16A.030.2   |
| 1/24/23 21:40 | 3A0028016 | Infraction Traffic | 46.30.020      |
| 1/24/23 23:32 | 3A0099366 | Infraction Traffic | 46.16A.180.2   |
| 1/24/23 23:32 | 3A0099366 | Infraction Traffic | 46.20.015      |
| 1/24/23 23:32 | 3A0099366 | Infraction Traffic | 46.30.020      |
| 1/25/23 7:47  | 3A0159707 | Infraction Traffic | 46.61.400.20U  |
| 1/25/23 8:22  | 3A0079005 | Infraction Traffic | 46.61.400.14U  |
| 1/25/23 8:22  | 3A0125288 | Infraction Traffic | 46.61.050      |
| 1/25/23 10:38 | 3A0159708 | Infraction Traffic | 46.61.400.25U  |
| 1/25/23 10:53 | 3A0021042 | Infraction Traffic | 46.30.020      |
| 1/25/23 10:53 | 3A0021042 | Infraction Traffic | 46.61.180.1    |
| 1/25/23 11:04 | 3A0159709 | Infraction Traffic | 46.61.400.23U  |
| 1/25/23 14:30 | 3A0062262 | Infraction Traffic | 46.30.020      |
| 1/25/23 14:56 | 3A0121315 | Infraction Traffic | 46.61.180.1    |
| 1/25/23 15:43 | 3A0136172 | Infraction Traffic | 46.16A.030.5.L |
| 1/25/23 15:44 | 3A0159710 | Infraction Traffic | 46.61.400.19U  |
| 1/25/23 16:50 | 3A0110213 | Infraction Traffic | 46.61.145.1    |
| 1/25/23 21:34 | 3A0162300 | Infraction Traffic | 46.16A.030.2   |
| 1/25/23 21:34 | 3A0162300 | Infraction Traffic | 46.20.015      |
| 1/25/23 21:34 | 3A0162300 | Infraction Traffic | 46.30.020      |
| 1/26/23 0:40  | 3A0163855 | Infraction Traffic | 46.61.055.4    |
| 1/26/23 7:53  | 3A0081437 | Infraction Traffic | 46.61.400.17U  |
| 1/26/23 8:14  | 3A0081438 | Infraction Traffic | 46.61.400.18U  |
| 1/26/23 8:33  | 3A0081439 | Infraction Traffic | 46.61.400.18U  |
| 1/26/23 8:39  | 3A0139184 | Infraction Traffic | 46.61.190.2    |
| 1/26/23 8:57  | 3A0079007 | Infraction Traffic | 46.61.672.1    |
| 1/26/23 9:12  | 3A0079010 | Infraction Traffic | 46.61.688      |
| 1/26/23 17:51 | 3A0062263 | Infraction Traffic | 46.61.145.1    |
| 1/26/23 18:23 | 3A0136173 | Infraction Traffic | 46.61.050      |
| 1/26/23 19:01 | 3A0030154 | Infraction Traffic | 46.30.020      |
| 1/26/23 19:01 | 3A0030154 | Infraction Traffic | 46.61.635      |
| 1/26/23 19:23 | 3A0034995 | Infraction Traffic | 46.61.145.1    |
| 1/27/23 1:48  | 3A0099369 | Infraction Traffic | 46.30.020      |
| 1/27/23 9:21  | 3A0125349 | Infraction Traffic | 46.30.020      |
| 1/27/23 9:21  | 3A0125349 | Infraction Traffic | 46.61.180.1    |
| 1/27/23 10:01 | 3A0135490 | Infraction Traffic | 46.61.190.2    |
| 1/27/23 10:18 | 3A0187379 | Infraction Traffic | 46.30.020      |
| 1/27/23 10:44 | 3A0053568 | Infraction Traffic | 46.16A.030.5.O |
| 1/27/23 10:44 | 3A0053568 | Infraction Traffic | 46.30.020      |
| 1/27/23 10:45 | 3A0079012 | Infraction Traffic | 46.61.135      |
| 1/27/23 11:07 | 3A0187565 | Infraction Traffic | 46.61.185.1    |
| 1/27/23 11:14 | 3A0159711 | Infraction Traffic | 46.61.400.20U  |

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| 1/27/23 11:41 | 3A0187381 | Infraction Traffic | 46.30.020      |
| 1/27/23 12:19 | 3A0159712 | Infraction Traffic | 46.61.145.1    |
| 1/27/23 12:58 | 3A0134168 | Infraction Traffic | 46.30.020      |
| 1/27/23 12:58 | 3A0134168 | Infraction Traffic | 46.61.050      |
| 1/27/23 13:10 | 3A0134169 | Infraction Traffic | 46.30.020      |
| 1/27/23 13:46 | 3A0159715 | Infraction Traffic | 46.61.050      |
| 1/27/23 14:29 | 3A0044513 | Infraction Traffic | 46.16A.030.5.L |
| 1/27/23 15:16 | 3A0079014 | Infraction Traffic | 46.30.020      |
| 1/27/23 15:16 | 3A0079014 | Infraction Traffic | 46.61.605.1    |
| 1/27/23 15:21 | 3A0044514 | Infraction Traffic | 46.16A.030.5.O |
| 1/27/23 15:21 | 3A0044514 | Infraction Traffic | 46.30.020      |
| 1/27/23 15:42 | 3A0187382 | Infraction Traffic | 46.30.020      |
| 1/27/23 16:25 | 3A0079018 | Infraction Traffic | 46.61.235.1    |
| 1/27/23 17:58 | 3A0162304 | Infraction Traffic | 46.16A.030.5.O |
| 1/27/23 17:58 | 3A0162304 | Infraction Traffic | 46.30.020      |
| 1/27/23 19:07 | 3A0064620 | Infraction Traffic | 46.61.190.2    |
| 1/27/23 19:45 | 3A0103257 | Infraction Traffic | 46.61.050      |
| 1/27/23 21:26 | 3A0036926 | Infraction Traffic | 46.61.145.1    |
| 1/27/23 22:15 | 3A0058154 | Infraction Traffic | 46.16A.030.5.O |
| 1/27/23 22:15 | 3A0058154 | Infraction Traffic | 46.30.020      |
| 1/27/23 23:31 | 3A0166228 | Infraction Traffic | 46.61.050      |
| 1/28/23 3:28  | 3A0071575 | Infraction Traffic | 46.16A.030.5.O |
| 1/28/23 7:52  | 3A0135266 | Infraction Traffic | 46.61.200      |
| 1/28/23 8:27  | 3A0079053 | Infraction Traffic | 46.30.020      |
| 1/28/23 8:27  | 3A0079053 | Infraction Traffic | 46.61.400.1    |
| 1/28/23 9:20  | 3A0079020 | Infraction Traffic | 46.61.050      |
| 1/28/23 12:31 | 3A0028918 | Infraction Traffic | 46.61.145.1    |
| 1/28/23 13:28 | 3A0121316 | Infraction Traffic | 46.61.050      |
| 1/28/23 14:04 | 3A0081440 | Infraction Traffic | 46.61.400.17U  |
| 1/28/23 14:33 | 3A0190146 | Infraction Traffic | 46.16A.030.5.O |
| 1/28/23 14:33 | 3A0190146 | Infraction Traffic | 46.30.020      |
| 1/28/23 14:35 | 3A0081441 | Infraction Traffic | 46.61.400.28U  |
| 1/28/23 17:33 | 3A0190147 | Infraction Traffic | 46.16A.030.5.O |
| 1/28/23 17:33 | 3A0190147 | Infraction Traffic | 46.30.020      |
| 1/29/23 7:20  | 3A0131336 | Infraction Traffic | 46.30.020      |
| 1/29/23 7:20  | 3A0131336 | Infraction Traffic | 46.61.050      |
| 1/29/23 8:41  | 3A0021044 | Infraction Traffic | 46.61.400.15U  |
| 1/29/23 8:43  | 3A0085978 | Infraction Traffic | 46.16A.030.5.O |
| 1/29/23 8:43  | 3A0085978 | Infraction Traffic | 46.30.020      |
| 1/29/23 9:11  | 3A0079054 | Infraction Traffic | 46.61.400.17U  |
| 1/29/23 9:12  | 3A0021045 | Infraction Traffic | 46.61.185.1    |
| 1/29/23 10:26 | 3A0079055 | Infraction Traffic | 46.61.400.18U  |
| 1/29/23 11:32 | 3A0021046 | Infraction Traffic | 46.61.400.13U  |
| 1/29/23 11:58 | 3A0131350 | Infraction Traffic | 46.61.400.05U  |
| 1/29/23 12:45 | 3A0189492 | Infraction Traffic | 46.61.180.1    |
| 1/29/23 14:08 | 3A0138187 | Infraction Traffic | 46.20.015      |
| 1/29/23 14:08 | 3A0138187 | Infraction Traffic | 46.30.020      |

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| 1/29/23 14:08 | 3A0138187 | Infraction Traffic | 46.61.180.1    |
| 1/29/23 15:44 | 3A0021047 | Infraction Traffic | 46.61.400.23U  |
| 1/29/23 16:15 | 3A0021048 | Infraction Traffic | 46.61.115      |
| 1/29/23 16:15 | 3A0021048 | Infraction Traffic | 46.61.400.1    |
| 1/29/23 16:15 | 3A0021048 | Infraction Traffic | 46.61.400.15U  |
| 1/30/23 8:35  | 3A0079056 | Infraction Traffic | 46.61.180.1    |
| 1/30/23 9:06  | 3A0193306 | Infraction Traffic | 46.61.180.1    |
| 1/30/23 9:19  | 3A0079057 | Infraction Traffic | 46.20.015      |
| 1/30/23 9:19  | 3A0079057 | Infraction Traffic | 46.30.020      |
| 1/30/23 9:19  | 3A0079057 | Infraction Traffic | 46.61.525      |
| 1/30/23 14:14 | 3A0110214 | Infraction Traffic | 46.61.400.18U  |
| 1/30/23 14:28 | 3A0028921 | Infraction Traffic | 46.16A.030.5.O |
| 1/30/23 14:28 | 3A0028921 | Infraction Traffic | 46.16A.180.1   |
| 1/30/23 14:28 | 3A0028921 | Infraction Traffic | 46.30.020      |
| 1/30/23 14:37 | 3A0170520 | Infraction Traffic | 46.61.180.1    |
| 1/30/23 16:41 | 3A0152705 | Infraction Traffic | 46.30.020      |
| 1/30/23 16:41 | 3A0152705 | Infraction Traffic | 46.61.400.24U  |
| 1/30/23 17:16 | 3A0152706 | Infraction Traffic | 46.61.400.26U  |
| 1/30/23 23:26 | 3A0065830 | Infraction Traffic | 46.61.050      |
| 1/31/23 7:38  | 3A0079058 | Infraction Traffic | 46.61.400.34U  |
| 1/31/23 8:50  | 3A0135701 | Infraction Traffic | 46.61.145.1    |
| 1/31/23 8:50  | 3A0135701 | Infraction Traffic | 46.61.672.1    |
| 1/31/23 9:13  | 3A0170521 | Infraction Traffic | 46.30.020      |
| 1/31/23 9:13  | 3A0170521 | Infraction Traffic | 46.61.400.22U  |
| 1/31/23 10:35 | 3A0170522 | Infraction Traffic | 46.61.400.20U  |
| 1/31/23 11:04 | 3A0110215 | Infraction Traffic | 46.61.400.24U  |
| 1/31/23 11:53 | 3A0110216 | Infraction Traffic | 46.20.041      |
| 1/31/23 11:53 | 3A0110216 | Infraction Traffic | 46.20.338      |
| 1/31/23 11:53 | 3A0110216 | Infraction Traffic | 46.30.020      |
| 1/31/23 11:53 | 3A0110216 | Infraction Traffic | 46.61.400.21U  |
| 1/31/23 12:53 | 3A0040504 | Infraction Traffic | 46.30.020      |
| 1/31/23 12:53 | 3A0040504 | Infraction Traffic | 46.61.180.1    |
| 1/31/23 14:45 | 3A0189493 | Infraction Traffic | 46.61.140      |
| 1/31/23 16:43 | 3A0104672 | Infraction Traffic | 46.61.400.1    |
| 1/31/23 17:17 | 3A0059632 | Infraction Traffic | 46.20.015      |
| 1/31/23 18:01 | 3A0196698 | Infraction Traffic | 46.61.180.1    |
| 1/31/23 19:25 | 3A0104673 | Infraction Traffic | 46.20.015      |
| 1/31/23 19:25 | 3A0104673 | Infraction Traffic | 46.30.020      |
| 1/31/23 19:25 | 3A0104673 | Infraction Traffic | 46.61.400.1    |
| 2/1/23 7:36   | 3A0189494 | Infraction Traffic | 46.61.672.1    |
| 2/1/23 8:25   | 3A0189495 | Infraction Traffic | 46.61.672.1    |
| 2/1/23 8:44   | 3A0189496 | Infraction Traffic | 46.61.688      |
| 2/1/23 10:17  | 3A0189497 | Infraction Traffic | 46.61.400.15U  |
| 2/1/23 10:38  | 3A0170523 | Infraction Traffic | 46.30.020      |
| 2/1/23 10:38  | 3A0170523 | Infraction Traffic | 46.61.400.15U  |
| 2/1/23 12:03  | 3A0110218 | Infraction Traffic | 46.61.180.1    |
| 2/1/23 12:45  | 3A0189498 | Infraction Traffic | 46.61.688      |

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| 2/1/23 13:16 | 3A0189499 | Infraction Traffic | 46.61.688      |
| 2/1/23 14:07 | 3A0196699 | Infraction Traffic | 46.61.145.1    |
| 2/1/23 14:48 | 3A0189500 | Infraction Traffic | 46.20.015      |
| 2/1/23 14:48 | 3A0189500 | Infraction Traffic | 46.61.672.1    |
| 2/1/23 15:10 | 3A0021049 | Infraction Traffic | 46.61.145.1    |
| 2/1/23 16:26 | 3A0034772 | Infraction Traffic | 46.16A.030.5.O |
| 2/1/23 16:26 | 3A0034772 | Infraction Traffic | 46.30.020      |
| 2/1/23 18:03 | 3A0102082 | Infraction Traffic | 46.61.190.2    |
| 2/1/23 18:38 | 3A0196700 | Infraction Traffic | 46.61.190.2    |
| 2/2/23 0:31  | 3A0038048 | Infraction Traffic | 46.16A.030.5.O |
| 2/2/23 3:29  | 3A0130261 | Infraction Traffic | 46.30.020      |
| 2/2/23 7:13  | 3A0170525 | Infraction Traffic | 46.61.400.20U  |
| 2/2/23 8:04  | 3A0058549 | Infraction Traffic | 46.30.020      |
| 2/2/23 8:04  | 3A0058549 | Infraction Traffic | 46.61.672.1    |
| 2/2/23 8:12  | 3A0189501 | Infraction Traffic | 46.61.672.1    |
| 2/2/23 8:21  | 3A0170526 | Infraction Traffic | 46.61.400.20U  |
| 2/2/23 8:51  | 3A0189502 | Infraction Traffic | 46.61.400.14U  |
| 2/2/23 8:53  | 3A0162257 | Infraction Traffic | 46.20.015      |
| 2/2/23 8:53  | 3A0162257 | Infraction Traffic | 46.30.020      |
| 2/2/23 8:53  | 3A0162257 | Infraction Traffic | 46.61.145.1    |
| 2/2/23 9:18  | 3A0189503 | Infraction Traffic | 46.61.672.1    |
| 2/2/23 9:18  | 3A0189503 | Infraction Traffic | 46.61.688      |
| 2/2/23 9:37  | 3A0189504 | Infraction Traffic | 46.61.400.14U  |
| 2/2/23 10:29 | 3A0110219 | Infraction Traffic | 46.61.145.1    |
| 2/2/23 10:29 | 3A0110219 | Infraction Traffic | 46.61.672.1    |
| 2/2/23 10:29 | 3A0110219 | Infraction Traffic | 46.61.673      |
| 2/2/23 10:36 | 3A0172454 | Infraction Traffic | 46.30.020      |
| 2/2/23 10:36 | 3A0172454 | Infraction Traffic | 46.61.400.16U  |
| 2/2/23 10:51 | 3A0030949 | Infraction Traffic | 46.16A.030.5.L |
| 2/2/23 11:48 | 3A0189505 | Infraction Traffic | 46.61.672.1    |
| 2/2/23 12:41 | 3A0049219 | Infraction Traffic | 46.61.525      |
| 2/2/23 13:49 | 3A0030950 | Infraction Traffic | 46.61.145.1    |
| 2/2/23 14:22 | 3A0170527 | Infraction Traffic | 46.61.400.23U  |
| 2/2/23 14:51 | 3A0044516 | Infraction Traffic | 46.16A.030.5.L |
| 2/2/23 16:05 | 3A0026278 | Infraction Traffic | 46.16A.030.5.O |
| 2/2/23 16:05 | 3A0026278 | Infraction Traffic | 46.30.020      |
| 2/2/23 17:28 | 3A0034774 | Infraction Traffic | 46.61.185.1    |
| 2/2/23 21:44 | 3A0202553 | Infraction Traffic | 46.30.020      |
| 2/2/23 21:46 | 3A0038049 | Infraction Traffic | 46.61.180.1    |
| 2/3/23 1:20  | 3A0099664 | Infraction Traffic | 46.30.020      |
| 2/3/23 6:49  | 3A0110221 | Infraction Traffic | 46.61.400.21U  |
| 2/3/23 7:13  | 3A0086727 | Infraction Traffic | 46.61.235.1    |
| 2/3/23 7:27  | 3A0170528 | Infraction Traffic | 46.61.400.19U  |
| 2/3/23 7:36  | 3A0110222 | Infraction Traffic | 46.61.400.17U  |
| 2/3/23 7:57  | 3A0170529 | Infraction Traffic | 46.61.400.16U  |
| 2/3/23 8:08  | 3A0081442 | Infraction Traffic | 46.61.400.20U  |
| 2/3/23 8:11  | 3A0170530 | Infraction Traffic | 46.61.400.21U  |

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| 2/3/23 8:25  | 3A0170531 | Infraction Traffic | 46.61.400.17U    |
| 2/3/23 8:41  | 3A0021050 | Infraction Traffic | 46.61.400.14U    |
| 2/3/23 9:00  | 3A0170532 | Infraction Traffic | 46.61.400.17U    |
| 2/3/23 9:11  | 3A0021051 | Infraction Traffic | 46.61.400.14U    |
| 2/3/23 9:17  | 3A0170533 | Infraction Traffic | 46.61.400.15U    |
| 2/3/23 9:31  | 3A0170534 | Infraction Traffic | 46.61.400.20U    |
| 2/3/23 9:46  | 3A0170535 | Infraction Traffic | 46.61.400.17U    |
| 2/3/23 9:47  | 3A0081443 | Infraction Traffic | 46.61.400.13U    |
| 2/3/23 10:16 | 3A0021052 | Infraction Traffic | 46.61.400.19U    |
| 2/3/23 10:23 | 3A0081444 | Infraction Traffic | 46.61.400.15U    |
| 2/3/23 10:42 | 3A0081445 | Infraction Traffic | 46.61.400.18U    |
| 2/3/23 11:04 | 3A0021053 | Infraction Traffic | 46.61.400.15U    |
| 2/3/23 11:12 | 3A0081446 | Infraction Traffic | 46.61.400.19U    |
| 2/3/23 11:27 | 3A0110223 | Infraction Traffic | 46.61.400.18U    |
| 2/3/23 11:33 | 3A0170536 | Infraction Traffic | 46.30.020        |
| 2/3/23 11:33 | 3A0170536 | Infraction Traffic | 46.61.400.20U    |
| 2/3/23 12:05 | 3A0110224 | Infraction Traffic | 46.61.400.16U    |
| 2/3/23 14:01 | 3A0021054 | Infraction Traffic | 46.61.400.16U    |
| 2/3/23 14:53 | 3A0099665 | Infraction Traffic | 46.61.180.1      |
| 2/3/23 15:05 | 3A0170537 | Infraction Traffic | 46.30.020        |
| 2/3/23 15:05 | 3A0170537 | Infraction Traffic | 46.61.400.15U    |
| 2/3/23 15:30 | 3A0110225 | Infraction Traffic | 46.30.020        |
| 2/3/23 15:30 | 3A0110225 | Infraction Traffic | 46.61.400.25U    |
| 2/3/23 16:41 | 3A0138189 | Infraction Traffic | 46.61.145.1      |
| 2/3/23 17:31 | 3A0196701 | Infraction Traffic | 46.61.190.2      |
| 2/3/23 20:37 | 3A0163856 | Infraction Traffic | 46.61.055.1A     |
| 2/4/23 0:00  | IW060378  | Infraction Traffic | 46.30.020        |
| 2/4/23 2:42  | 3A0115861 | Infraction Traffic | 46.30.020        |
| 2/4/23 6:24  | IW060376  | Infraction Traffic | 46.16A.030(5)(0) |
| 2/4/23 6:24  | IW060376  | Infraction Traffic | 46.30.020        |
| 2/4/23 9:31  | 3A0185000 | Infraction Traffic | 46.30.020        |
| 2/4/23 9:31  | 3A0185000 | Infraction Traffic | 46.37.070.1      |
| 2/4/23 10:13 | IW060377  | Infraction Traffic | 46.61.672.1      |
| 2/4/23 11:01 | 3A0203282 | Infraction Traffic | 46.61.180.1      |
| 2/4/23 11:01 | 3A0203282 | Infraction Traffic | 46.61.400.08U    |
| 2/4/23 11:17 | 3A0021055 | Infraction Traffic | 46.61.400.13U    |
| 2/4/23 11:31 | 3A0081447 | Infraction Traffic | 46.30.020        |
| 2/4/23 11:31 | 3A0081447 | Infraction Traffic | 46.61.400.21U    |
| 2/4/23 12:12 | 3A0081448 | Infraction Traffic | 46.30.020        |
| 2/4/23 12:12 | 3A0081448 | Infraction Traffic | 46.61.400.22U    |
| 2/4/23 13:24 | IW060379  | Infraction Traffic | 46.16A.030(2)    |
| 2/4/23 13:59 | 3A0205696 | Infraction Traffic | 46.16A.030.5.O   |
| 2/4/23 13:59 | 3A0205696 | Infraction Traffic | 46.30.020        |
| 2/4/23 14:38 | 3A0205818 | Infraction Traffic | 46.30.020        |
| 2/4/23 15:49 | 3A0103432 | Infraction Traffic | 46.30.020        |
| 2/4/23 15:49 | 3A0103432 | Infraction Traffic | 46.61.140        |
| 2/4/23 15:53 | 3A0060759 | Infraction Traffic | 46.30.020        |

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| 2/4/23 15:53 | 3A0060759 | Infraction Traffic | 46.61.400.10U  |
| 2/4/23 17:38 | 3A0062264 | Infraction Traffic | 46.61.185.1    |
| 2/4/23 18:40 | 3A0111908 | Infraction Traffic | 46.61.050      |
| 2/4/23 23:49 | 3A0143115 | Infraction Traffic | 46.61.050      |
| 2/4/23 23:49 | 3A0143116 | Infraction Traffic | 46.30.020      |
| 2/5/23 5:21  | 3A0036929 | Infraction Traffic | 46.37.050      |
| 2/5/23 7:19  | 3A0162259 | Infraction Traffic | 46.30.020      |
| 2/5/23 13:57 | IW060226  | Infraction Traffic | 46.20.015      |
| 2/5/23 13:57 | IW060226  | Infraction Traffic | 46.61.525      |
| 2/5/23 14:29 | 3A0081449 | Infraction Traffic | 46.61.400.26U  |
| 2/5/23 14:48 | 3A0081450 | Infraction Traffic | 46.61.400.22U  |
| 2/5/23 21:21 | 3A0071576 | Infraction Traffic | 46.16A.030.5.O |
| 2/5/23 21:21 | 3A0071576 | Infraction Traffic | 46.20.015      |
| 2/5/23 21:21 | 3A0071576 | Infraction Traffic | 46.30.020      |
| 2/5/23 23:20 | 3A0011968 | Infraction Traffic | 46.20.015      |
| 2/5/23 23:20 | 3A0011968 | Infraction Traffic | 46.30.020      |
| 2/5/23 23:20 | 3A0011968 | Infraction Traffic | 46.61.125      |
| 2/6/23 4:44  | 3A0028023 | Infraction Traffic | 46.30.020      |
| 2/6/23 4:44  | 3A0028023 | Infraction Traffic | 46.37.050      |
| 2/6/23 7:20  | IW060251  | Infraction Traffic | 46.61.145      |
| 2/6/23 12:42 | 3A0021056 | Infraction Traffic | 46.61.235.1    |
| 2/6/23 13:42 | 3A0053569 | Infraction Traffic | 46.16A.030.5.O |
| 2/6/23 13:42 | 3A0053569 | Infraction Traffic | 46.30.020      |
| 2/6/23 15:12 | 3A0081451 | Infraction Traffic | 46.61.185.1    |
| 2/7/23 7:33  | 3A0139186 | Infraction Traffic | 46.30.020      |
| 2/7/23 7:33  | 3A0139186 | Infraction Traffic | 46.61.690.1D   |
| 2/7/23 8:32  | 3A0125351 | Infraction Traffic | 46.61.180.1    |
| 2/7/23 8:32  | 3A0125352 | Infraction Traffic | 46.16A.030.5.L |
| 2/7/23 9:42  | 3A0053571 | Infraction Traffic | 46.61.050      |
| 2/7/23 13:30 | 3A0026297 | Infraction Traffic | 46.16A.030.5.O |
| 2/7/23 13:30 | 3A0026297 | Infraction Traffic | 46.20.015      |
| 2/7/23 13:30 | 3A0026297 | Infraction Traffic | 46.30.020      |
| 2/7/23 16:02 | 3A0209416 | Infraction Traffic | 46.30.020      |
| 2/7/23 16:06 | 3A0189506 | Infraction Traffic | 46.61.050      |
| 2/7/23 18:27 | 3A0040507 | Infraction Traffic | 46.20.015      |
| 2/7/23 18:27 | 3A0040507 | Infraction Traffic | 46.61.670      |
| 2/7/23 19:27 | 3A0121321 | Infraction Traffic | 46.20.015      |
| 2/7/23 19:27 | 3A0121321 | Infraction Traffic | 46.30.020      |
| 2/7/23 19:27 | 3A0121321 | Infraction Traffic | 46.61.400.1    |
| 2/7/23 21:17 | 3A0063454 | Infraction Traffic | 46.30.020      |
| 2/8/23 8:08  | 3A0110227 | Infraction Traffic | 46.61.400.17U  |
| 2/8/23 8:51  | 3A0110228 | Infraction Traffic | 46.61.205.1    |
| 2/8/23 10:24 | 3A0213977 | Infraction Traffic | 46.30.020      |
| 2/8/23 10:24 | 3A0213977 | Infraction Traffic | 46.61.140      |
| 2/8/23 12:04 | 3A0081452 | Infraction Traffic | 46.61.400.22U  |
| 2/8/23 19:01 | 3A0069338 | Infraction Traffic | 46.61.185.1    |
| 2/8/23 20:35 | 3A0111912 | Infraction Traffic | 46.61.140      |

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| 2/8/23 22:00  | 3A0130263 | Infraction Traffic | 46.61.290      |
| 2/9/23 6:55   | 3A0170539 | Infraction Traffic | 46.61.140      |
| 2/9/23 7:31   | 3A0110229 | Infraction Traffic | 46.30.020      |
| 2/9/23 7:31   | 3A0110229 | Infraction Traffic | 46.61.400.15U  |
| 2/9/23 7:42   | 3A0213978 | Infraction Traffic | 46.16A.030.5.O |
| 2/9/23 7:42   | 3A0213978 | Infraction Traffic | 46.20.015      |
| 2/9/23 7:42   | 3A0213978 | Infraction Traffic | 46.30.020      |
| 2/9/23 7:42   | 3A0213978 | Infraction Traffic | 46.61.200      |
| 2/9/23 8:03   | 3A0110230 | Infraction Traffic | 46.61.145.1    |
| 2/9/23 8:03   | 3A0110230 | Infraction Traffic | 46.61.673      |
| 2/9/23 10:55  | 3A0054463 | Infraction Traffic | 46.61.180.1    |
| 2/9/23 11:50  | 3A0184496 | Infraction Traffic | 46.16A.030.5.O |
| 2/9/23 11:50  | 3A0184496 | Infraction Traffic | 46.30.020      |
| 2/9/23 12:22  | 3A0213598 | Infraction Traffic | 46.61.190.2    |
| 2/9/23 13:28  | 3A0152707 | Infraction Traffic | 46.16A.030.5.O |
| 2/9/23 13:51  | 3A0059635 | Infraction Traffic | 46.16A.030.5.O |
| 2/9/23 13:54  | 3A0034776 | Infraction Traffic | 46.30.020      |
| 2/9/23 14:02  | 3A0110231 | Infraction Traffic | 46.61.400.18U  |
| 2/9/23 14:34  | 3A0110232 | Infraction Traffic | 46.20.041      |
| 2/9/23 14:34  | 3A0110232 | Infraction Traffic | 46.30.020      |
| 2/9/23 14:34  | 3A0110232 | Infraction Traffic | 46.61.400.16U  |
| 2/9/23 21:16  | 3A0063456 | Infraction Traffic | 46.61.180.1    |
| 2/9/23 23:27  | 3A0111914 | Infraction Traffic | 46.61.050      |
| 2/9/23 23:47  | 3A0028923 | Infraction Traffic | 46.16A.030.5.O |
| 2/10/23 7:15  | 3A0110233 | Infraction Traffic | 46.61.400.18U  |
| 2/10/23 8:00  | 3A0213599 | Infraction Traffic | 46.61.400.17U  |
| 2/10/23 8:36  | 3A0213600 | Infraction Traffic | 46.61.400.17U  |
| 2/10/23 8:53  | 3A0213601 | Infraction Traffic | 46.16A.030.5.O |
| 2/10/23 8:53  | 3A0213601 | Infraction Traffic | 46.30.020      |
| 2/10/23 8:53  | 3A0213601 | Infraction Traffic | 46.61.400.17U  |
| 2/10/23 9:34  | 3A0110234 | Infraction Traffic | 46.30.020      |
| 2/10/23 9:34  | 3A0110234 | Infraction Traffic | 46.61.400.21U  |
| 2/10/23 10:45 | 3A0213602 | Infraction Traffic | 46.30.020      |
| 2/10/23 10:45 | 3A0213602 | Infraction Traffic | 46.61.400.20U  |
| 2/10/23 10:59 | 3A0110235 | Infraction Traffic | 46.61.400.18U  |
| 2/10/23 13:56 | 3A0213604 | Infraction Traffic | 46.61.400.28U  |
| 2/10/23 14:13 | 3A0110236 | Infraction Traffic | 46.61.400.21U  |
| 2/10/23 14:25 | 3A0189507 | Infraction Traffic | 46.61.180.1    |
| 2/10/23 14:27 | 3A0189508 | Infraction Traffic | 46.30.020      |
| 2/10/23 14:31 | 3A0209421 | Infraction Traffic | 46.30.020      |
| 2/10/23 14:31 | 3A0209421 | Infraction Traffic | 46.61.190.3    |
| 2/10/23 14:59 | 3A0213980 | Infraction Traffic | 46.61.200      |
| 2/10/23 15:03 | IW060381  | Infraction Traffic | 46.20.015      |
| 2/10/23 15:03 | IW060381  | Infraction Traffic | 46.61.050      |
| 2/10/23 19:00 | 3A0099668 | Infraction Traffic | 46.16A.030.5.L |
| 2/10/23 19:00 | 3A0099668 | Infraction Traffic | 46.20.015      |
| 2/10/23 19:00 | 3A0099668 | Infraction Traffic | 46.30.020      |

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| 2/10/23 20:25 | 3A0152708 | Infraction Traffic | 46.20.015        |
| 2/10/23 20:25 | 3A0152708 | Infraction Traffic | 46.30.020        |
| 2/10/23 20:37 | 3A0111916 | Infraction Traffic | 46.61.672.1      |
| 2/10/23 22:40 | 3A0028024 | Infraction Traffic | 46.20.017        |
| 2/10/23 22:40 | 3A0028024 | Infraction Traffic | 46.61.050        |
| 2/11/23 7:53  | 3A0190149 | Infraction Traffic | 46.16A.030.5.O   |
| 2/11/23 7:53  | 3A0190149 | Infraction Traffic | 46.30.020        |
| 2/11/23 8:11  | 3A0213605 | Infraction Traffic | 46.61.672.1      |
| 2/11/23 8:17  | 3A0110237 | Infraction Traffic | 46.61.400.15U    |
| 2/11/23 8:33  | 3A0213606 | Infraction Traffic | 46.61.400.15U    |
| 2/11/23 11:25 | 3A0213607 | Infraction Traffic | 46.16A.030.5.O   |
| 2/11/23 11:25 | 3A0213607 | Infraction Traffic | 46.61.400.17U    |
| 2/11/23 14:07 | 3A0222570 | Infraction Traffic | 46.16A.030.5.O   |
| 2/11/23 14:07 | 3A0222570 | Infraction Traffic | 46.30.020        |
| 2/11/23 15:01 | 3A0125293 | Infraction Traffic | 46.16A.030.5.O   |
| 2/11/23 17:52 | 3A0037415 | Infraction Traffic | 46.61.140        |
| 2/11/23 21:12 | 3A0202555 | Infraction Traffic | 46.30.020        |
| 2/11/23 21:15 | 3A0037416 | Infraction Traffic | 46.61.305        |
| 2/12/23 0:16  | 3A0011969 | Infraction Traffic | 46.30.020        |
| 2/12/23 0:16  | 3A0011969 | Infraction Traffic | 46.61.140        |
| 2/12/23 8:42  | 3A0216381 | Infraction Traffic | 46.20.015        |
| 2/12/23 8:46  | IW060382  | Infraction Traffic | 46.16A.030(5)(0) |
| 2/12/23 9:03  | IW060383  | Infraction Traffic | 46.16A.030(5)(0) |
| 2/12/23 10:17 | 3A0125296 | Infraction Traffic | 46.16A.030.5.O   |
| 2/12/23 10:17 | 3A0125296 | Infraction Traffic | 46.30.020        |
| 2/12/23 11:01 | 3A0110238 | Infraction Traffic | 46.30.020        |
| 2/12/23 11:01 | 3A0110238 | Infraction Traffic | 46.61.180.1      |
| 2/12/23 15:20 | 3A0037417 | Infraction Traffic | 46.16A.030.5.O   |
| 2/12/23 15:20 | 3A0037417 | Infraction Traffic | 46.61.400.15U    |
| 2/12/23 18:15 | 3A0026288 | Infraction Traffic | 46.61.305        |
| 2/12/23 18:30 | 3A0037418 | Infraction Traffic | 46.30.020        |
| 2/12/23 18:30 | 3A0037418 | Infraction Traffic | 46.37.040        |
| 2/12/23 18:30 | 3A0037418 | Infraction Traffic | 46.37.050        |
| 2/12/23 19:42 | 3A0099669 | Infraction Traffic | 46.16A.180.1     |
| 2/12/23 19:42 | 3A0099669 | Infraction Traffic | 46.20.017        |
| 2/12/23 19:42 | 3A0099669 | Infraction Traffic | 46.30.020        |
| 2/12/23 20:49 | 3A0011970 | Infraction Traffic | 46.16A.030.5.O   |
| 2/12/23 20:49 | 3A0011970 | Infraction Traffic | 46.20.015        |
| 2/12/23 21:55 | 3A0037419 | Infraction Traffic | 46.61.400.12U    |
| 2/12/23 22:01 | 3A0028028 | Infraction Traffic | 46.30.020        |
| 2/12/23 22:01 | 3A0028028 | Infraction Traffic | 46.37.020        |
| 2/13/23 0:45  | 3A0037421 | Infraction Traffic | 46.61.400.10     |
| 2/13/23 1:36  | 3A0037422 | Infraction Traffic | 46.61.202        |
| 2/13/23 1:36  | 3A0037422 | Infraction Traffic | 46.61.519.2      |
| 2/13/23 8:02  | IW060384  | Infraction Traffic | 46.16A.030(5)(0) |
| 2/13/23 10:15 | 3A0150456 | Infraction Traffic | 46.20.015        |
| 2/13/23 10:22 | 3A0081453 | Infraction Traffic | 46.61.400.15U    |

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| 2/13/23 10:47 | 3A0081454 | Infraction Traffic | 46.61.400.14U  |
| 2/13/23 19:34 | 3A0181002 | Infraction Traffic | 46.61.290      |
| 2/13/23 20:02 | 3A0099373 | Infraction Traffic | 46.30.020      |
| 2/14/23 1:45  | 3A0127981 | Infraction Traffic | 46.16A.030.5.L |
| 2/14/23 1:45  | 3A0127981 | Infraction Traffic | 46.37.270      |
| 2/14/23 2:36  | 3A0220661 | Infraction Traffic | 46.16A.030.5.O |
| 2/14/23 2:36  | 3A0220661 | Infraction Traffic | 46.30.020      |
| 2/14/23 7:29  | 3A0081455 | Infraction Traffic | 46.61.400.18U  |
| 2/14/23 9:00  | 3A0081456 | Infraction Traffic | 46.61.400.19U  |
| 2/14/23 9:42  | 3A0081457 | Infraction Traffic | 46.30.020      |
| 2/14/23 9:42  | 3A0081457 | Infraction Traffic | 46.61.100      |
| 2/14/23 11:37 | 3A0125302 | Infraction Traffic | 46.16A.030.5.L |
| 2/14/23 11:37 | 3A0125302 | Infraction Traffic | 46.20.015      |
| 2/14/23 11:50 | 3A0131338 | Infraction Traffic | 46.30.020      |
| 2/14/23 11:50 | 3A0131338 | Infraction Traffic | 46.61.400.20U  |
| 2/14/23 11:57 | 3A0213608 | Infraction Traffic | 46.30.020      |
| 2/14/23 11:57 | 3A0213608 | Infraction Traffic | 46.61.145.1    |
| 2/14/23 12:25 | 3A0189509 | Infraction Traffic | 46.61.688      |
| 2/14/23 13:46 | 3A0134172 | Infraction Traffic | 46.61.145.1    |
| 2/14/23 13:48 | 3A0189510 | Infraction Traffic | 46.61.672.1    |
| 2/14/23 16:53 | 3A0103436 | Infraction Traffic | 46.30.020      |
| 2/14/23 16:53 | 3A0103436 | Infraction Traffic | 46.61.145.1    |
| 2/14/23 17:53 | 3A0044519 | Infraction Traffic | 46.61.180.1    |
| 2/15/23 7:07  | 3A0036562 | Infraction Traffic | 46.61.235.1    |
| 2/15/23 8:19  | 3A0079059 | Infraction Traffic | 46.61.185.1    |
| 2/15/23 13:57 | 3A0209423 | Infraction Traffic | 46.16A.305     |
| 2/15/23 13:57 | 3A0209423 | Infraction Traffic | 46.30.020      |
| 2/15/23 14:04 | 3A0121324 | Infraction Traffic | 46.61.145.1    |
| 2/15/23 14:41 | 3A0162307 | Infraction Traffic | 46.61.290.3C   |
| 2/15/23 15:01 | 3A0121325 | Infraction Traffic | 46.61.190.2    |
| 2/15/23 15:36 | 3A0053573 | Infraction Traffic | 46.32.080      |
| 2/15/23 15:36 | 3A0053573 | Infraction Traffic | 46.32.080.4C   |
| 2/15/23 15:36 | 3A0053573 | Infraction Traffic | 46.37.050      |
| 2/15/23 15:36 | 3A0053573 | Infraction Traffic | 46.76.060      |
| 2/15/23 16:58 | 3A0134173 | Infraction Traffic | 46.61.145.1    |
| 2/15/23 19:24 | 3A0134174 | Infraction Traffic | 46.61.180.1    |
| 2/15/23 21:42 | 3A0063458 | Infraction Traffic | 46.16A.030.5.O |
| 2/16/23 10:52 | 3A0099307 | Infraction Traffic | 46.61.145.1    |
| 2/16/23 10:55 | 3A0139189 | Infraction Traffic | 46.30.020      |
| 2/16/23 10:55 | 3A0139189 | Infraction Traffic | 46.61.690.1D   |
| 2/16/23 11:16 | 3A0079060 | Infraction Traffic | 46.61.400.15U  |
| 2/16/23 11:41 | 3A0079061 | Infraction Traffic | 46.61.400.13U  |
| 2/16/23 11:56 | 3A0079062 | Infraction Traffic | 46.61.400.18U  |
| 2/16/23 13:09 | 3A0134175 | Infraction Traffic | 46.61.190.2    |
| 2/16/23 14:30 | 3A0189511 | Infraction Traffic | 46.20.015      |
| 2/16/23 14:30 | 3A0189511 | Infraction Traffic | 46.37.070      |
| 2/16/23 20:47 | 3A0234625 | Infraction Traffic | 46.61.145.1    |

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|---------------|-----------|--------------------|-----------------|
| 2/17/23 8:28  | 3A0131339 | Infraction Traffic | 46.61.440.01-05 |
| 2/17/23 9:27  | 3A0110239 | Infraction Traffic | 46.61.400.17U   |
| 2/17/23 9:57  | 3A0213609 | Infraction Traffic | 46.30.020       |
| 2/17/23 9:57  | 3A0213609 | Infraction Traffic | 46.61.400.30U   |
| 2/17/23 10:44 | 3A0213610 | Infraction Traffic | 46.20.015       |
| 2/17/23 10:44 | 3A0213610 | Infraction Traffic | 46.30.020       |
| 2/17/23 10:44 | 3A0213610 | Infraction Traffic | 46.61.400.22U   |
| 2/17/23 13:22 | 3A0213611 | Infraction Traffic | 46.61.400.15U   |
| 2/17/23 16:51 | 3A0040513 | Infraction Traffic | 46.20.015       |
| 2/17/23 16:51 | 3A0040516 | Infraction Traffic | 46.61.050       |
| 2/17/23 17:51 | 3A0152710 | Infraction Traffic | 46.37.500       |
| 2/17/23 18:20 | 3A0231445 | Infraction Traffic | 46.61.400.05U   |
| 2/17/23 21:11 | 3A0175418 | Infraction Traffic | 46.16A.200.7C   |
| 2/17/23 21:49 | 3A0026292 | Infraction Traffic | 46.61.140       |
| 2/18/23 3:30  | 3A0065832 | Infraction Traffic | 46.16A.030.5.O  |
| 2/18/23 3:30  | 3A0065832 | Infraction Traffic | 46.30.020       |
| 2/18/23 9:07  | 3A0031453 | Infraction Traffic | 46.61.055.4     |
| 2/18/23 9:11  | 3A0054465 | Infraction Traffic | 46.30.020       |
| 2/18/23 10:16 | 3A0189512 | Infraction Traffic | 46.30.020       |
| 2/18/23 10:17 | 3A0083210 | Infraction Traffic | 46.16A.030.5.O  |
| 2/18/23 10:17 | 3A0083210 | Infraction Traffic | 46.20.338       |
| 2/18/23 10:17 | 3A0083210 | Infraction Traffic | 46.30.020       |
| 2/18/23 12:23 | 3A0110241 | Infraction Traffic | 46.61.205.1     |
| 2/18/23 18:55 | 3A0111918 | Infraction Traffic | 46.61.145.1     |
| 2/19/23 0:08  | 3A0172052 | Infraction Traffic | 46.61.140       |
| 2/19/23 1:47  | 3A0111920 | Infraction Traffic | 46.61.670       |
| 2/19/23 3:10  | 3A0130264 | Infraction Traffic | 46.16A.030.5.O  |
| 2/19/23 3:10  | 3A0130264 | Infraction Traffic | 46.30.020       |
| 2/19/23 9:52  | 3A0059840 | Infraction Traffic | 46.16A.030.5.O  |
| 2/19/23 9:52  | 3A0059840 | Infraction Traffic | 46.30.020       |
| 2/19/23 14:00 | 3A0231446 | Infraction Traffic | 46.30.020       |
| 2/19/23 14:00 | 3A0231446 | Infraction Traffic | 46.61.400.11U   |
| 2/19/23 14:30 | 3A0072586 | Infraction Traffic | 46.61.050       |
| 2/19/23 19:32 | 3A0240485 | Infraction Traffic | 46.61.180.1     |
| 2/19/23 20:04 | 3A0240587 | Infraction Traffic | 46.61.180.1     |
| 2/19/23 20:45 | 3A0231447 | Infraction Traffic | 46.61.400.05U   |
| 2/19/23 20:58 | 3A0152711 | Infraction Traffic | 46.61.400.26U   |
| 2/20/23 9:29  | 3A0213612 | Infraction Traffic | 46.61.185.1     |
| 2/20/23 9:37  | 3A0241527 | Infraction Traffic | 46.16A.030.4    |
| 2/20/23 9:37  | 3A0241527 | Infraction Traffic | 46.30.020       |
| 2/20/23 9:37  | 3A0241527 | Infraction Traffic | 46.61.050       |
| 2/20/23 13:25 | 3A0231448 | Infraction Traffic | 46.61.400.05U   |
| 2/20/23 13:26 | 3A0065569 | Infraction Traffic | 46.16A.030.5.O  |
| 2/20/23 13:26 | 3A0065569 | Infraction Traffic | 46.30.020       |
| 2/20/23 14:21 | 3A0173040 | Infraction Traffic | 46.16A.030.5.O  |
| 2/20/23 15:57 | 3A0044520 | Infraction Traffic | 46.16A.030.5.L  |
| 2/20/23 16:17 | 3A0135272 | Infraction Traffic | 46.16A.030.5.O  |

|               |           |                    |                |
|---------------|-----------|--------------------|----------------|
| 2/20/23 16:17 | 3A0135272 | Infraction Traffic | 46.30.020      |
| 2/20/23 17:58 | 3A0202556 | Infraction Traffic | 46.16A.030.5.O |
| 2/20/23 19:36 | 3A0152713 | Infraction Traffic | 46.30.020      |
| 2/20/23 20:55 | 3A0102083 | Infraction Traffic | 46.30.020      |
| 2/20/23 20:55 | 3A0102083 | Infraction Traffic | 46.61.055.4    |
| 2/21/23 3:47  | 3A0028031 | Infraction Traffic | 46.20.017      |
| 2/21/23 3:47  | 3A0028031 | Infraction Traffic | 46.30.020      |
| 2/21/23 7:35  | 3A0213613 | Infraction Traffic | 46.16A.030.5.O |
| 2/21/23 7:35  | 3A0213613 | Infraction Traffic | 46.30.020      |
| 2/21/23 7:35  | 3A0213613 | Infraction Traffic | 46.61.400.19U  |
| 2/21/23 7:37  | 3A0110243 | Infraction Traffic | 46.20.338      |
| 2/21/23 7:37  | 3A0110243 | Infraction Traffic | 46.30.020      |
| 2/21/23 7:37  | 3A0110243 | Infraction Traffic | 46.61.400.26U  |
| 2/21/23 7:59  | 3A0110245 | Infraction Traffic | 46.30.020      |
| 2/21/23 7:59  | 3A0110245 | Infraction Traffic | 46.61.400.20U  |
| 2/21/23 9:18  | 3A0125309 | Infraction Traffic | 46.20.015      |
| 2/21/23 10:25 | 3A0110246 | Infraction Traffic | 46.30.020      |
| 2/21/23 10:25 | 3A0110246 | Infraction Traffic | 46.61.400.14U  |
| 2/21/23 11:30 | 3A0213615 | Infraction Traffic | 46.30.020      |
| 2/21/23 11:30 | 3A0213615 | Infraction Traffic | 46.61.400.15U  |
| 2/21/23 13:03 | 3A0125311 | Infraction Traffic | 46.61.202      |
| 2/21/23 13:44 | 3A0095858 | Infraction Traffic | 46.61.190.3    |
| 2/21/23 18:06 | 3A0162308 | Infraction Traffic | 46.30.020      |
| 2/21/23 18:06 | 3A0162308 | Infraction Traffic | 46.61.145.1    |
| 2/21/23 20:38 | 3A0244812 | Infraction Traffic | 46.30.020      |
| 2/21/23 21:53 | 3A0011971 | Infraction Traffic | 46.61.606      |
| 2/21/23 22:23 | 3A0038051 | Infraction Traffic | 46.20.015      |
| 2/21/23 22:23 | 3A0038051 | Infraction Traffic | 46.30.020      |
| 2/21/23 22:55 | 3A0028032 | Infraction Traffic | 46.61.190.2    |
| 2/22/23 4:13  | 3A0017788 | Infraction Traffic | 46.16A.030.5.O |
| 2/22/23 4:13  | 3A0017788 | Infraction Traffic | 46.16A.200.7D  |
| 2/22/23 4:13  | 3A0017788 | Infraction Traffic | 46.30.020      |
| 2/22/23 7:25  | 3A0135274 | Infraction Traffic | 46.61.190.2    |
| 2/22/23 8:51  | 3A0224632 | Infraction Traffic | 46.61.400.1    |
| 2/22/23 12:00 | 3A0203291 | Infraction Traffic | 46.61.400.1    |
| 2/22/23 14:03 | 3A0083213 | Infraction Traffic | 46.16A.030.5.O |
| 2/22/23 14:03 | 3A0083213 | Infraction Traffic | 46.30.020      |
| 2/22/23 14:03 | 3A0083213 | Infraction Traffic | 46.61.055.4    |
| 2/22/23 14:26 | 3A0103439 | Infraction Traffic | 46.30.020      |
| 2/22/23 16:44 | 3A0104674 | Infraction Traffic | 46.61.050      |
| 2/22/23 19:44 | 3A0104675 | Infraction Traffic | 46.61.050      |
| 2/22/23 21:20 | 3A0121328 | Infraction Traffic | 46.61.305      |
| 2/22/23 22:55 | 3A0115865 | Infraction Traffic | 46.30.020      |
| 2/22/23 23:39 | 3A0036933 | Infraction Traffic | 46.37.020      |
| 2/22/23 23:52 | 3A0080160 | Infraction Traffic | 46.16A.030.5.O |
| 2/23/23 6:29  | 3A0213617 | Infraction Traffic | 46.61.400.27U  |
| 2/23/23 7:02  | 3A0245208 | Infraction Traffic | 46.30.020      |

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|---------------|-----------|--------------------|----------------|
| 2/23/23 7:02  | 3A0245208 | Infraction Traffic | 46.61.400.23U  |
| 2/23/23 8:57  | 3A0021057 | Infraction Traffic | 46.61.180.1    |
| 2/23/23 8:57  | 3A0021058 | Infraction Traffic | 46.30.020      |
| 2/23/23 13:20 | 3A0247875 | Infraction Traffic | 46.30.020      |
| 2/23/23 13:20 | 3A0247875 | Infraction Traffic | 46.61.180.1    |
| 2/23/23 14:11 | 3A0121330 | Infraction Traffic | 46.61.300      |
| 2/23/23 17:34 | 3A0247876 | Infraction Traffic | 46.61.180.1    |
| 2/24/23 0:12  | 3A0115866 | Infraction Traffic | 46.30.020      |
| 2/24/23 7:24  | 3A0081459 | Infraction Traffic | 46.61.672.1    |
| 2/24/23 8:07  | 3A0081461 | Infraction Traffic | 46.61.400.14U  |
| 2/24/23 9:49  | 3A0167572 | Infraction Traffic | 46.61.140      |
| 2/24/23 14:10 | 3A0131351 | Infraction Traffic | 46.16A.030.5.O |
| 2/24/23 14:10 | 3A0131351 | Infraction Traffic | 46.30.020      |
| 2/24/23 14:23 | 3A0227279 | Infraction Traffic | 46.30.020      |
| 2/24/23 14:30 | 3A0099673 | Infraction Traffic | 46.30.020      |
| 2/24/23 14:30 | 3A0099673 | Infraction Traffic | 46.61.635      |
| 2/24/23 14:43 | 3A0103441 | Infraction Traffic | 46.30.020      |
| 2/24/23 14:43 | 3A0103441 | Infraction Traffic | 46.61.185.1    |
| 2/24/23 18:19 | 3A0251100 | Infraction Traffic | 46.61.185.1    |
| 2/24/23 22:52 | 3A0049336 | Infraction Traffic | 46.61.305      |
| 2/24/23 22:54 | 3A0033337 | Infraction Traffic | 46.20.015      |
| 2/24/23 22:54 | 3A0033337 | Infraction Traffic | 46.30.020      |
| 2/24/23 23:02 | 3A0114970 | Infraction Traffic | 46.61.050      |
| 2/25/23 1:49  | 3A0166624 | Infraction Traffic | 46.20.015      |
| 2/25/23 1:49  | 3A0166624 | Infraction Traffic | 46.30.020      |
| 2/25/23 2:25  | 3A0028034 | Infraction Traffic | 46.16A.030.5.O |
| 2/25/23 2:51  | 3A0080161 | Infraction Traffic | 46.30.020      |
| 2/25/23 7:52  | 3A0031454 | Infraction Traffic | 46.16A.030.4   |
| 2/25/23 7:52  | 3A0031454 | Infraction Traffic | 46.20.015      |
| 2/25/23 7:52  | 3A0031454 | Infraction Traffic | 46.30.020      |
| 2/25/23 8:04  | 3A0031455 | Infraction Traffic | 46.61.688      |
| 2/25/23 11:01 | 3A0031458 | Infraction Traffic | 46.30.020      |
| 2/25/23 11:01 | 3A0031458 | Infraction Traffic | 46.61.615      |
| 2/25/23 11:59 | 3A0127771 | Infraction Traffic | 46.61.145.1    |
| 2/25/23 16:05 | 3A0251101 | Infraction Traffic | 46.61.050      |
| 2/25/23 18:31 | 3A0121334 | Infraction Traffic | 46.61.050      |
| 2/25/23 20:54 | 3A0028924 | Infraction Traffic | 46.30.020      |
| 2/25/23 20:54 | 3A0028924 | Infraction Traffic | 46.61.400.10U  |
| 2/25/23 21:49 | 3A0036937 | Infraction Traffic | 46.16A.030.5.O |
| 2/25/23 22:45 | 3A0166625 | Infraction Traffic | 46.61.180.1    |
| 2/26/23 8:42  | 3A0053574 | Infraction Traffic | 46.30.020      |
| 2/26/23 8:42  | 3A0053574 | Infraction Traffic | 46.61.050      |
| 2/26/23 10:29 | 3A0127772 | Infraction Traffic | 46.61.400.1    |
| 2/26/23 11:24 | 3A0031459 | Infraction Traffic | 46.61.180.1    |
| 2/26/23 13:23 | 3A0184500 | Infraction Traffic | 46.61.050      |
| 2/26/23 14:48 | 3A0011974 | Infraction Traffic | 46.30.020      |
| 2/26/23 14:48 | 3A0011974 | Infraction Traffic | 46.61.400.1    |

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| 2/26/23 21:22 | 3A0166626 | Infraction Traffic | 46.16A.305     |
| 2/26/23 21:22 | 3A0166626 | Infraction Traffic | 46.30.020      |
| 2/26/23 21:48 | 3A0063462 | Infraction Traffic | 46.20.015      |
| 2/26/23 21:48 | 3A0063462 | Infraction Traffic | 46.30.020      |
| 2/27/23 2:35  | 3A0063463 | Infraction Traffic | 46.30.020      |
| 2/27/23 3:40  | 3A0063466 | Infraction Traffic | 46.30.020      |
| 2/27/23 8:43  | 3A0052273 | Infraction Traffic | 46.16A.030.5.O |
| 2/27/23 8:43  | 3A0052273 | Infraction Traffic | 46.30.020      |
| 2/27/23 8:53  | 3A0059849 | Infraction Traffic | 46.16A.200.7D  |
| 2/27/23 8:53  | 3A0059849 | Infraction Traffic | 46.30.020      |
| 2/27/23 9:48  | 3A0110247 | Infraction Traffic | 46.61.145.1    |
| 2/27/23 9:53  | 3A0110248 | Infraction Traffic | 46.20.015      |
| 2/27/23 9:58  | 3A0053576 | Infraction Traffic | 46.61.400.09U  |
| 2/27/23 11:01 | 3A0040522 | Infraction Traffic | 46.30.020      |
| 2/27/23 11:01 | 3A0040522 | Infraction Traffic | 46.61.140      |
| 2/27/23 12:17 | 3A0028035 | Infraction Traffic | 46.61.305.1    |
| 2/27/23 21:29 | 3A0209431 | Infraction Traffic | 46.30.020      |
| 2/27/23 22:08 | 3A0011976 | Infraction Traffic | 46.16A.030.5.O |
| 2/27/23 22:08 | 3A0011976 | Infraction Traffic | 46.30.020      |
| 2/28/23 2:50  | 3A0018351 | Infraction Traffic | 46.61.180.1    |
| 2/28/23 9:00  | 3A0083214 | Infraction Traffic | 46.30.020      |
| 2/28/23 9:06  | 3A0052275 | Infraction Traffic | 46.61.400.1    |
| 2/28/23 9:08  | 3A0083215 | Infraction Traffic | 46.61.185.1    |
| 2/28/23 9:15  | 3A0072592 | Infraction Traffic | 46.61.400.1    |
| 2/28/23 9:44  | 3A0257277 | Infraction Traffic | 46.61.365      |
| 2/28/23 10:24 | 3A0036564 | Infraction Traffic | 46.30.020      |
| 2/28/23 11:21 | 3A0193308 | Infraction Traffic | 46.20.015      |
| 2/28/23 11:21 | 3A0193308 | Infraction Traffic | 46.30.020      |
| 2/28/23 11:21 | 3A0193309 | Infraction Traffic | 46.61.180.1    |
| 2/28/23 14:59 | 3A0173241 | Infraction Traffic | 46.30.020      |
| 2/28/23 14:59 | 3A0173242 | Infraction Traffic | 46.30.020      |
| 2/28/23 14:59 | 3A0173242 | Infraction Traffic | 46.61.050      |
| 2/28/23 15:02 | 3A0240592 | Infraction Traffic | 46.61.261      |
| 2/28/23 19:44 | 3A0095859 | Infraction Traffic | 46.61.400.1    |
| 2/28/23 21:39 | 3A0063470 | Infraction Traffic | 46.30.020      |
| 2/28/23 22:25 | 3A0130269 | Infraction Traffic | 46.61.180.1    |

| StatuteDesc                        |
|------------------------------------|
| DWLS 3RD DEGREE                    |
| DWLS 3RD DEGREE                    |
| DWLS 3RD DEGREE                    |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| FAIL TO TRANSFER TITLE W/I 45 DAYS |
| DRIVING WITHOUT A LICENSE          |
| DRIVING WITHOUT A LICENSE          |
| HIT/RUN UNATTENDED VEHICLE         |
| DWLS 3RD DEGREE                    |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| DWLS 3RD DEGREE                    |
| DWLS 3RD DEGREE                    |
| OLD CODE:VEH(HIT/RUN PERSON AT     |
| MV IGNITION INTERLOCK DRIVE VEH WO |
| OLD CODE:VEH(HIT/RUN PERSON AT     |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| DWLS 3RD DEGREE                    |
| DWLS 3RD DEGREE                    |
| TRIP PERMIT VIOLATION-USAGE        |
| DWLS 3RD DEGREE                    |
| RECKLESS DRIVING                   |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| DWLS 2ND DEGREE                    |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| MV IGNITION INTERLOCK DRIVE VEH WO |
| OLD CODE:VEH(PHY/UNIL/DRUG)NEW     |
| DWLS 3RD DEGREE                    |
| DWLS 3RD DEGREE                    |
| HIT/RUN UNATTENDED VEHICLE         |
| DRIVING WITHOUT A LICENSE          |
| DWLS 3RD DEGREE                    |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| DWLS 1ST DEGREE                    |
| MV IGNITION INTERLOCK DRIVE VEH WO |
| DWLS 3RD DEGREE                    |
| DWLS 3RD DEGREE                    |
| DRIVING WITHOUT A LICENSE          |
| DWLS 2ND DEGREE                    |
| RECKLESS DRIVING                   |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| DWLS 3RD DEGREE                    |
| DRIVING WITHOUT A LICENSE          |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| DRIVING WITHOUT A LICENSE          |

|                                    |
|------------------------------------|
| DWLS 3RD DEGREE                    |
| DWLS 3RD DEGREE                    |
| MV IGNITION INTERLOCK DRIVE VEH WO |
| MV IGNITION INTERLOCK DRIVE VEH WO |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| DWLS 3RD DEGREE                    |
| OLD CODE:VEH(HIT/RUN PERSON AT     |
| OLD CODE:VEH(HIT/RUN PERSON AT     |
| MV IGNITION INTERLOCK DRIVE VEH WO |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| DWLS 3RD DEGREE                    |
| TRIP PERMIT VIOLATION              |
| FAIL TO TRANSFER TITLE W/I 45 DAYS |
| FAIL TO TRANSFER TITLE W/I 45 DAYS |
| DWLS 3RD DEGREE                    |
| DWLS 3RD DEGREE                    |
| DWLS 1ST DEGREE                    |
| FAIL TO TRANSFER TITLE W/I 45 DAYS |
| DWLS 3RD DEGREE                    |
| DWLS 3RD DEGREE                    |
| DRIVING WITHOUT A LICENSE          |
| DWLS 3RD DEGREE                    |
| HIT/RUN UNATTENDED VEHICLE         |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| DRIVING WITHOUT A LICENSE          |
| DWLS 1ST DEGREE                    |
| FAIL TO TRANSFER TITLE W/I 45 DAYS |
| DWLS 2ND DEGREE                    |
| DWLS 3RD DEGREE                    |
| FAIL TO TRANSFER TITLE W/I 45 DAYS |
| DWLS 3RD DEGREE                    |
| FAIL TO TRANSFER TITLE W/I 45 DAYS |
| DRIVING WITHOUT A LICENSE          |
| DWLS 1ST DEGREE                    |
| DRIVING WITHOUT A LICENSE          |
| DWLS 3RD DEGREE                    |
| DWLS 3RD DEGREE                    |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| DRIVING WITHOUT A LICENSE          |
| DRIVING WITHOUT A LICENSE          |
| DWLS 3RD DEGREE                    |
| RECKLESS DRIVING                   |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| MV IGNITION INTERLOCK DRIVE VEH WO |

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| DWLS 3RD DEGREE                         |
| DWLS 3RD DEGREE                         |
| FAIL TO TRANSFER TITLE W/I 45 DAYS      |
| DWLS 3RD DEGREE                         |
| MV IGNITION INTERLOCK DRIVE VEH WO      |
| OLD CODE:VEH(DWUIL/DRUG)NEW             |
| DWLS 3RD DEGREE                         |
| OLD CODE:VEH(DWUIL/DRUG)NEW             |
| OLD CODE:VEH(DWUIL/DRUG)NEW             |
| OLD CODE:VEH(DWUIL/DRUG)NEW             |
| HIT AND RUN UNATTENDED-AID/ABET         |
| OLD CODE:VEH(DWUIL/DRUG)NEW             |
| FAIL TO TRANSFER TITLE W/I 45 DAYS      |
| DRIVING WITHOUT A LICENSE               |
| DWLS 1ST DEGREE                         |
| OLD CODE:VEH(DWUIL/DRUG)NEW             |
| OLD CODE:VEH(PHY/UNIL/DRUG)NEW          |
| OLD CODE:VEH(DWUIL/DRUG)NEW             |
| OLD CODE:VEH(DWUIL/DRUG)NEW             |
| OLD CODE:VEH(DWUIL/DRUG)NEW             |
| DRIVING WITHOUT A LICENSE               |
| DRIVING WITHOUT A LICENSE               |
| DWLS 3RD DEGREE                         |
| LEAVE CHILD IN UNATTEND VEH W-MOTOR RUN |
| DRIVING WITHOUT A LICENSE               |
| DWLS 3RD DEGREE                         |
| OLD CODE:VEH(HIT/RUN PERSON AT          |
| OLD CODE:VEH(DWUIL/DRUG)NEW             |
| DRIVING WITHOUT A LICENSE               |
| MV IGNITION INTERLOCK DRIVE VEH WO      |
| OLD CODE:VEH(DWUIL/DRUG)NEW             |
| DWLS 3RD DEGREE                         |
| DWLS 1ST DEGREE                         |
| MV IGNITION INTERLOCK DRIVE VEH WO      |
| DWLS 3RD DEGREE                         |
| FAIL TO TRANSFER TITLE W/I 45 DAYS      |
| FAIL TO TRANSFER TITLE W/I 45 DAYS      |
| DWLS 3RD DEGREE                         |
| DWLS 3RD DEGREE                         |
| OLD CODE:VEH(DWUIL/DRUG)NEW             |
| FAIL TO TRANSFER TITLE W/I 45 DAYS      |
| DWLS 3RD DEGREE                         |
| MV IGNITION INTERLOCK DRIVE VEH WO      |
| DWLS 3RD DEGREE                         |
| DWLS 3RD DEGREE                         |
| DWLS 2ND DEGREE                         |
| DWLS 3RD DEGREE                         |

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| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| DRIVING WITHOUT A LICENSE          |
| DWLS 3RD DEGREE                    |
| DWLS 3RD DEGREE                    |
| DRIVING WITHOUT A LICENSE          |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| RECKLESS DRIVING                   |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| DWLS 3RD DEGREE                    |
| MV IGNITION INTERLOCK DRIVE VEH WO |
| DWLS 3RD DEGREE                    |
| DWLS 3RD DEGREE                    |
| OLD CODE:VEH(HIT/RUN PERSON AT     |
| RECKLESS DRIVING                   |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| DWLS 2ND DEGREE                    |
| FAIL TO TRANSFER TITLE W/I 45 DAYS |
| DWLS 3RD DEGREE                    |
| DWLS 3RD DEGREE                    |
| MV IGNITION INTERLOCK DRIVE VEH WO |
| DRIVING WITHOUT A LICENSE          |
| DWLS 3RD DEGREE                    |
| MV IGNITION INTERLOCK DRIVE VEH WO |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| DWLS 3RD DEGREE                    |
| DWLS 3RD DEGREE                    |
| DRIVING WITHOUT A LICENSE          |
| OLD CODE:VEH(PHY/UNIL/DRUG)NEW     |
| DWLS 3RD DEGREE                    |
| FAIL TO TRANSFER TITLE W/I 45 DAYS |
| OLD CODE:VEH(HIT/RUN PERSON AT     |
| DWLS 1ST DEGREE                    |
| MV IGNITION INTERLOCK DRIVE VEH WO |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| DWLS 1ST DEGREE                    |
| IGNITION INTERLOCK DR LIC VIOL     |
| DWLS 3RD DEGREE                    |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| OLD CODE:VEH(PHY/UNIL/DRUG)NEW     |
| DWLS 3RD DEGREE                    |
| DWLS 3RD DEGREE                    |
| OLD CODE:VEH(PHY/UNIL/DRUG)NEW     |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| DWLS 3RD DEGREE                    |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |

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| OLD CODE:VEH(DWUJIL/DRUG)NEW        |
| DWLS 3RD DEGREE                     |
| DWLS 3RD DEGREE                     |
| DWLS 3RD DEGREE                     |
| FAIL TO TRANSFER TITLE W/I 45 DAYS  |
| RECKLESS DRIVING                    |
| FAIL TO TRANSFER TITLE W/I 45 DAYS  |
| DRIVING WITHOUT A LICENSE           |
| DWLS 3RD DEGREE                     |
| OLD CODE:VEH(DWUJIL/DRUG)NEW        |
| FAIL TO TRANSFER TITLE W/I 45 DAYS  |
| DWLS 3RD DEGREE                     |
| DWLS 3RD DEGREE                     |
| DWLS 3RD DEGREE                     |
| OLD CODE:VEH(PHY/UNIL/DRUG)NEW      |
| RECKLESS DRIVING                    |
| OLD CODE:VEH(DWUJIL/DRUG)NEW        |
| DWLS 3RD DEGREE                     |
| DRIVING WITHOUT A LICENSE           |
| DWLS 3RD DEGREE                     |
| MV IGNITION INTERLOCK DRIVE VEH WO  |
| OLD CODE:VEH(DWUJIL/DRUG)NEW        |
| OLD CODE:VEH(DWUJIL/DRUG)NEW        |
| DWLS 3RD DEGREE                     |
| MV IGNITION INTERLOCK DRIVE VEH WO  |
| MV IGNITION INTERLOCK DRIVE VEH WO  |
| HIT/RUN-ATTENDED VEHICLE NON INJURY |
| OLD CODE:VEH(DWUJIL/DRUG)NEW        |
| OLD CODE:VEH(PHY/UNIL/DRUG)NEW      |
| DWLS 3RD DEGREE                     |
| DWLS 2ND DEGREE                     |
| DWLS 3RD DEGREE                     |
| OLD CODE:VEH(DWUJIL/DRUG)NEW        |
| OLD CODE:VEH(DWUJIL/DRUG)NEW        |
| DWLS 3RD DEGREE                     |
| OLD CODE:VEH(DWUJIL/DRUG)NEW        |
| DWLS 2ND DEGREE                     |
| OLD CODE:VEH(DWUJIL/DRUG)NEW        |
| DWLS 3RD DEGREE                     |
| MV IGNITION INTERLOCK DRIVE VEH WO  |
| DWLS 3RD DEGREE                     |
| FAIL TO TRANSFER TITLE W/I 45 DAYS  |
| DRIVING WITHOUT A LICENSE           |
| DRIVING WITHOUT A LICENSE           |
| DWLS 3RD DEGREE                     |
| MV IGNITION INTERLOCK DRIVE VEH WO  |
| DRIVING WITHOUT A LICENSE           |

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| DWLS 3RD DEGREE                                   |
| SPEED TOO FAST FOR CONDITIONS                     |
| DRIVING WITHOUT A LICENSE                         |
| DUI   |
| DRIVING WITHOUT A LICENSE                         |
| FAIL TO OBEY POLICE                               |
| OLD CODE:VEH(DWUIL/DRUG)NEW                       |
| OLD CODE:VEH(DWUIL/DRUG)NEW                       |
| DWLS 3RD DEGREE                                   |
| MV IGNITION INTERLOCK DRIVE VEH WO                |
| DWLS 3RD DEGREE                                   |
| DWLS 3RD DEGREE                                   |
| OLD CODE:VEH(HIT/RUN PERSON AT                    |
| OLD CODE:VEH(DWUIL/DRUG)NEW                       |
| HIT/RUN UNATTENDED VEHICLE                        |
| OLD CODE:VEH(DWUIL/DRUG)NEW                       |
| OLD CODE:VEH(DWUIL/DRUG)NEW                       |
| DWLS 3RD DEGREE                                   |
| DWLS 3RD DEGREE                                   |
| DRIVING W/LIC SUSPEND/REVOKED IN OTHER JURIS      |
| DWLS 3RD DEGREE                                   |
| DRIVING WITHOUT A LICENSE                         |
| OLD CODE:VEH(DWUIL/DRUG)NEW                       |
| DWLS 3RD DEGREE                                   |
| DWLS 3RD DEGREE                                   |
| OLD CODE:VEH(DWUIL/DRUG)NEW                       |
| OLD CODE:VEH(HIT/RUN PERSON AT                    |
| OLD CODE:VEH(DWUIL/DRUG)NEW                       |
| DWLS 3RD DEGREE                                   |
| DWLS 3RD DEGREE                                   |
| DWLS 3RD DEGREE                                   |
| MV IGNITION INTERLOCK DRIVE VEH WO                |
| DWLS 2ND DEGREE                                   |
| DWLS 3RD DEGREE                                   |
| MV IGNITION INTERLOCK DRIVE VEH WO                |
| OLD CODE:VEH(DWUIL/DRUG)NEW                       |
| DRIVING WITHOUT A LICENSE                         |
| RECKLESS DRIVING                                  |
| FAILURE TO STOP WHEN REQUESTED BY LAW ENFORCEMENT |
| DRIVING WITHOUT A LICENSE                         |
| DRIVING WITHOUT A LICENSE                         |

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| HIT AND RUN UNATTENDED-AID/ABET   |
| DWLS 3RD DEGREE   |
| OLD CODE:VEH(DWUIL/DRUG)NEW   |
| DRIVING WITHOUT A LICENSE   |
| MV IGNITION INTERLOCK DRIVE VEH WO                                      |
| HIT AND RUN UNATTENDED-AID/ABET   |
| OLD CODE:VEH(DWUIL/DRUG)NEW   |
| FAIL TO TRANSFER TITLE W/I 45 DAYS                                      |
| DRIVING WITHOUT A LICENSE   |
| DRIVER DUTY DAMAGE ONLY HIT/RUN   |
| RECKLESS DRIVING  |
| DRIVING WITHOUT A LICENSE   |
| OLD CODE:VEH(DWUIL/DRUG)NEW   |
| HIT AND RUN UNATTENDED-AID/ABET   |
| HIT/RUN-ATTENDED VEHICLE NON INJURY                                     |
| FAIL TO TRANSFER TITLE W/I 45 DAYS                                      |
| DRIVING WITHOUT A LICENSE   |
| DWLS 3RD DEGREE   |
| DRIVING WITHOUT A LICENSE   |
| DRIVING WITHOUT A LICENSE   |
| HIT AND RUN UNATTENDED-AID/ABET   |
| OLD CODE:VEH(PHY/UNIL/DRUG)NEW  |
| DWLS 3RD DEGREE   |
| DWLS 3RD DEGREE   |
| RECKLESS DRIVING  |
| DWLS 3RD DEGREE   |
| MV IGNITION INTERLOCK DRIVE VEH WO                                      |
| OLD CODE:VEH(DWUIL/DRUG)NEW   |
| DRIVING WITHOUT A LICENSE   |
| HIT/RUN UNATTENDED PROPERTY   |
| DWLS 3RD DEGREE   |
| DWLS 3RD DEGREE   |
| SPEED 23 OVER (40 OR UNDER)   |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| IMPROPER LANE USAGE   |
| FAIL STOP AT STOP SIGN/INTERSECTION                                     |
| TURN, PROHIBIT-IMPROPER   |
| SPEED 28 OVER (40 OR UNDER)   |
| SPEED 34 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL STOP AT STOP SIGN/INTERSECTION                                     |
| FAIL STOP AT STOP SIGN/INTERSECTION                                     |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |

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| IMPROPER LANE USAGE   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATE W-OBSTRUCT VISION   |
| SPEED 15 OVER (40 OR UNDER)   |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| IMPROPER LANE USAGE   |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| IMPROPER LANE USAGE   |
| FAIL YIELD LEFT TURN MOTOR VEHICLE                                      |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FOLLOW VEHICLE TOO CLOSELY  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| IMPROPER LANE USAGE   |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| SPEED 10 OVER (40 OR UNDER)   |
| SPEED 24 OVER (40 OR UNDER)   |
| SPEED 17 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| FL RENEW EXPIRED REG >2 MTHS  |
| SPEED 21 OVER (40 OR UNDER)   |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL YIELD LEFT TURN MOTOR VEHICLE                                      |
| FAIL STOP AT STOP SIGN/INTERSECTION                                     |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| LICENSE NOT IN POSSESSION   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 19 OVER (40 OR UNDER)   |
| SPEED 22 OVER (40 OR UNDER)   |
| SPEED 20 OVER (40 OR UNDER)   |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 12 OVER (40 OR UNDER)   |
| FL RENEW EXPIRED REG >2 MTHS  |

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| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DEFECTIVE EXHAUST 1ST OFFENSE   |
| VEH WINDSHIELD WIPERS POSTERS   |
| SPEED 17 OVER (40 OR UNDER)   |
| IMPROPER LANE USAGE   |
| FOLLOW VEHICLE TOO CLOSELY  |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FOLLOW VEHICLE TOO CLOSELY  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 15 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 27 OVER (40 OR UNDER)   |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| SPEED 21 OVER (40 OR UNDER)   |
| SPEED 37 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| VEH DRIVE WITH WHEELS OFF ROADWAY                                       |
| TURN, PROHIBIT-IMPROPER   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| REAR CTR HI-MOUNTED STOP LAMP REQ                                       |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FOLLOW VEHICLE TOO CLOSELY  |
| SPEED 19 OVER (40 OR UNDER)   |
| FOLLOW VEHICLE TOO CLOSELY  |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 19 OVER (40 OR UNDER)   |
| FL RENEW EXPIRED REG >2 MTHS  |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPER VEH W/O CRNT/PRPR REG & PLATE                                      |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| LAMPS, OPERATE VEH WO HEADLGH T WHEN REQ                                |

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| IMPROPER LANE USAGE   |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| FL RENEW EXPIRED REG <= 2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEEDING TOO FAST FOR CONDITIONS  |
| SPEEDING TOO FAST FOR CONDITIONS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL STOP AT STOP SIGN/INTERSECTION                                     |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| FOLLOW VEHICLE TOO CLOSELY  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| FAIL TO DRIVE ON RIGHT SIDE OF ROAD                                     |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| TURN, PROHIBIT U TURN   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| NEGLIGENT DRIVING 2 DEGREE  |
| SPEED 20 OVER (40 OR UNDER)   |
| SPEEDING TOO FAST FOR CONDITIONS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FOLLOW VEHICLE TOO CLOSELY  |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| MATERIAL, SIGN, POSTER COVERING WINDOWS                                 |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| VEH DRIVE WITH WHEELS OFF ROADWAY                                       |
| MATERIAL, SIGN, POSTER COVERING WINDOWS                                 |
| IMPROPER LANE USAGE   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| IMPROPER DISPLAY TEMPORARY PERMIT                                       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| STOP-LAMPS AND ELECRTCIC TURN SIGNALS REQUIRED                          |
| IMPROPER LANE USAGE   |
| SPEED 18 OVER (40 OR UNDER)   |
| IMPROPER LANE USAGE   |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |

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| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| SPEED 13 OVER (40 OR UNDER)   |
| FOLLOW VEHICLE TOO CLOSELY  |
| SPEED 21 OVER (40 OR UNDER)   |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FL RENEW EXPIRED REG >2 MTHS  |
| FOLLOW VEHICLE TOO CLOSELY  |
| FL RENEW EXPIRED REG >2 MTHS  |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO STOP AT SIGNAL MARK   |
| FL RENEW EXPIRED REG <= 2 MTHS  |
| SPEED 17 OVER (40 OR UNDER)   |
| NEGLIGENT DRIVING 2 DEGREE  |
| FL RENEW EXPIRED REG <= 2 MTHS  |
| SPEED 19 OVER (40 OR UNDER)   |
| SPEED 10 OVER (40 OR UNDER)   |
| SPEED 16 OVER (40 OR UNDER)   |
| FL RENEW EXPIRED REG >2 MTHS  |
| VEH PLATE NOT VALID/IMPROPER ATTACH                                     |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 19 OVER (40 OR UNDER)   |
| SPEED 17 OVER (40 OR UNDER)   |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| SPEED 16 OVER (40 OR UNDER)   |
| SPEED 17 OVER (40 OR UNDER)   |
| SPEED 16 OVER (40 OR UNDER)   |
| FL RENEW EXPIRED REG >2 MTHS  |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 14 OVER (40 OR UNDER)   |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 16 OVER (40 OR UNDER)   |
| FOLLOW VEHICLE TOO CLOSELY  |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL STOP AT STOP SIGN/INTERSECTION                                     |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL STOP AT STOP SIGN/INTERSECTION                                     |
| SPEED 18 OVER (40 OR UNDER)   |
| SPEED 22 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 18 OVER (40 OR UNDER)   |

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| IMPROPER LANE CHANGE (100 FT NOTICE)                                    |
| FL RENEW EXPIRED REG >2 MTHS  |
| SPEED 18 OVER (40 OR UNDER)   |
| SPEED 19 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| TURN, PROHIBIT-IMPROPER   |
| SPEED 24 OVER (40 OR UNDER)   |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| IMPROPER LANE USAGE   |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| SPEED 20 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 14 OVER (40 OR UNDER)   |
| FL RENEW EXPIRED REG >2 MTHS  |
| SPEED 20 OVER (40 OR UNDER)   |
| SPEED 18 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 16 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FL RENEW EXPIRED REG <= 2 MTHS  |
| FL RENEW EXPIRED REG >2 MTHS  |
| SPEED 20 OVER (40 OR UNDER)   |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| SPEED 21 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| LAMPS, DEFECT TURN SIGNALS-STOP LAMPS                                   |
| SPEED 19 OVER (40 OR UNDER)   |
| SPEED 15 OVER (40 OR UNDER)   |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| BUMPERS EQUIPMENT MISSING OR IMPROPER                                   |
| SPEED 22 OVER (40 OR UNDER)   |
| SPEED 16 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| STOP-LAMPS AND ELECRTCIC TURN SIGNALS REQUIRED                          |
| FRONT SHOULDER SEAT BELT VIOLATON                                       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| IMPROPER PASSING (TURN, CURVE, BRIDGE, TUNNEL)                          |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FL RENEW EXPIRED REG >2 MTHS  |
| FL RENEW EXPIRED REG >2 MTHS  |

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| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| IMPROPER LANE USAGE   |
| SPEED 20 OVER (40 OR UNDER)   |
| NEGLIGENT DRIVING 2 DEGREE  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 18 OVER (40 OR UNDER)   |
| SPEED 14 OVER (40 OR UNDER)   |
| SPEED 21 OVER (40 OR UNDER)   |
| SPEED 15 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 18 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 18 OVER (40 OR UNDER)   |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| SPEED 29 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 18 OVER (40 OR UNDER)   |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| OPER VEH W/O CRNT/PRPR REG & PLATE                                      |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPER/POSSESS VEH W/O REGISTRATION                                       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FL RENEW EXPIRED REG >2 MTHS  |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| IMPROPER DISPLAY TEMPORARY PERMIT                                       |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| STOP-LAMPS AND ELECRTIC TURN SIGNALS REQUIRED                           |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 19 OVER (40 OR UNDER)   |
| FL RENEW EXPIRED REG >2 MTHS  |
| FL RENEW EXPIRED REG >2 MTHS  |
| SPEED 15 OVER (40 OR UNDER)   |
| TURN, PROHIBIT-IMPROPER   |
| SPEED 15 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FOLLOW VEHICLE TOO CLOSELY  |
| SPEED 20 OVER (40 OR UNDER)   |
| FL RENEW EXPIRED REG <= 2 MTHS  |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| FOLLOW VEHICLE TOO CLOSELY  |

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| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| FL RENEW EXPIRED REG >2 MTHS  |
| FAIL TO OBEY TRAFFIC CONTROL LEGEND                                     |
| FL RENEW EXPIRED REG >2 MTHS  |
| SPEED 16 OVER (40 OR UNDER)   |
| SPEED 16 OVER (40 OR UNDER)   |
| SPEED 20 OVER (40 OR UNDER)   |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| SPEED 14 OVER (40 OR UNDER)   |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| IMPROPER LANE USAGE   |
| FAIL STOP AT STOP SIGN/INTERSECTION                                     |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 14 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 15 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 18 OVER (40 OR UNDER)   |
| BICYCLE-DEF EQUIP   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FL RENEW EXPIRED REG >2 MTHS  |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FL RENEW EXPIRED REG >2 MTHS  |
| SPEED 15 OVER (40 OR UNDER)   |
| SPEED 13 OVER (40 OR UNDER)   |
| SPEED 13 OVER (40 OR UNDER)   |
| SPEED 17 OVER (40 OR UNDER)   |
| SPEED 15 OVER (40 OR UNDER)   |
| SPEED 21 OVER (40 OR UNDER)   |
| FAIL STOP AT STOP SIGN/INTERSECTION                                     |
| SPEED 18 OVER (40 OR UNDER)   |
| SPEED 17 OVER (40 OR UNDER)   |
| SPEED 14 OVER (40 OR UNDER)   |
| SPEED 17 OVER (40 OR UNDER)   |

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| SPEED 14 OVER (40 OR UNDER)                       |
| SPEED 15 OVER (40 OR UNDER)                       |
| SPEED 14 OVER (40 OR UNDER)                       |
| SPEED 15 OVER (40 OR UNDER)                       |
| SPEED 15 OVER (40 OR UNDER)                       |
| SPEED 22 OVER (40 OR UNDER)                       |
| SPEED 17 OVER (40 OR UNDER)                       |
| SPEED 13 OVER (40 OR UNDER)                       |
| SPEED 19 OVER (40 OR UNDER)                       |
| SPEED 22 OVER (40 OR UNDER)                       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE       |
| SPEED 18 OVER (40 OR UNDER)                       |
| SPEED 22 OVER (40 OR UNDER)                       |
| SPEED 15 OVER (40 OR UNDER)                       |
| SPEED 17 OVER (40 OR UNDER)                       |
| SPEED 17 OVER (40 OR UNDER)                       |
| SPEED 22 OVER (40 OR UNDER)                       |
| SPEED 14 OVER (40 OR UNDER)                       |
| FL RENEW EXPIRED REG >2 MTHS                      |
| SPEED 15 OVER (40 OR UNDER)                       |
| SPEED 14 OVER (40 OR UNDER)                       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE       |
| SPEED 18 OVER (40 OR UNDER)                       |
| SPEED 17 OVER (40 OR UNDER)                       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE       |
| SPEED 17 OVER (40 OR UNDER)                       |
| SPEED 15 OVER (40 OR UNDER)                       |
| SPEED 19 OVER (40 OR UNDER)                       |
| SPEED 17 OVER (40 OR UNDER)                       |
| FL RENEW EXPIRED REG >2 MTHS                      |
| SPEED 17 OVER (40 OR UNDER)                       |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION |
| FL RENEW EXPIRED REG >2 MTHS                      |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE       |
| DISPLAY ALTRD, OBSCRD, LIC PLATE                  |
| LAMPS, DEFECT TURN SIGNALS-STOP LAMPS             |
| FAIL STOP AT STOP SIGN/INTERSECTION               |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE       |
| FAIL STOP AT STOP SIGN/INTERSECTION               |
| IMPROPER LANE USAGE                               |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE       |
| DISREGARD TRAFFIC SIGNAL SIGN                     |
| SPEED 15 OVER (40 OR UNDER)                       |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION |
| SPEED 21 OVER (40 OR UNDER)                       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE       |

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| FAIL YIELD LEFT TURN MOTOR VEHICLE                                      |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL YIELD LEFT TURN MOTOR VEHICLE                                      |
| FAIL YIELD LEFT TURN MOTOR VEHICLE                                      |
| SPEEDING TOO FAST FOR CONDITIONS  |
| SPEED 15 OVER (40 OR UNDER)   |
| SPEED 16 OVER (40 OR UNDER)   |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FL RENEW EXPIRED REG >2 MTHS  |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FL RENEW EXPIRED REG >2 MTHS  |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FL RENEW EXPIRED REG >2 MTHS  |
| SPEED 10 OVER (40 OR UNDER)   |
| SPEED 18 OVER (40 OR UNDER)   |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DEFECTIVE TIRES   |
| FOLLOW VEHICLE TOO CLOSELY  |
| FL RENEW EXPIRED REG >2 MTHS  |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| IMPROPER LANE USAGE   |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FOLLOW VEHICLE TOO CLOSELY  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| LAMPS, OPERATE VEH WO HEADLGHT WHEN REQ                                 |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| FAIL TO WEAR SAFETY BELT  |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| SPEED 19 OVER (40 OR UNDER)   |
| FAIL TO WEAR SAFETY BELT  |
| FAIL TO WEAR SAFETY BELT  |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |

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| DISREGARD TRAFFIC SIGNAL SIGN   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 29 OVER (40 OR UNDER)   |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPER VEH W/O CRNT/PRPR REG & PLATE                                      |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPER/POSSESS VEH W/O REGISTRATION                                       |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 20 OVER (40 OR UNDER)   |
| SPEED 14 OVER (40 OR UNDER)   |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| SPEED 25 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| SPEED 23 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| FL RENEW EXPIRED REG <= 2 MTHS  |
| SPEED 19 OVER (40 OR UNDER)   |
| FOLLOW VEHICLE TOO CLOSELY  |
| OPER VEH W/O CRNT/PRPR REG & PLATE                                      |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO STOP AT SIGNAL MARK   |
| SPEED 17 OVER (40 OR UNDER)   |
| SPEED 18 OVER (40 OR UNDER)   |
| SPEED 18 OVER (40 OR UNDER)   |
| FAIL STOP AT STOP SIGN/INTERSECTION                                     |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| FAIL TO WEAR SAFETY BELT  |
| FOLLOW VEHICLE TOO CLOSELY  |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FOLLOW TOO CLOSE TO FIRE APPARATUS (500 FT)                             |
| FOLLOW VEHICLE TOO CLOSELY  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| FAIL STOP AT STOP SIGN/INTERSECTION                                     |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| VEH DRIVE AGAINST ONE WAY   |
| FAIL YIELD LEFT TURN MOTOR VEHICLE                                      |
| SPEED 20 OVER (40 OR UNDER)   |

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| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FOLLOW VEHICLE TOO CLOSELY  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| FL RENEW EXPIRED REG <= 2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| UNSAFE OR IMPROPER BACKING  |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO YIELD PED IN CROSSWALK  |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL STOP AT STOP SIGN/INTERSECTION                                     |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| FOLLOW VEHICLE TOO CLOSELY  |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| FL RENEW EXPIRED REG >2 MTHS  |
| FAIL TO STOP AT INTERSECTION/STOP SIGN                                  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEEDING TOO FAST FOR CONDITIONS  |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| FOLLOW VEHICLE TOO CLOSELY  |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| SPEED 17 OVER (40 OR UNDER)   |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 28 OVER (40 OR UNDER)   |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| SPEED 15 OVER (40 OR UNDER)   |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 17 OVER (40 OR UNDER)   |
| FAIL YIELD LEFT TURN MOTOR VEHICLE                                      |
| SPEED 18 OVER (40 OR UNDER)   |
| SPEED 13 OVER (40 OR UNDER)   |
| SPEED 5 OVER (40 OR UNDER)  |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |

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| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                             |
| SPEED 23 OVER (40 OR UNDER)   |
| PASS, IMPROPER ON RIGHT SIDE  |
| SPEEDING TOO FAST FOR CONDITIONS  |
| SPEED 15 OVER (40 OR UNDER)   |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                             |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                             |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                                   |
| NEGLIGENT DRIVING 2 DEGREE  |
| SPEED 18 OVER (40 OR UNDER)   |
| FL RENEW EXPIRED REG >2 MTHS  |
| FAIL TO SIGN/CARRY/DISPLAY VEH REG  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                                   |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                                   |
| SPEED 24 OVER (40 OR UNDER)   |
| SPEED 26 OVER (40 OR UNDER)   |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| SPEED 34 OVER (40 OR UNDER)   |
| FOLLOW VEHICLE TOO CLOSELY  |
| PER ELECTRONIC DEVICE WHILE DRIVING   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                                   |
| SPEED 22 OVER (40 OR UNDER)   |
| SPEED 20 OVER (40 OR UNDER)   |
| SPEED 24 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE IN VIOLATION OF LICENSE RESTRICTION                 |
| DISPLAY OR POSSESS CANCEL, REVOKED OR SUSPENDED DRIVERS LICENSE OR IDENTICARD |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                                   |
| SPEED 21 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                                   |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                             |
| IMPROPER LANE USAGE   |
| SPEEDING TOO FAST FOR CONDITIONS  |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION       |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                             |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                                   |
| SPEEDING TOO FAST FOR CONDITIONS  |
| PER ELECTRONIC DEVICE WHILE DRIVING   |
| PER ELECTRONIC DEVICE WHILE DRIVING   |
| FAIL TO WEAR SAFETY BELT  |
| SPEED 15 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                                   |
| SPEED 15 OVER (40 OR UNDER)   |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                             |
| FAIL TO WEAR SAFETY BELT  |

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| FAIL TO WEAR SAFETY BELT  |
| FOLLOW VEHICLE TOO CLOSELY  |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| FOLLOW VEHICLE TOO CLOSELY  |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL STOP AT STOP SIGN/INTERSECTION                                     |
| FAIL STOP AT STOP SIGN/INTERSECTION                                     |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 20 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| SPEED 20 OVER (40 OR UNDER)   |
| SPEED 14 OVER (40 OR UNDER)   |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FOLLOW VEHICLE TOO CLOSELY  |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| FAIL TO WEAR SAFETY BELT  |
| SPEED 14 OVER (40 OR UNDER)   |
| FOLLOW VEHICLE TOO CLOSELY  |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| DRIVE DANGEROUSLY DISTRACTED  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 16 OVER (40 OR UNDER)   |
| FL RENEW EXPIRED REG <= 2 MTHS  |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| NEGLIGENT DRIVING 2 DEGREE  |
| FOLLOW VEHICLE TOO CLOSELY  |
| SPEED 23 OVER (40 OR UNDER)   |
| FL RENEW EXPIRED REG <= 2 MTHS  |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL YIELD LEFT TURN MOTOR VEHICLE                                      |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 21 OVER (40 OR UNDER)   |
| FAIL TO YIELD PED IN CROSSWALK  |
| SPEED 19 OVER (40 OR UNDER)   |
| SPEED 17 OVER (40 OR UNDER)   |
| SPEED 16 OVER (40 OR UNDER)   |
| SPEED 20 OVER (40 OR UNDER)   |
| SPEED 21 OVER (40 OR UNDER)   |

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| SPEED 17 OVER (40 OR UNDER)                                      |
| SPEED 14 OVER (40 OR UNDER)                                      |
| SPEED 17 OVER (40 OR UNDER)                                      |
| SPEED 14 OVER (40 OR UNDER)                                      |
| SPEED 15 OVER (40 OR UNDER)                                      |
| SPEED 20 OVER (40 OR UNDER)                                      |
| SPEED 17 OVER (40 OR UNDER)                                      |
| SPEED 13 OVER (40 OR UNDER)                                      |
| SPEED 19 OVER (40 OR UNDER)                                      |
| SPEED 15 OVER (40 OR UNDER)                                      |
| SPEED 18 OVER (40 OR UNDER)                                      |
| SPEED 15 OVER (40 OR UNDER)                                      |
| SPEED 19 OVER (40 OR UNDER)                                      |
| SPEED 18 OVER (40 OR UNDER)                                      |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                      |
| SPEED 20 OVER (40 OR UNDER)                                      |
| SPEED 16 OVER (40 OR UNDER)                                      |
| SPEED 16 OVER (40 OR UNDER)                                      |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                      |
| SPEED 15 OVER (40 OR UNDER)                                      |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                      |
| SPEED 25 OVER (40 OR UNDER)                                      |
| FOLLOW VEHICLE TOO CLOSELY                                       |
| FAIL STOP AT STOP SIGN/INTERSECTION                              |
| FAIL TO STOP FOR PED-CAR GREEN CIRCLE                            |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                      |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                      |
| FAIL TO RENEW EXPIRED REGISTRATION > 2 MNTHS                     |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                      |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                      |
| TWO OR MORE STOP LAMPS REQUIRED                                  |
| PER ELECTRONIC DEVICE WHILE DRIVING                              |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                |
| SPEED 8 OVER (40 OR UNDER)                                       |
| SPEED 13 OVER (40 OR UNDER)                                      |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                      |
| SPEED 21 OVER (40 OR UNDER)                                      |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                      |
| SPEED 22 OVER (40 OR UNDER)                                      |
| OPERATING VEHICLE WITHOUT CURRENT OR PROPER REGISTRATION & PLATE |
| FL RENEW EXPIRED REG >2 MTHS                                     |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                      |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                      |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                      |
| IMPROPER LANE USAGE  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                      |

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| SPEED 10 OVER (40 OR UNDER)   |
| FAIL YIELD LEFT TURN MOTOR VEHICLE                                      |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DEFECTIVE LIGHTS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| NEGLIGENT DRIVING 2 DEGREE  |
| SPEED 26 OVER (40 OR UNDER)   |
| SPEED 22 OVER (40 OR UNDER)   |
| FL RENEW EXPIRED REG >2 MTHS  |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| IMPROPER PASSING (TURN, CURVE, BRIDGE, TUNNEL)                          |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DEFECTIVE LIGHTS  |
| FOLLOW TOO CLOSE  |
| FAIL TO YIELD PED IN CROSSWALK  |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL YIELD LEFT TURN MOTOR VEHICLE                                      |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DISPLAY ALTRD, OBSCRD, LIC PLATE  |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| FL RENEW EXPIRED REG <= 2 MTHS  |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| FL RENEW EXPIRED REG >2 MTHS  |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| VEH DRIVE WITH WHEELS OFF ROADWAY                                       |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEEDING TOO FAST FOR CONDITIONS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 17 OVER (40 OR UNDER)   |
| FAIL YIELD PRIVATE RD MOTOR VEHICLE                                     |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| IMPROPER LANE USAGE   |
| SPEED 22 OVER (40 OR UNDER)   |
| FAIL YIELD LEFT TURN MOTOR VEHICLE                                      |
| IMPROPER LANE USAGE   |

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| TURN, PROHIBIT-IMPROPER   |
| IMPROPER LANE USAGE   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 15 OVER (40 OR UNDER)   |
| FL RENEW EXPIRED REG >2 MTHS  |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO STOP AT INTERSECTION/STOP SIGN                                  |
| FOLLOW VEHICLE TOO CLOSELY  |
| DRIVE DANGEROUSLY DISTRACTED  |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL STOP AT STOP SIGN/INTERSECTION                                     |
| FL RENEW EXPIRED REG >2 MTHS  |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 18 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE IN VIOLATION OF LICENSE RESTRICTION           |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 16 OVER (40 OR UNDER)   |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| FL RENEW EXPIRED REG >2 MTHS  |
| SPEED 18 OVER (40 OR UNDER)   |
| SPEED 17 OVER (40 OR UNDER)   |
| SPEED 17 OVER (40 OR UNDER)   |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 17 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 21 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 20 OVER (40 OR UNDER)   |
| SPEED 18 OVER (40 OR UNDER)   |
| SPEED 28 OVER (40 OR UNDER)   |
| SPEED 21 OVER (40 OR UNDER)   |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL YIELD AT YIELD SIGN/INTERSECTION                                   |
| FAIL TO STOP AT INTERSECTION/STOP SIGN                                  |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| FL RENEW EXPIRED REG <= 2 MTHS  |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |

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| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| LICENSE NOT IN POSSESSION   |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| SPEED 15 OVER (40 OR UNDER)   |
| SPEED 15 OVER (40 OR UNDER)   |
| FL RENEW EXPIRED REG >2 MTHS  |
| SPEED 17 OVER (40 OR UNDER)   |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FL RENEW EXPIRED REG >2 MTHS  |
| IMPROPER LANE USAGE   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO SIGNAL STOP-TURN UNSAFE LANE                                    |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| IMPROPER LANE USAGE   |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| FAIL TO RENEW EXPIRED REGISTRATION > 2 MNTHS                            |
| FAIL TO RENEW EXPIRED REGISTRATION > 2 MNTHS                            |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| FL RENEW EXPIRED REG >2 MTHS  |
| SPEED 15 OVER (40 OR UNDER)   |
| FAIL TO SIGNAL STOP-TURN UNSAFE LANE                                    |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| LAMPS, HEADLAMPS REQ  |
| DEFECTIVE LIGHTS  |
| FAIL TO SIGN/CARRY/DISPLAY VEH REG                                      |
| LICENSE NOT IN POSSESSION   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FL RENEW EXPIRED REG >2 MTHS  |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| SPEED 12 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| LAMPS, OPERATE VEH WO HEADLGT WHEN REQ                                  |
| SPEED 10 OVER (OVER 40)   |
| OBSTRUCT TRAFFIC AT INTERSECTION  |
| POSSESSING OPEN ALCOHOL CONTAINER IN VEHICLE                            |
| FAIL TO RENEW EXPIRED REGISTRATION > 2 MNTHS                            |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| SPEED 15 OVER (40 OR UNDER)   |

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| SPEED 14 OVER (40 OR UNDER)   |
| TURN, PROHIBIT-IMPROPER   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FL RENEW EXPIRED REG <= 2 MTHS  |
| DRIVE WITHOUT TWO HEADLIGHTS  |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 18 OVER (40 OR UNDER)   |
| SPEED 19 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO DRIVE ON RIGHT SIDE OF ROAD                                     |
| FL RENEW EXPIRED REG <= 2 MTHS  |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 20 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FOLLOW VEHICLE TOO CLOSELY  |
| FAIL TO WEAR SAFETY BELT  |
| FOLLOW VEHICLE TOO CLOSELY  |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FOLLOW VEHICLE TOO CLOSELY  |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| FAIL TO YIELD PED IN CROSSWALK  |
| FAIL YIELD LEFT TURN MOTOR VEHICLE                                      |
| IMPROPER DISPLAY TEMPORARY PERMIT                                       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FOLLOW VEHICLE TOO CLOSELY  |
| TURN LANE, IMPROPER USE CENTER  |
| FAIL STOP AT STOP SIGN/INTERSECTION                                     |
| DEPT OF TRANS NUMBER VIOLATION  |
| COMM VEH NOT MARKED AS PRESCRIBED                                       |
| DEFECTIVE LIGHTS  |
| TRANSPORTER LICENSE PLATE VIOL  |
| FOLLOW VEHICLE TOO CLOSELY  |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| FL RENEW EXPIRED REG >2 MTHS  |
| FOLLOW VEHICLE TOO CLOSELY  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DISPLAY ALTRD, OBSCRD, LIC PLATE  |
| SPEED 15 OVER (40 OR UNDER)   |
| SPEED 13 OVER (40 OR UNDER)   |
| SPEED 18 OVER (40 OR UNDER)   |
| FAIL STOP AT STOP SIGN/INTERSECTION                                     |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| STOP-LAMPS AND ELECRTC TURN SIGNALS REQUIRED                            |
| FOLLOW VEHICLE TOO CLOSELY  |

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| SCHOOL/PLAYGROUND CROSSWALK SPEED 1-5 MPH OVER                                |
| SPEED 17 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                                   |
| SPEED 30 OVER (40 OR UNDER)   |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                                   |
| SPEED 22 OVER (40 OR UNDER)   |
| SPEED 15 OVER (40 OR UNDER)   |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION       |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| SPLASH APRONS-FENDERS, NONE ON VEH  |
| SPEED 5 OVER (40 OR UNDER)  |
| ALTER MAKE PLATE ILLEGIBLE/OBSCURED   |
| IMPROPER LANE USAGE   |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                                   |
| FAIL TO STOP AT SIGNAL MARK   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                                   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                                   |
| FL RENEW EXPIRED REG >2 MTHS  |
| DISPLAY OR POSSESS CANCEL, REVOKED OR SUSPENDED DRIVERS LICENSE OR IDENTICARD |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                                   |
| FAIL YIELD PRIVATE RD MOTOR VEHICLE   |
| FOLLOW VEHICLE TOO CLOSELY  |
| IMPROPER LANE USAGE   |
| VEH DRIVE WITH WHEELS OFF ROADWAY   |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                                   |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                                   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                                   |
| SPEED 11 OVER (40 OR UNDER)   |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                             |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                             |
| SPEED 5 OVER (40 OR UNDER)  |
| SPEED 26 OVER (40 OR UNDER)   |
| FAIL YIELD LEFT TURN MOTOR VEHICLE  |
| FAIL TO INITIALLY REGISTER VEHICLE  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                                   |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| SPEED 5 OVER (40 OR UNDER)  |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                                   |
| FL RENEW EXPIRED REG >2 MTHS  |
| FL RENEW EXPIRED REG <= 2 MTHS  |
| FL RENEW EXPIRED REG >2 MTHS  |

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| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                                   |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                                   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                                   |
| FAIL TO STOP AT SIGNAL MARK   |
| LICENSE NOT IN POSSESSION   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                                   |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                                   |
| SPEED 19 OVER (40 OR UNDER)   |
| DISPLAY OR POSSESS CANCEL, REVOKED OR SUSPENDED DRIVERS LICENSE OR IDENTICARD |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                                   |
| SPEED 26 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                                   |
| SPEED 20 OVER (40 OR UNDER)   |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                                   |
| SPEED 14 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                                   |
| SPEED 15 OVER (40 OR UNDER)   |
| OBSTRUCT TRAFFIC AT INTERSECTION  |
| FAIL YIELD AT YIELD SIGN/INTERSECTION   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                                   |
| FOLLOW VEHICLE TOO CLOSELY  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                                   |
| DRIVE ON SIDEWALK   |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                                   |
| FAIL STOP AT STOP SIGN/INTERSECTION   |
| FL RENEW EXPIRED REG >2 MTHS  |
| VEH PLATE NOT VALID/IMPROPER ATTACH   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                                   |
| FAIL STOP AT STOP SIGN/INTERSECTION   |
| SPEEDING TOO FAST FOR CONDITIONS  |
| SPEEDING TOO FAST FOR CONDITIONS  |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                                   |
| FAIL TO STOP AT SIGNAL MARK   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                                   |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| FAIL TO SIGNAL STOP-TURN UNSAFE LANE  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                                   |
| LAMPS, OPERATE VEH WO HEADLGH T WHEN REQ                                      |
| FL RENEW EXPIRED REG >2 MTHS  |
| SPEED 27 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                                   |

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| SPEED 23 OVER (40 OR UNDER)   |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| TRAFFIC UNSAFE START FROM PARKED POSITION                               |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| SPEED 14 OVER (40 OR UNDER)   |
| IMPROPER LANE USAGE   |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FOLLOW TOO CLOSE TO FIRE APPARATUS (500 FT)                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL YIELD LEFT TURN MOTOR VEHICLE                                      |
| FAIL YIELD LEFT TURN MOTOR VEHICLE                                      |
| FAIL TO SIGNAL STOP-TURN UNSAFE LANE                                    |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO INITIALLY REGISTER VEHICLE                                      |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO WEAR SAFETY BELT  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATE W-OBSTRUCT VISION   |
| FOLLOW VEHICLE TOO CLOSELY  |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 10 OVER (40 OR UNDER)   |
| FL RENEW EXPIRED REG >2 MTHS  |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| SPEEDING TOO FAST FOR CONDITIONS  |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEEDING TOO FAST FOR CONDITIONS  |

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| IMPROPER DISPLAY TEMPORARY PERMIT                                       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| VEH PLATE NOT VALID/IMPROPER ATTACH                                     |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FOLLOW VEHICLE TOO CLOSELY  |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| SPEED 9 OVER (40 OR UNDER)  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| IMPROPER LANE USAGE   |

SIGNALS REQUIRED - SAFETY  
OPERATING A MOTOR VEHICLE WITHOUT INSURANCE  
FL RENEW EXPIRED REG >2 MTHS  
OPERATING A MOTOR VEHICLE WITHOUT INSURANCE  
FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION  
OPERATING A MOTOR VEHICLE WITHOUT INSURANCE  
SPEEDING TOO FAST FOR CONDITIONS  
FAIL YIELD LEFT TURN MOTOR VEHICLE  
SPEEDING TOO FAST FOR CONDITIONS  
FAIL TO YIELD FROM DRIVEWAY-ALLEY  
OPERATING A MOTOR VEHICLE WITHOUT INSURANCE  
DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION  
OPERATING A MOTOR VEHICLE WITHOUT INSURANCE  
FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION  
OPERATING A MOTOR VEHICLE WITHOUT INSURANCE  
OPERATING A MOTOR VEHICLE WITHOUT INSURANCE  
DISREGARD TRAFFIC SIGNAL SIGN  
FAIL TO YIELD PED ON SIDEWALK  
SPEEDING TOO FAST FOR CONDITIONS  
OPERATING A MOTOR VEHICLE WITHOUT INSURANCE  
FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION

| TicketDatetime | TicketNumber | TicketType       | Statute       |
|----------------|--------------|------------------|---------------|
| 1/1/22 1:39    | 2A0016835    | Criminal Traffic | 46.20.342.1C  |
| 1/1/22 1:39    | 2A0016835    | Criminal Traffic | 46.20.740     |
| 1/1/22 1:39    | 2A0016835    | Criminal Traffic | 46.61.502     |
| 1/1/22 2:23    | 2A0016693    | Criminal Traffic | 46.61.502     |
| 1/1/22 15:24   | 2A0036734    | Criminal Traffic | 46.20.342.1C  |
| 1/1/22 22:44   | 2A0047106    | Criminal Traffic | 46.20.005     |
| 1/1/22 23:47   | 2A0046285    | Criminal Traffic | 46.20.342.1C  |
| 1/2/22 2:15    | 2A0018072    | Criminal Traffic | 46.52.010.2.C |
| 1/2/22 10:35   | 2A0019118    | Criminal Traffic | 46.61.500     |
| 1/2/22 18:27   | 2A0039281    | Criminal Traffic | 46.20.342.1B  |
| 1/4/22 1:34    | 2A0073241    | Criminal Traffic | 46.61.502     |
| 1/4/22 10:16   | 2A0082618    | Criminal Traffic | 46.61.504     |
| 1/4/22 12:49   | 2A0067037    | Criminal Traffic | 46.61.502     |
| 1/4/22 17:43   | 2A0036787    | Criminal Traffic | 46.61.502     |
| 1/6/22 14:05   | 2A0046288    | Criminal Traffic | 46.20.342.1C  |
| 1/6/22 17:51   | 2A0094687    | Criminal Traffic | 46.61.502     |
| 1/6/22 18:33   | 2A0073244    | Criminal Traffic | 46.20.342.1C  |
| 1/7/22 19:35   | 2A0056168    | Criminal Traffic | 46.20.342.1A  |
| 1/7/22 22:26   | 2A0038631    | Criminal Traffic | 46.12.650.7   |
| 1/7/22 22:41   | 2A0103776    | Criminal Traffic | 46.61.502     |
| 1/8/22 0:55    | 2A0013300    | Criminal Traffic | 46.61.502     |
| 1/9/22 1:23    | 2A0117168    | Criminal Traffic | 46.61.504     |
| 1/9/22 13:53   | 2A0019769    | Criminal Traffic | 46.20.005     |
| 1/10/22 2:07   | 2A0058412    | Criminal Traffic | 46.20.342.1C  |
| 1/10/22 6:36   | 2A0123689    | Criminal Traffic | 46.20.342.1A  |
| 1/10/22 6:36   | 2A0123689    | Criminal Traffic | 46.61.502     |
| 1/10/22 13:50  | 2A0124269    | Criminal Traffic | 46.52.020     |
| 1/10/22 19:19  | 2A0019770    | Criminal Traffic | 46.20.342.1C  |
| 1/10/22 19:19  | 2A0019770    | Criminal Traffic | 46.20.740     |
| 1/10/22 19:19  | 2A0019770    | Criminal Traffic | 46.52.020     |
| 1/11/22 9:46   | 2A0042461    | Criminal Traffic | 46.20.342.1C  |
| 1/11/22 11:22  | 2A0028111    | Criminal Traffic | 46.20.005     |
| 1/11/22 16:51  | 2A0016700    | Criminal Traffic | 46.61.502     |
| 1/11/22 20:10  | 2A0115938    | Criminal Traffic | 46.20.342.1C  |
| 1/11/22 20:20  | 2A0038979    | Criminal Traffic | 46.20.342.1C  |
| 1/11/22 20:20  | 2A0038979    | Criminal Traffic | 46.20.740     |
| 1/12/22 0:00   | 2A0129440    | Criminal Traffic | 46.61.502     |
| 1/12/22 7:43   | 2A0047572    | Criminal Traffic | 46.12.650.7   |
| 1/12/22 7:43   | 2A0047572    | Criminal Traffic | 46.20.342.1C  |
| 1/12/22 8:39   | 2A0121790    | Criminal Traffic | 46.20.342.1C  |
| 1/12/22 14:20  | 2A0132526    | Criminal Traffic | 46.20.342.1A  |
| 1/12/22 14:20  | 2A0132526    | Criminal Traffic | 46.20.740     |
| 1/12/22 17:24  | 2A0132516    | Criminal Traffic | 46.61.502     |
| 1/13/22 16:46  | 2A0088120    | Criminal Traffic | 46.20.342.1C  |
| 1/14/22 7:15   | 2A0131350    | Criminal Traffic | 46.20.342.1C  |
| 1/14/22 16:04  | 2A0132517    | Criminal Traffic | 46.61.504     |

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|---------------|-----------|------------------|---------------|
| 1/14/22 20:37 | 2A0038635 | Criminal Traffic | 46.20.342.1C  |
| 1/14/22 23:54 | 2A0132518 | Criminal Traffic | 46.61.502     |
| 1/15/22 0:22  | 2A0119773 | Criminal Traffic | 46.20.342.1C  |
| 1/15/22 9:26  | 2A0082620 | Criminal Traffic | 46.52.020.2A  |
| 1/15/22 11:42 | 2A0093690 | Criminal Traffic | 46.52.010.1   |
| 1/15/22 16:12 | 2A0067039 | Criminal Traffic | 46.61.504     |
| 1/15/22 17:13 | 2A0141921 | Criminal Traffic | 46.20.005     |
| 1/17/22 9:03  | 2A0145577 | Criminal Traffic | 46.61.502     |
| 1/17/22 17:51 | 2A0013827 | Criminal Traffic | 46.20.342.1C  |
| 1/17/22 17:51 | 2A0013827 | Criminal Traffic | 46.61.502     |
| 1/17/22 18:36 | 2A0047109 | Criminal Traffic | 46.20.342.1A  |
| 1/18/22 1:00  | 2A0016841 | Criminal Traffic | 46.20.342.1C  |
| 1/18/22 5:33  | 2A0017496 | Criminal Traffic | 46.16A.320.3A |
| 1/18/22 5:33  | 2A0017496 | Criminal Traffic | 46.20.005     |
| 1/18/22 16:14 | 2A0019773 | Criminal Traffic | 46.20.342.1B  |
| 1/18/22 20:49 | 2A0016843 | Criminal Traffic | 46.20.342.1C  |
| 1/18/22 21:45 | 2A0045021 | Criminal Traffic | 46.12.650.7   |
| 1/19/22 4:31  | 2A0045022 | Criminal Traffic | 46.20.342.1C  |
| 1/19/22 4:31  | 2A0045022 | Criminal Traffic | 46.61.502     |
| 1/19/22 7:04  | 2A0123594 | Criminal Traffic | 46.52.010.2.C |
| 1/19/22 14:15 | 2A0150936 | Criminal Traffic | 46.20.342.1C  |
| 1/19/22 17:28 | 2A0039363 | Criminal Traffic | 46.20.005     |
| 1/19/22 20:52 | 2A0016844 | Criminal Traffic | 46.61.502     |
| 1/20/22 11:59 | 2A0002043 | Criminal Traffic | 46.20.342.1C  |
| 1/20/22 21:03 | 2A0132519 | Criminal Traffic | 46.61.502     |
| 1/20/22 21:37 | 2A0057940 | Criminal Traffic | 46.20.342.1C  |
| 1/21/22 3:51  | 2A0045034 | Criminal Traffic | 46.61.504     |
| 1/21/22 9:05  | 2A0154560 | Criminal Traffic | 46.20.342.1B  |
| 1/21/22 10:54 | 2A0137205 | Criminal Traffic | 46.61.504     |
| 1/21/22 13:50 | 2A0038833 | Criminal Traffic | 46.20.005     |
| 1/21/22 15:26 | 2A0143480 | Criminal Traffic | 46.20.342.1C  |
| 1/21/22 20:35 | 2A0116289 | Criminal Traffic | 46.20.342.1C  |
| 1/21/22 20:47 | 2A0038639 | Criminal Traffic | 46.12.650.7   |
| 1/21/22 21:40 | 2A0132520 | Criminal Traffic | 46.61.502     |
| 1/22/22 4:27  | 2A0045035 | Criminal Traffic | 46.61.502     |
| 1/22/22 6:30  | 2A0131354 | Criminal Traffic | 46.61.504     |
| 1/22/22 8:20  | 2A0131355 | Criminal Traffic | 46.52.010.1   |
| 1/22/22 9:55  | 2A0096557 | Criminal Traffic | 46.20.342.1C  |
| 1/22/22 18:37 | 2A0142973 | Criminal Traffic | 46.52.020     |
| 1/22/22 22:27 | 2A0015057 | Criminal Traffic | 46.20.342.1B  |
| 1/22/22 22:35 | 2A0021275 | Criminal Traffic | 46.61.502     |
| 1/23/22 1:46  | 2A0013301 | Criminal Traffic | 46.61.502     |
| 1/23/22 13:06 | 2A0067040 | Criminal Traffic | 46.61.502     |
| 1/23/22 14:30 | 2A0068763 | Criminal Traffic | 46.20.342.1B  |
| 1/23/22 20:11 | 2A0058314 | Criminal Traffic | 46.20.342.1C  |
| 1/24/22 16:57 | 2A0142976 | Criminal Traffic | 46.20.342.1C  |
| 1/25/22 20:58 | 2A0141924 | Criminal Traffic | 46.52.010.1   |

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| 1/25/22 22:18 | 2A0013828 | Criminal Traffic | 46.61.502    |
| 1/26/22 9:08  | 2A0145811 | Criminal Traffic | 46.20.342.1C |
| 1/26/22 18:09 | 2A0115942 | Criminal Traffic | 46.20.005    |
| 1/26/22 18:09 | 2A0115942 | Criminal Traffic | 46.61.502    |
| 1/26/22 19:14 | 2A0132522 | Criminal Traffic | 46.61.502    |
| 1/26/22 21:45 | 2A0132523 | Criminal Traffic | 46.61.502    |
| 1/27/22 1:10  | 2A0116292 | Criminal Traffic | 46.12.650.7  |
| 1/27/22 1:10  | 2A0116292 | Criminal Traffic | 46.20.005    |
| 1/27/22 10:40 | 2A0121807 | Criminal Traffic | 46.20.342.1C |
| 1/27/22 16:00 | 2A0124261 | Criminal Traffic | 46.52.020    |
| 1/27/22 16:00 | 2A0124261 | Criminal Traffic | 46.61.500    |
| 1/27/22 16:00 | 2A0124261 | Criminal Traffic | 46.61.502    |
| 1/28/22 0:41  | 2A0094289 | Criminal Traffic | 46.61.530    |
| 1/28/22 4:13  | 2A0057942 | Criminal Traffic | 46.61.502    |
| 1/28/22 19:56 | 2A0155323 | Criminal Traffic | 46.20.005    |
| 1/28/22 20:43 | 2A0045036 | Criminal Traffic | 46.61.502    |
| 1/28/22 22:57 | 2A0094291 | Criminal Traffic | 46.20.342.1C |
| 1/29/22 7:03  | 2A0094406 | Criminal Traffic | 46.61.502    |
| 1/29/22 9:57  | 2A0166147 | Criminal Traffic | 46.20.342.1C |
| 1/30/22 0:30  | 2A0171275 | Criminal Traffic | 46.20.005    |
| 1/30/22 0:33  | 2A0156134 | Criminal Traffic | 46.20.342.1C |
| 1/30/22 1:35  | 2A0171276 | Criminal Traffic | 46.20.342.1B |
| 1/30/22 4:50  | 2A0057946 | Criminal Traffic | 46.61.502    |
| 1/30/22 6:40  | 2A0058327 | Criminal Traffic | 46.20.005    |
| 1/30/22 7:46  | 2A0131356 | Criminal Traffic | 46.20.342.1C |
| 1/30/22 14:35 | 2A0020085 | Criminal Traffic | 46.12.650.7  |
| 1/30/22 14:35 | 2A0020085 | Criminal Traffic | 46.61.500    |
| 1/30/22 16:02 | 2A0038835 | Criminal Traffic | 46.20.005    |
| 1/30/22 20:36 | 2A0171278 | Criminal Traffic | 46.61.500    |
| 1/30/22 20:36 | 2A0171278 | Criminal Traffic | 46.61.502    |
| 1/30/22 23:09 | 2A0013830 | Criminal Traffic | 46.61.502    |
| 1/31/22 9:39  | 2A0003641 | Criminal Traffic | 46.25.050    |
| 1/31/22 21:00 | 2A0021277 | Criminal Traffic | 46.20.342.1C |
| 1/31/22 21:00 | 2A0021277 | Criminal Traffic | 46.20.740    |
| 1/31/22 21:00 | 2A0021277 | Criminal Traffic | 46.61.502    |
| 2/1/22 11:25  | 2A0029298 | Criminal Traffic | 46.61.504    |
| 2/2/22 1:08   | 2A0021280 | Criminal Traffic | 46.61.502    |
| 2/3/22 12:57  | 2A0093821 | Criminal Traffic | 46.20.342.1C |
| 2/3/22 16:02  | 2A0067044 | Criminal Traffic | 46.61.504    |
| 2/4/22 1:19   | 2A0017503 | Criminal Traffic | 46.52.010.1  |
| 2/4/22 14:06  | 2A0160932 | Criminal Traffic | 46.20.342.1C |
| 2/4/22 14:06  | 2A0160932 | Criminal Traffic | 46.20.740    |
| 2/4/22 15:27  | 2A0038837 | Criminal Traffic | 46.20.342.1B |
| 2/4/22 16:00  | 2A0094690 | Criminal Traffic | 46.61.502    |
| 2/4/22 20:26  | 2A0119778 | Criminal Traffic | 46.20.342.1C |
| 2/4/22 21:37  | 2A0132524 | Criminal Traffic | 46.20.342.1C |
| 2/4/22 21:37  | 2A0132524 | Criminal Traffic | 46.20.740    |

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| 2/4/22 21:37  | 2A0132524 | Criminal Traffic | 46.61.502     |
| 2/4/22 22:14  | 2A0094294 | Criminal Traffic | 46.12.650.7   |
| 2/5/22 0:39   | 2A0039368 | Criminal Traffic | 46.20.005     |
| 2/5/22 3:30   | 2A0057948 | Criminal Traffic | 46.61.502     |
| 2/5/22 15:31  | 2A0070402 | Criminal Traffic | 46.61.500     |
| 2/5/22 15:49  | 2A0170907 | Criminal Traffic | 46.20.342.1C  |
| 2/5/22 18:35  | 2A0166475 | Criminal Traffic | 46.61.502     |
| 2/5/22 21:03  | 2A0171401 | Criminal Traffic | 46.61.502     |
| 2/5/22 23:47  | 2A0045040 | Criminal Traffic | 46.61.502     |
| 2/6/22 0:44   | 2A0171404 | Criminal Traffic | 46.20.342.1C  |
| 2/6/22 4:17   | 2A0018075 | Criminal Traffic | 46.61.502     |
| 2/6/22 17:50  | 2A0171211 | Criminal Traffic | 46.61.502     |
| 2/7/22 19:48  | 2A0184541 | Criminal Traffic | 46.20.342.1C  |
| 2/7/22 20:15  | 2A0184543 | Criminal Traffic | 46.20.005     |
| 2/7/22 21:24  | 2A0013832 | Criminal Traffic | 46.61.502     |
| 2/8/22 23:33  | 2A0013834 | Criminal Traffic | 46.20.005     |
| 2/8/22 23:33  | 2A0013834 | Criminal Traffic | 46.61.502     |
| 2/9/22 13:45  | 2A0029300 | Criminal Traffic | 46.20.342.1C  |
| 2/9/22 14:18  | 2A0029232 | Criminal Traffic | 46.20.005     |
| 2/9/22 16:57  | 2A0013513 | Criminal Traffic | 46.20.342.1C  |
| 2/10/22 0:37  | 2A0156136 | Criminal Traffic | 46.20.342.1C  |
| 2/10/22 0:37  | 2A0156136 | Criminal Traffic | 46.61.500     |
| 2/10/22 0:37  | 2A0156136 | Criminal Traffic | 46.61.502     |
| 2/10/22 4:37  | 2A0000008 | Criminal Traffic | 46.52.020     |
| 2/10/22 4:37  | 2A0000008 | Criminal Traffic | 46.61.502     |
| 2/10/22 11:30 | 2A0160934 | Criminal Traffic | 46.20.342.1C  |
| 2/10/22 14:43 | 2A0029301 | Criminal Traffic | 46.20.342.1C  |
| 2/10/22 14:43 | 2A0029301 | Criminal Traffic | 46.20.740     |
| 2/10/22 14:43 | 2A0029301 | Criminal Traffic | 46.61.502     |
| 2/10/22 21:06 | 2A0132484 | Criminal Traffic | 46.61.502     |
| 2/11/22 12:40 | 2A0029233 | Criminal Traffic | 46.20.342.1C  |
| 2/11/22 19:28 | 2A0132485 | Criminal Traffic | 46.20.342.1C  |
| 2/11/22 19:28 | 2A0132485 | Criminal Traffic | 46.61.502     |
| 2/11/22 19:53 | 2A0030989 | Criminal Traffic | 46.61.500     |
| 2/12/22 1:09  | 2A0013304 | Criminal Traffic | 46.20.342.1C  |
| 2/12/22 14:47 | 2A0159265 | Criminal Traffic | 46.20.342.1C  |
| 2/12/22 15:50 | 2A0137207 | Criminal Traffic | 46.20.342.1C  |
| 2/12/22 18:15 | 2A0013836 | Criminal Traffic | 46.61.502     |
| 2/13/22 1:33  | 2A0013307 | Criminal Traffic | 46.52.010.2.C |
| 2/13/22 2:19  | 2A0142980 | Criminal Traffic | 46.61.502     |
| 2/13/22 14:54 | 2A0067046 | Criminal Traffic | 46.61.502     |
| 2/13/22 16:04 | 2A0200249 | Criminal Traffic | 46.20.342.1A  |
| 2/13/22 16:04 | 2A0200249 | Criminal Traffic | 46.20.740     |
| 2/13/22 20:39 | 2A0116920 | Criminal Traffic | 46.20.342.1C  |
| 2/13/22 22:35 | 2A0192270 | Criminal Traffic | 46.20.342.1C  |
| 2/13/22 23:06 | 2A0119780 | Criminal Traffic | 46.61.500     |
| 2/14/22 0:58  | 2A0013839 | Criminal Traffic | 46.20.342.1C  |

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| 2/14/22 0:58  | 2A0013839 | Criminal Traffic | 46.20.740     |
| 2/14/22 10:34 | 2A0154565 | Criminal Traffic | 46.52.010.2.C |
| 2/14/22 16:22 | 2A0016717 | Criminal Traffic | 46.61.502     |
| 2/14/22 17:31 | 2A0201369 | Criminal Traffic | 46.20.342.1A  |
| 2/15/22 0:33  | 2A0192272 | Criminal Traffic | 46.20.342.1C  |
| 2/15/22 9:16  | 2A0042496 | Criminal Traffic | 46.20.342.1C  |
| 2/15/22 12:20 | 2A0154566 | Criminal Traffic | 46.52.020     |
| 2/15/22 12:52 | 2A0160010 | Criminal Traffic | 46.20.342.1C  |
| 2/15/22 12:52 | 2A0201372 | Criminal Traffic | 46.12.650.7   |
| 2/15/22 13:44 | 2A0002063 | Criminal Traffic | 46.61.500     |
| 2/15/22 19:46 | 2A0171215 | Criminal Traffic | 46.61.500     |
| 2/15/22 19:58 | 2A0013841 | Criminal Traffic | 46.61.502     |
| 2/15/22 22:25 | 2A0192275 | Criminal Traffic | 46.20.342.1C  |
| 2/15/22 22:51 | 2A0188592 | Criminal Traffic | 46.61.502     |
| 2/16/22 0:08  | 2A0192178 | Criminal Traffic | 46.20.342.1C  |
| 2/16/22 0:24  | 2A0201162 | Criminal Traffic | 46.61.502     |
| 2/16/22 10:14 | 2A0067047 | Criminal Traffic | 46.61.502     |
| 2/16/22 11:36 | 2A0201091 | Criminal Traffic | 46.20.005     |
| 2/16/22 13:49 | 2A0166154 | Criminal Traffic | 46.20.005     |
| 2/16/22 17:27 | 2A0201163 | Criminal Traffic | 46.20.342.1C  |
| 2/16/22 22:05 | 2A0201167 | Criminal Traffic | 46.61.502     |
| 2/16/22 22:57 | 2A0129443 | Criminal Traffic | 46.20.342.1C  |
| 2/17/22 6:42  | 2A0091533 | Criminal Traffic | 46.61.500     |
| 2/17/22 12:06 | 2A0124265 | Criminal Traffic | 46.20.005     |
| 2/17/22 12:45 | 2A0193482 | Criminal Traffic | 46.20.005.C   |
| 2/17/22 13:51 | 2A0190013 | Criminal Traffic | 46.20.342.1C  |
| 2/17/22 19:19 | 2A0201376 | Criminal Traffic | 46.20.005     |
| 2/18/22 9:52  | 2A0121839 | Criminal Traffic | 46.20.342.1C  |
| 2/18/22 9:52  | 2A0121839 | Criminal Traffic | 46.20.740     |
| 2/18/22 9:52  | 2A0121839 | Criminal Traffic | 46.61.500     |
| 2/18/22 9:56  | 2A0131364 | Criminal Traffic | 46.20.342.1C  |
| 2/18/22 10:06 | 2A0131365 | Criminal Traffic | 46.20.342.1C  |
| 2/18/22 11:44 | 2A0002069 | Criminal Traffic | 46.20.342.1C  |
| 2/19/22 1:00  | 2A0187184 | Criminal Traffic | 46.16A.320.6  |
| 2/19/22 17:31 | 2A0160939 | Criminal Traffic | 46.20.005     |
| 2/20/22 1:53  | 2A0021284 | Criminal Traffic | 46.61.502     |
| 2/20/22 5:52  | 2A0180208 | Criminal Traffic | 46.61.504     |
| 2/20/22 7:50  | 2A0159269 | Criminal Traffic | 46.61.502     |
| 2/20/22 11:12 | 2A0093802 | Criminal Traffic | 46.20.342.1C  |
| 2/20/22 11:12 | 2A0093802 | Criminal Traffic | 46.20.740     |
| 2/20/22 11:12 | 2A0093802 | Criminal Traffic | 46.61.502     |
| 2/20/22 16:34 | 2A0013518 | Criminal Traffic | 46.20.342.1C  |
| 2/20/22 16:34 | 2A0013518 | Criminal Traffic | 46.20.740     |
| 2/21/22 13:41 | 2A0091544 | Criminal Traffic | 46.20.342.1C  |
| 2/21/22 15:07 | 2A0171219 | Criminal Traffic | 46.20.342.1C  |
| 2/21/22 21:52 | 2A0091416 | Criminal Traffic | 46.61.502     |
| 2/22/22 9:59  | 2A0161600 | Criminal Traffic | 46.20.342.1C  |

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| 2/22/22 11:32 | 2A0210175 | Criminal Traffic   | 46.20.342.1C   |
| 2/22/22 13:31 | 2A0190028 | Criminal Traffic   | 46.20.342.1B   |
| 2/22/22 19:29 | 2A0160941 | Criminal Traffic   | 46.52.020      |
| 2/23/22 0:06  | 2A0215261 | Criminal Traffic   | 46.52.010.2    |
| 2/23/22 0:06  | 2A0215261 | Criminal Traffic   | 46.61.502      |
| 2/23/22 9:09  | 2A0198589 | Criminal Traffic   | 46.20.342.1C   |
| 2/23/22 9:09  | 2A0198589 | Criminal Traffic   | 46.52.010.1    |
| 2/23/22 11:51 | 2A0124266 | Criminal Traffic   | 46.16A.320.3A  |
| 2/23/22 14:40 | 2A0216136 | Criminal Traffic   | 46.16A.320.6   |
| 2/23/22 14:40 | 2A0216136 | Criminal Traffic   | 46.20.342.1C   |
| 2/23/22 19:30 | 2A0132528 | Criminal Traffic   | 46.61.504      |
| 2/24/22 20:02 | 2A0119783 | Criminal Traffic   | 46.61.502      |
| 2/24/22 20:53 | 2A0132527 | Criminal Traffic   | 46.61.502      |
| 2/25/22 1:37  | 2A0216945 | Criminal Traffic   | 46.20.342.1C   |
| 2/25/22 2:01  | 2A0173250 | Criminal Traffic   | 46.61.502      |
| 2/25/22 16:58 | 2A0038647 | Criminal Traffic   | 46.20.342.1C   |
| 2/25/22 17:07 | 2A0216946 | Criminal Traffic   | 46.20.342.1C   |
| 2/25/22 17:07 | 2A0216946 | Criminal Traffic   | 46.20.740      |
| 2/25/22 17:07 | 2A0216946 | Criminal Traffic   | 46.61.502      |
| 2/26/22 15:40 | 2A0065667 | Criminal Traffic   | 46.20.342.1A   |
| 2/26/22 16:18 | 2A0204945 | Criminal Traffic   | 46.52.020      |
| 2/26/22 17:48 | 2A0131369 | Criminal Traffic   | 46.20.005      |
| 2/26/22 17:48 | 2A0131369 | Criminal Traffic   | 46.61.500      |
| 2/26/22 17:48 | 2A0131369 | Criminal Traffic   | 46.61.502      |
| 2/26/22 18:24 | 2A0131372 | Criminal Traffic   | 46.20.005      |
| 2/26/22 18:24 | 2A0131372 | Criminal Traffic   | 46.61.500      |
| 2/26/22 18:49 | 2A0131373 | Criminal Traffic   | 46.61.502      |
| 2/26/22 23:50 | 2A0216951 | Criminal Traffic   | 46.20.342.1C   |
| 2/27/22 10:31 | 2A0096560 | Criminal Traffic   | 46.12.650.7    |
| 2/27/22 22:27 | 2A0215264 | Criminal Traffic   | 46.61.502      |
| 2/28/22 0:28  | 2A0224128 | Criminal Traffic   | 46.20.342.1C   |
| 2/28/22 0:28  | 2A0224128 | Criminal Traffic   | 46.20.740      |
| 2/28/22 1:02  | 2A0038649 | Criminal Traffic   | 46.52.010.2.C  |
| 1/1/22 1:39   | 2A0016836 | Infraction Traffic | 46.61.125      |
| 1/1/22 15:24  | 2A0036733 | Infraction Traffic | 46.16A.030.5.L |
| 1/1/22 15:24  | 2A0036733 | Infraction Traffic | 46.16A.180.2   |
| 1/1/22 15:24  | 2A0036733 | Infraction Traffic | 46.30.020      |
| 1/1/22 18:50  | 2A0036783 | Infraction Traffic | 46.16A.030.5.O |
| 1/1/22 18:50  | 2A0036783 | Infraction Traffic | 46.61.050      |
| 1/1/22 18:50  | 2A0036784 | Infraction Traffic | 46.20.015      |
| 1/1/22 19:47  | 2A0044307 | Infraction Traffic | 46.61.050      |
| 1/1/22 21:15  | 2A0046284 | Infraction Traffic | 46.20.015      |
| 1/1/22 21:15  | 2A0046284 | Infraction Traffic | 46.30.020      |
| 1/1/22 22:44  | 2A0047105 | Infraction Traffic | 46.16A.030.5.O |
| 1/1/22 22:44  | 2A0047105 | Infraction Traffic | 46.16A.200.7C  |
| 1/1/22 22:44  | 2A0047105 | Infraction Traffic | 46.30.020      |
| 1/1/22 22:44  | 2A0047105 | Infraction Traffic | 46.37.400      |

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| 1/1/22 23:47 | 2A0046286 | Infraction Traffic | 46.30.020      |
| 1/2/22 10:35 | 2A0019119 | Infraction Traffic | 46.20.015      |
| 1/2/22 10:35 | 2A0019119 | Infraction Traffic | 46.30.020      |
| 1/2/22 16:58 | 2A0056167 | Infraction Traffic | 46.16A.030.5.O |
| 1/2/22 16:58 | 2A0056167 | Infraction Traffic | 46.30.020      |
| 1/2/22 17:30 | 2A0029225 | Infraction Traffic | 46.61.140      |
| 1/2/22 18:12 | 2A0029226 | Infraction Traffic | 46.61.185.1    |
| 1/2/22 18:27 | 2A0039282 | Infraction Traffic | 46.30.020      |
| 1/2/22 18:27 | 2A0039282 | Infraction Traffic | 46.61.400.1    |
| 1/2/22 20:08 | 2A0036785 | Infraction Traffic | 46.61.050      |
| 1/2/22 20:40 | W059559   | Infraction Traffic | 46.30.020      |
| 1/2/22 20:40 | W059559   | Infraction Traffic | 46.37.390      |
| 1/3/22 0:28  | 2A0038976 | Infraction Traffic | 46.61.400.15U  |
| 1/3/22 9:13  | 2A0003607 | Infraction Traffic | 46.61.688      |
| 1/3/22 10:04 | 2A0066856 | Infraction Traffic | 46.61.180.1    |
| 1/3/22 10:21 | 2A0019767 | Infraction Traffic | 46.16A.030.5.O |
| 1/3/22 10:21 | 2A0019767 | Infraction Traffic | 46.20.015      |
| 1/3/22 10:21 | 2A0019767 | Infraction Traffic | 46.30.020      |
| 1/3/22 11:36 | 2A0028288 | Infraction Traffic | 46.20.015      |
| 1/3/22 11:45 | 2A0028289 | Infraction Traffic | 46.30.020      |
| 1/3/22 13:09 | 2A0003608 | Infraction Traffic | 46.61.688      |
| 1/3/22 15:17 | 2A0019768 | Infraction Traffic | 46.16A.030.5.O |
| 1/3/22 15:17 | 2A0019768 | Infraction Traffic | 46.20.015      |
| 1/3/22 15:17 | 2A0019768 | Infraction Traffic | 46.30.020      |
| 1/4/22 10:20 | 2A0003610 | Infraction Traffic | 46.61.672.1    |
| 1/4/22 12:43 | 2A0083568 | Infraction Traffic | 46.30.020      |
| 1/4/22 12:43 | 2A0083568 | Infraction Traffic | 46.61.145.1    |
| 1/4/22 12:49 | 2A0067038 | Infraction Traffic | 46.61.670      |
| 1/4/22 13:06 | 2A0003611 | Infraction Traffic | 46.37.400      |
| 1/4/22 13:06 | 2A0003611 | Infraction Traffic | 46.61.688      |
| 1/4/22 17:43 | 2A0036786 | Infraction Traffic | 46.61.400.1    |
| 1/5/22 5:49  | 2A0091497 | Infraction Traffic | 46.61.145.1    |
| 1/5/22 5:49  | 2A0091497 | Infraction Traffic | 46.61.400.12   |
| 1/5/22 10:06 | 2A0093798 | Infraction Traffic | 46.61.400.1    |
| 1/5/22 14:03 | 2A0093893 | Infraction Traffic | 46.61.050      |
| 1/5/22 16:40 | 2A0093688 | Infraction Traffic | 46.61.185.1    |
| 1/5/22 17:25 | 2A0016838 | Infraction Traffic | 46.61.400.1    |
| 1/5/22 17:57 | 2A0096018 | Infraction Traffic | 46.61.180.1    |
| 1/6/22 6:53  | 2A0091498 | Infraction Traffic | 46.61.400.1    |
| 1/6/22 7:11  | 2A0028108 | Infraction Traffic | 46.16A.180.2   |
| 1/6/22 7:11  | 2A0028108 | Infraction Traffic | 46.16A.200.7A  |
| 1/6/22 7:11  | 2A0028108 | Infraction Traffic | 46.20.015      |
| 1/6/22 7:11  | 2A0028108 | Infraction Traffic | 46.30.020      |
| 1/6/22 10:20 | 2A0093799 | Infraction Traffic | 46.61.050      |
| 1/6/22 12:20 | 2A0067288 | Infraction Traffic | 46.61.180.1    |
| 1/6/22 12:43 | 2A0093689 | Infraction Traffic | 46.61.050      |
| 1/6/22 14:05 | 2A0046287 | Infraction Traffic | 46.16A.030.5.O |

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| 1/6/22 14:05  | 2A0046287 | Infraction Traffic | 46.30.020      |
| 1/7/22 15:30  | 2A0067289 | Infraction Traffic | 46.20.015      |
| 1/7/22 15:30  | 2A0067289 | Infraction Traffic | 46.61.145.1    |
| 1/7/22 17:41  | 2A0111970 | Infraction Traffic | 46.61.400.05U  |
| 1/7/22 18:02  | 2A0139804 | Infraction Traffic | 46.61.400.1    |
| 1/7/22 19:34  | 2A0096019 | Infraction Traffic | 46.61.400.1    |
| 1/7/22 19:34  | 2A0096020 | Infraction Traffic | 46.20.015      |
| 1/7/22 19:35  | 2A0056169 | Infraction Traffic | 46.30.020      |
| 1/7/22 19:35  | 2A0056169 | Infraction Traffic | 46.37.040      |
| 1/7/22 22:26  | 2A0038632 | Infraction Traffic | 46.30.020      |
| 1/8/22 14:33  | 2A0111481 | Infraction Traffic | 46.61.185.1    |
| 1/8/22 17:10  | 2A0038633 | Infraction Traffic | 46.61.145.1    |
| 1/8/22 18:34  | 2A0116914 | Infraction Traffic | 46.61.190.3    |
| 1/8/22 23:35  | 2A0016694 | Infraction Traffic | 46.20.017      |
| 1/8/22 23:53  | 2A0016695 | Infraction Traffic | 46.16A.030.5.L |
| 1/9/22 0:45   | 2A0111482 | Infraction Traffic | 46.16A.030.5.O |
| 1/9/22 9:45   | 2A0118602 | Infraction Traffic | 46.61.050      |
| 1/9/22 15:30  | 2A0119710 | Infraction Traffic | 46.20.015      |
| 1/9/22 15:30  | 2A0119710 | Infraction Traffic | 46.30.020      |
| 1/9/22 23:30  | 2A0016840 | Infraction Traffic | 46.61.050      |
| 1/10/22 2:07  | 2A0058413 | Infraction Traffic | 46.16A.030.5.O |
| 1/10/22 7:35  | 2A0121777 | Infraction Traffic | 46.61.400.25U  |
| 1/10/22 8:05  | 2A0042453 | Infraction Traffic | 46.61.145.1    |
| 1/10/22 8:32  | 2A0002036 | Infraction Traffic | 46.61.672.1    |
| 1/10/22 8:52  | 2A0042454 | Infraction Traffic | 46.61.400.16U  |
| 1/10/22 9:29  | 2A0042455 | Infraction Traffic | 46.61.400.19U  |
| 1/10/22 9:46  | 2A0121778 | Infraction Traffic | 46.30.020      |
| 1/10/22 9:46  | 2A0121778 | Infraction Traffic | 46.61.400.16U  |
| 1/10/22 10:04 | 2A0121779 | Infraction Traffic | 46.20.015      |
| 1/10/22 10:04 | 2A0121779 | Infraction Traffic | 46.30.020      |
| 1/10/22 10:04 | 2A0121779 | Infraction Traffic | 46.61.400.19U  |
| 1/10/22 10:17 | 2A0002037 | Infraction Traffic | 46.61.672.1    |
| 1/10/22 10:24 | 2A0042456 | Infraction Traffic | 46.61.400.17U  |
| 1/10/22 10:26 | 2A0121780 | Infraction Traffic | 46.61.400.20U  |
| 1/10/22 11:25 | 2A0121781 | Infraction Traffic | 46.61.400.18U  |
| 1/10/22 11:40 | 2A0121782 | Infraction Traffic | 46.61.400.17U  |
| 1/10/22 14:54 | 2A0019122 | Infraction Traffic | 46.61.185.1    |
| 1/10/22 14:54 | 2A0121783 | Infraction Traffic | 46.61.400.15U  |
| 1/10/22 15:11 | 2A0115175 | Infraction Traffic | 46.61.145.1    |
| 1/10/22 15:58 | 2A0029296 | Infraction Traffic | 46.61.635      |
| 1/10/22 18:47 | 2A0038977 | Infraction Traffic | 46.30.020      |
| 1/10/22 19:19 | 2A0019771 | Infraction Traffic | 46.16A.030.5.O |
| 1/10/22 19:19 | 2A0019771 | Infraction Traffic | 46.30.020      |
| 1/10/22 21:05 | 2A0038634 | Infraction Traffic | 46.30.020      |
| 1/11/22 6:40  | 2A0028109 | Infraction Traffic | 46.30.020      |
| 1/11/22 7:32  | 2A0042457 | Infraction Traffic | 46.61.050      |
| 1/11/22 8:21  | 2A0121784 | Infraction Traffic | 46.61.400.15U  |

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| 1/11/22 9:04  | 2A0121785 | Infraction Traffic | 46.61.400.21U  |
| 1/11/22 9:05  | 2A0042458 | Infraction Traffic | 46.61.400.18U  |
| 1/11/22 9:21  | 2A0121786 | Infraction Traffic | 46.61.400.18U  |
| 1/11/22 9:28  | 2A0042459 | Infraction Traffic | 46.61.400.23U  |
| 1/11/22 9:37  | 2A0028110 | Infraction Traffic | 46.30.020      |
| 1/11/22 9:46  | 2A0042460 | Infraction Traffic | 46.16A.030.5.L |
| 1/11/22 9:46  | 2A0042460 | Infraction Traffic | 46.20.017      |
| 1/11/22 9:46  | 2A0042460 | Infraction Traffic | 46.30.020      |
| 1/11/22 9:46  | 2A0042460 | Infraction Traffic | 46.61.688      |
| 1/11/22 9:57  | 2A0121787 | Infraction Traffic | 46.61.400.17U  |
| 1/11/22 10:16 | 2A0042462 | Infraction Traffic | 46.61.400.23U  |
| 1/11/22 11:22 | 2A0028112 | Infraction Traffic | 46.30.020      |
| 1/11/22 16:31 | 2A0071050 | Infraction Traffic | 46.61.145.1    |
| 1/11/22 18:31 | 2A0038978 | Infraction Traffic | 46.16A.030.5.O |
| 1/11/22 18:31 | 2A0038978 | Infraction Traffic | 46.30.020      |
| 1/11/22 20:10 | 2A0115939 | Infraction Traffic | 46.16A.030.5.O |
| 1/11/22 20:10 | 2A0115939 | Infraction Traffic | 46.30.020      |
| 1/12/22 7:43  | 2A0047573 | Infraction Traffic | 46.30.020      |
| 1/12/22 8:05  | 2A0121788 | Infraction Traffic | 46.61.400.19U  |
| 1/12/22 8:14  | 2A0042463 | Infraction Traffic | 46.61.400.10U  |
| 1/12/22 8:27  | 2A0003612 | Infraction Traffic | 46.61.400.17   |
| 1/12/22 8:39  | 2A0121789 | Infraction Traffic | 46.16A.180.1   |
| 1/12/22 8:39  | 2A0121789 | Infraction Traffic | 46.20.017      |
| 1/12/22 8:39  | 2A0121789 | Infraction Traffic | 46.30.020      |
| 1/12/22 8:39  | 2A0121789 | Infraction Traffic | 46.61.400.28U  |
| 1/12/22 8:49  | 2A0002038 | Infraction Traffic | 46.61.672.1    |
| 1/12/22 8:51  | 2A0042464 | Infraction Traffic | 46.20.015      |
| 1/12/22 8:51  | 2A0042464 | Infraction Traffic | 46.30.020      |
| 1/12/22 8:51  | 2A0042464 | Infraction Traffic | 46.61.400.10U  |
| 1/12/22 9:27  | 2A0003613 | Infraction Traffic | 46.61.400.16   |
| 1/12/22 9:40  | 2A0121791 | Infraction Traffic | 46.61.400.16U  |
| 1/12/22 10:25 | 2A0042465 | Infraction Traffic | 46.61.400.10U  |
| 1/12/22 10:28 | 2A0002039 | Infraction Traffic | 46.61.672.1    |
| 1/12/22 12:36 | 2A0003614 | Infraction Traffic | 46.61.672.1    |
| 1/12/22 13:32 | 2A0002040 | Infraction Traffic | 46.61.672.1    |
| 1/12/22 13:33 | 2A0003615 | Infraction Traffic | 46.61.400.22U  |
| 1/12/22 13:43 | 2A0003616 | Infraction Traffic | 46.61.688      |
| 1/12/22 13:54 | 2A0003617 | Infraction Traffic | 46.61.688      |
| 1/12/22 14:00 | 2A0042466 | Infraction Traffic | 46.30.020      |
| 1/12/22 14:00 | 2A0042466 | Infraction Traffic | 46.61.145.1    |
| 1/12/22 14:24 | 2A0003618 | Infraction Traffic | 46.61.400.24U  |
| 1/12/22 14:41 | 2A0121792 | Infraction Traffic | 46.20.015      |
| 1/12/22 14:41 | 2A0121792 | Infraction Traffic | 46.30.020      |
| 1/12/22 14:41 | 2A0121792 | Infraction Traffic | 46.61.400.19U  |
| 1/12/22 15:21 | 2A0121793 | Infraction Traffic | 46.61.400.20U  |
| 1/12/22 15:41 | 2A0131349 | Infraction Traffic | 46.30.020      |
| 1/12/22 15:41 | 2A0131349 | Infraction Traffic | 46.61.050      |

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| 1/12/22 20:09 | 2A0071190 | Infraction Traffic | 46.20.015      |
| 1/12/22 20:09 | 2A0071190 | Infraction Traffic | 46.30.020      |
| 1/12/22 20:09 | 2A0071190 | Infraction Traffic | 46.61.145.1    |
| 1/13/22 8:21  | 2A0003619 | Infraction Traffic | 46.61.688      |
| 1/13/22 8:34  | 2A0042467 | Infraction Traffic | 46.20.017      |
| 1/13/22 8:34  | 2A0042467 | Infraction Traffic | 46.30.020      |
| 1/13/22 8:34  | 2A0042467 | Infraction Traffic | 46.61.525      |
| 1/13/22 8:51  | 2A0134396 | Infraction Traffic | 46.20.015      |
| 1/13/22 8:51  | 2A0134396 | Infraction Traffic | 46.30.020      |
| 1/13/22 8:51  | 2A0134396 | Infraction Traffic | 46.61.400.1    |
| 1/13/22 9:11  | 2A0058324 | Infraction Traffic | 46.61.050      |
| 1/13/22 9:57  | 2A0003620 | Infraction Traffic | 46.61.400.05U  |
| 1/13/22 10:13 | 2A0003621 | Infraction Traffic | 46.61.688      |
| 1/13/22 10:27 | 2A0003622 | Infraction Traffic | 46.61.688      |
| 1/13/22 12:19 | 2A0003623 | Infraction Traffic | 46.61.400.15   |
| 1/13/22 12:28 | 2A0003624 | Infraction Traffic | 46.20.015      |
| 1/13/22 12:28 | 2A0003624 | Infraction Traffic | 46.61.400.17   |
| 1/13/22 12:45 | 2A0003625 | Infraction Traffic | 46.61.400.16   |
| 1/13/22 13:22 | 2A0003626 | Infraction Traffic | 46.61.688      |
| 1/13/22 14:51 | 2A0002041 | Infraction Traffic | 46.61.672.1    |
| 1/13/22 17:37 | 2A0030375 | Infraction Traffic | 46.20.015      |
| 1/13/22 17:37 | 2A0030375 | Infraction Traffic | 46.30.020      |
| 1/13/22 17:37 | 2A0030375 | Infraction Traffic | 46.61.672.1    |
| 1/14/22 8:12  | 2A0096553 | Infraction Traffic | 46.61.190.2    |
| 1/14/22 15:36 | 2A0067290 | Infraction Traffic | 46.61.400.20U  |
| 1/14/22 18:33 | 2A0139551 | Infraction Traffic | 46.61.525      |
| 1/14/22 20:37 | 2A0038636 | Infraction Traffic | 46.30.020      |
| 1/15/22 0:22  | 2A0119774 | Infraction Traffic | 46.30.020      |
| 1/15/22 4:45  | 2A0028290 | Infraction Traffic | 46.16A.180.2   |
| 1/15/22 9:26  | 2A0082621 | Infraction Traffic | 46.20.015      |
| 1/15/22 9:26  | 2A0082621 | Infraction Traffic | 46.30.020      |
| 1/15/22 14:34 | 2A0096023 | Infraction Traffic | 46.30.020      |
| 1/15/22 15:16 | 2A0030376 | Infraction Traffic | 46.30.020      |
| 1/15/22 15:16 | 2A0030376 | Infraction Traffic | 46.61.145.1    |
| 1/15/22 17:13 | 2A0141920 | Infraction Traffic | 46.30.020      |
| 1/15/22 17:13 | 2A0141922 | Infraction Traffic | 46.61.185.1    |
| 1/15/22 19:17 | 2A0093818 | Infraction Traffic | 46.16A.180.2   |
| 1/15/22 19:17 | 2A0093818 | Infraction Traffic | 46.30.020      |
| 1/17/22 6:52  | 2A0042468 | Infraction Traffic | 46.61.180.1    |
| 1/17/22 8:28  | 2A0042469 | Infraction Traffic | 46.61.400.10U  |
| 1/17/22 9:30  | 2A0003627 | Infraction Traffic | 46.61.400.33   |
| 1/17/22 9:51  | 2A0003628 | Infraction Traffic | 46.61.400.16   |
| 1/17/22 10:07 | 2A0003629 | Infraction Traffic | 46.61.400.18   |
| 1/17/22 13:04 | 2A0003630 | Infraction Traffic | 46.61.400.18U  |
| 1/17/22 13:54 | 2A0016702 | Infraction Traffic | 46.16A.030.5.O |
| 1/17/22 13:57 | 2A0003631 | Infraction Traffic | 46.61.400.19U  |
| 1/17/22 14:00 | 2A0145810 | Infraction Traffic | 46.20.015      |

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| 1/17/22 14:00 | 2A0145810 | Infraction Traffic | 46.30.020      |
| 1/17/22 14:05 | 2A0145857 | Infraction Traffic | 46.61.635      |
| 1/17/22 14:06 | 2A0003632 | Infraction Traffic | 46.61.400.20U  |
| 1/17/22 14:15 | 2A0003633 | Infraction Traffic | 46.61.400.17U  |
| 1/17/22 17:51 | 2A0013826 | Infraction Traffic | 46.30.020      |
| 1/17/22 17:51 | 2A0013826 | Infraction Traffic | 46.61.140      |
| 1/17/22 17:51 | 2A0013826 | Infraction Traffic | 46.61.290      |
| 1/17/22 18:24 | 2A0093896 | Infraction Traffic | 46.61.190.2    |
| 1/17/22 18:36 | 2A0047108 | Infraction Traffic | 46.30.020      |
| 1/17/22 18:36 | 2A0047108 | Infraction Traffic | 46.61.180.1    |
| 1/18/22 1:00  | 2A0016842 | Infraction Traffic | 46.16A.030.5.O |
| 1/18/22 1:00  | 2A0016842 | Infraction Traffic | 46.30.020      |
| 1/18/22 4:26  | 2A0045032 | Infraction Traffic | 46.61.140      |
| 1/18/22 8:33  | 2A0042470 | Infraction Traffic | 46.30.020      |
| 1/18/22 8:33  | 2A0042470 | Infraction Traffic | 46.61.400.19U  |
| 1/18/22 8:53  | 2A0003634 | Infraction Traffic | 46.61.672.1    |
| 1/18/22 9:01  | 2A0042471 | Infraction Traffic | 46.30.020      |
| 1/18/22 9:01  | 2A0042471 | Infraction Traffic | 46.61.400.20U  |
| 1/18/22 9:02  | 2A0003635 | Infraction Traffic | 46.61.400.30U  |
| 1/18/22 9:18  | 2A0003636 | Infraction Traffic | 46.61.688.3    |
| 1/18/22 9:27  | 2A0042472 | Infraction Traffic | 46.61.400.10U  |
| 1/18/22 9:37  | 2A0121794 | Infraction Traffic | 46.61.400.19U  |
| 1/18/22 9:44  | 2A0003637 | Infraction Traffic | 46.61.688      |
| 1/18/22 9:45  | 2A0003638 | Infraction Traffic | 46.61.688      |
| 1/18/22 9:55  | 2A0121795 | Infraction Traffic | 46.30.020      |
| 1/18/22 9:55  | 2A0121795 | Infraction Traffic | 46.61.400.22U  |
| 1/18/22 10:16 | 2A0121796 | Infraction Traffic | 46.61.400.41U  |
| 1/18/22 10:41 | 2A0121797 | Infraction Traffic | 46.61.400.17U  |
| 1/18/22 12:45 | 2A0096024 | Infraction Traffic | 46.61.180.1    |
| 1/18/22 13:55 | 2A0003639 | Infraction Traffic | 46.61.688      |
| 1/18/22 15:41 | 2A0020083 | Infraction Traffic | 46.61.400.16U  |
| 1/18/22 15:53 | 2A0145809 | Infraction Traffic | 46.16A.180.2   |
| 1/18/22 15:53 | 2A0145809 | Infraction Traffic | 46.20.015      |
| 1/18/22 15:53 | 2A0145809 | Infraction Traffic | 46.30.020      |
| 1/18/22 16:07 | 2A0019772 | Infraction Traffic | 46.61.190.3    |
| 1/18/22 17:32 | 2A0111483 | Infraction Traffic | 46.61.185.1    |
| 1/18/22 18:10 | 2A0084908 | Infraction Traffic | 46.61.235.1    |
| 1/18/22 21:45 | 2A0045020 | Infraction Traffic | 46.16A.030.5.O |
| 1/18/22 21:45 | 2A0045020 | Infraction Traffic | 46.20.015      |
| 1/18/22 21:45 | 2A0045020 | Infraction Traffic | 46.30.020      |
| 1/19/22 4:31  | 2A0045023 | Infraction Traffic | 46.37.070.1    |
| 1/19/22 8:15  | 2A0047575 | Infraction Traffic | 46.61.050      |
| 1/19/22 8:27  | 2A0058326 | Infraction Traffic | 46.61.180.1    |
| 1/19/22 8:47  | 2A0042473 | Infraction Traffic | 46.61.400.10U  |
| 1/19/22 9:04  | 2A0042474 | Infraction Traffic | 46.61.688      |
| 1/19/22 9:16  | 2A0042475 | Infraction Traffic | 46.61.400.10U  |
| 1/19/22 13:44 | 2A0042476 | Infraction Traffic | 46.61.400.19U  |

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| 1/19/22 14:15 | 2A0150935 | Infraction Traffic | 46.30.020      |
| 1/19/22 14:15 | 2A0150935 | Infraction Traffic | 46.61.190.2    |
| 1/19/22 15:21 | 2A0131353 | Infraction Traffic | 46.61.145.1    |
| 1/19/22 17:28 | 2A0039362 | Infraction Traffic | 46.30.020      |
| 1/19/22 17:51 | 2A0016704 | Infraction Traffic | 46.61.235.1    |
| 1/19/22 20:52 | 2A0116285 | Infraction Traffic | 46.16A.030.2   |
| 1/19/22 20:52 | 2A0116285 | Infraction Traffic | 46.61.140      |
| 1/19/22 20:52 | 2A0116285 | Infraction Traffic | 46.61.400.15U  |
| 1/19/22 23:11 | 2A0057938 | Infraction Traffic | 46.30.020      |
| 1/19/22 23:11 | 2A0057938 | Infraction Traffic | 46.61.290      |
| 1/20/22 1:51  | 2A0111484 | Infraction Traffic | 46.30.020      |
| 1/20/22 5:53  | 2A0073246 | Infraction Traffic | 46.61.055      |
| 1/20/22 8:44  | 2A0121798 | Infraction Traffic | 46.30.020      |
| 1/20/22 8:44  | 2A0121798 | Infraction Traffic | 46.61.400.15U  |
| 1/20/22 9:03  | 2A0121799 | Infraction Traffic | 46.30.020      |
| 1/20/22 9:03  | 2A0121799 | Infraction Traffic | 46.37.430      |
| 1/20/22 9:03  | 2A0121799 | Infraction Traffic | 46.61.400.18U  |
| 1/20/22 10:12 | 2A0002042 | Infraction Traffic | 46.30.020      |
| 1/20/22 10:12 | 2A0002042 | Infraction Traffic | 46.61.400.21U  |
| 1/20/22 11:19 | 2A0019774 | Infraction Traffic | 46.20.015      |
| 1/20/22 11:19 | 2A0019774 | Infraction Traffic | 46.30.020      |
| 1/20/22 11:19 | 2A0019774 | Infraction Traffic | 46.61.140      |
| 1/20/22 12:08 | 2A0121800 | Infraction Traffic | 46.61.400.16U  |
| 1/20/22 12:19 | 2A0036743 | Infraction Traffic | 46.61.180.1    |
| 1/20/22 17:33 | 2A0039364 | Infraction Traffic | 46.30.020      |
| 1/20/22 20:36 | 2A0039365 | Infraction Traffic | 46.16A.030.5.O |
| 1/20/22 20:36 | 2A0039365 | Infraction Traffic | 46.30.020      |
| 1/20/22 21:37 | 2A0057939 | Infraction Traffic | 46.16A.030.5.O |
| 1/20/22 21:37 | 2A0057939 | Infraction Traffic | 46.30.020      |
| 1/20/22 21:46 | 2A0073247 | Infraction Traffic | 46.61.185.1    |
| 1/20/22 23:32 | 2A0059789 | Infraction Traffic | 46.16A.030.5.O |
| 1/20/22 23:32 | 2A0059789 | Infraction Traffic | 46.16A.200.7A  |
| 1/20/22 23:32 | 2A0059789 | Infraction Traffic | 46.30.020      |
| 1/21/22 1:25  | 2A0116286 | Infraction Traffic | 46.16A.030.5.L |
| 1/21/22 1:25  | 2A0116286 | Infraction Traffic | 46.30.020      |
| 1/21/22 7:56  | 2A0121801 | Infraction Traffic | 46.61.400.17U  |
| 1/21/22 9:05  | 2A0154509 | Infraction Traffic | 46.30.020      |
| 1/21/22 9:05  | 2A0154509 | Infraction Traffic | 46.61.100      |
| 1/21/22 13:50 | 2A0038834 | Infraction Traffic | 46.16A.030.5.O |
| 1/21/22 13:50 | 2A0038834 | Infraction Traffic | 46.30.020      |
| 1/21/22 15:26 | 2A0143479 | Infraction Traffic | 46.30.020      |
| 1/21/22 17:30 | 2A0124259 | Infraction Traffic | 46.61.605.1    |
| 1/21/22 18:25 | 2A0116287 | Infraction Traffic | 46.61.400.1    |
| 1/21/22 18:25 | 2A0116288 | Infraction Traffic | 46.61.180.1    |
| 1/21/22 20:35 | 2A0116290 | Infraction Traffic | 46.30.020      |
| 1/21/22 20:47 | 2A0038638 | Infraction Traffic | 46.30.020      |
| 1/21/22 21:40 | 2A0132521 | Infraction Traffic | 46.30.020      |

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| 1/21/22 21:40 | 2A0132521 | Infraction Traffic | 46.61.635      |
| 1/21/22 23:19 | 2A0026053 | Infraction Traffic | 46.61.605.1    |
| 1/22/22 8:21  | 2A0062206 | Infraction Traffic | 46.61.400.1    |
| 1/22/22 8:25  | 2A0096555 | Infraction Traffic | 46.61.400.1    |
| 1/22/22 9:55  | 2A0096556 | Infraction Traffic | 46.30.020      |
| 1/22/22 9:55  | 2A0096556 | Infraction Traffic | 46.61.400.1    |
| 1/23/22 14:30 | 2A0068762 | Infraction Traffic | 46.30.020      |
| 1/23/22 14:30 | 2A0068762 | Infraction Traffic | 46.61.180.1    |
| 1/23/22 20:11 | 2A0058313 | Infraction Traffic | 46.30.020      |
| 1/24/22 6:41  | 2A0042477 | Infraction Traffic | 46.61.400.15U  |
| 1/24/22 9:54  | 2A0042478 | Infraction Traffic | 46.20.015      |
| 1/24/22 9:54  | 2A0042478 | Infraction Traffic | 46.30.020      |
| 1/24/22 9:54  | 2A0042478 | Infraction Traffic | 46.61.145.1    |
| 1/24/22 11:00 | 2A0002044 | Infraction Traffic | 46.61.672.1    |
| 1/24/22 11:43 | 2A0030988 | Infraction Traffic | 46.30.020      |
| 1/24/22 16:21 | 2A0091499 | Infraction Traffic | 46.61.400.22   |
| 1/24/22 16:57 | 2A0142975 | Infraction Traffic | 46.16A.030.5.O |
| 1/24/22 16:57 | 2A0142975 | Infraction Traffic | 46.30.020      |
| 1/24/22 16:57 | 2A0142975 | Infraction Traffic | 46.61.145.1    |
| 1/24/22 17:58 | 2A0093897 | Infraction Traffic | 46.61.235.1    |
| 1/24/22 19:57 | 2A0093900 | Infraction Traffic | 46.30.020      |
| 1/24/22 19:57 | 2A0093900 | Infraction Traffic | 46.61.525      |
| 1/24/22 22:42 | 2A0091408 | Infraction Traffic | 46.61.050      |
| 1/25/22 9:04  | 2A0121802 | Infraction Traffic | 46.61.145.1    |
| 1/25/22 12:51 | 2A0000003 | Infraction Traffic | 46.61.180.1    |
| 1/25/22 13:20 | 2A0002045 | Infraction Traffic | 46.61.672.1    |
| 1/25/22 14:44 | 2A0121803 | Infraction Traffic | 46.37.070      |
| 1/25/22 14:44 | 2A0121803 | Infraction Traffic | 46.61.400.14U  |
| 1/25/22 15:49 | 2A0096025 | Infraction Traffic | 46.61.180.1    |
| 1/25/22 16:01 | 2A0091500 | Infraction Traffic | 46.30.020      |
| 1/25/22 16:04 | 2A0091502 | Infraction Traffic | 46.61.140      |
| 1/25/22 20:58 | 2A0141925 | Infraction Traffic | 46.20.015      |
| 1/26/22 0:51  | 2A0071193 | Infraction Traffic | 46.61.180.1    |
| 1/26/22 6:35  | 2A0122693 | Infraction Traffic | 46.61.145.1    |
| 1/26/22 7:07  | 2A0042479 | Infraction Traffic | 46.61.145.1    |
| 1/26/22 8:31  | 2A0161595 | Infraction Traffic | 46.61.400.20U  |
| 1/26/22 13:13 | 2A0096026 | Infraction Traffic | 46.30.020      |
| 1/26/22 13:13 | 2A0096026 | Infraction Traffic | 46.61.050      |
| 1/26/22 14:25 | 2A0036745 | Infraction Traffic | 46.16A.030.5.L |
| 1/26/22 18:09 | 2A0115941 | Infraction Traffic | 46.61.140      |
| 1/26/22 19:20 | 2A0116291 | Infraction Traffic | 46.61.140      |
| 1/27/22 0:11  | 2A0119775 | Infraction Traffic | 46.61.055      |
| 1/27/22 1:07  | 2A0059790 | Infraction Traffic | 46.16A.030.5.O |
| 1/27/22 1:10  | 2A0116293 | Infraction Traffic | 46.16A.030.5.O |
| 1/27/22 1:10  | 2A0116293 | Infraction Traffic | 46.30.020      |
| 1/27/22 7:27  | 2A0042480 | Infraction Traffic | 46.61.180.1    |
| 1/27/22 8:20  | 2A0161596 | Infraction Traffic | 46.61.185.1    |

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| 1/27/22 8:25  | 2A0042481 | Infraction Traffic | 46.61.400.10U  |
| 1/27/22 8:27  | 2A0002046 | Infraction Traffic | 46.61.400.18U  |
| 1/27/22 8:51  | 2A0042482 | Infraction Traffic | 46.61.050      |
| 1/27/22 9:05  | 2A0002047 | Infraction Traffic | 46.61.672.1    |
| 1/27/22 9:27  | 2A0042483 | Infraction Traffic | 46.61.400.15U  |
| 1/27/22 9:27  | 2A0121804 | Infraction Traffic | 46.61.672.1    |
| 1/27/22 9:59  | 2A0042484 | Infraction Traffic | 46.61.400.14U  |
| 1/27/22 10:13 | 2A0042485 | Infraction Traffic | 46.61.400.21U  |
| 1/27/22 10:40 | 2A0121805 | Infraction Traffic | 46.20.017      |
| 1/27/22 10:40 | 2A0121805 | Infraction Traffic | 46.20.041      |
| 1/27/22 10:40 | 2A0121805 | Infraction Traffic | 46.30.020      |
| 1/27/22 10:40 | 2A0121805 | Infraction Traffic | 46.37.410.2    |
| 1/27/22 10:40 | 2A0121805 | Infraction Traffic | 46.61.140      |
| 1/27/22 10:42 | 2A0042486 | Infraction Traffic | 46.61.400.15U  |
| 1/27/22 10:56 | 2A0002048 | Infraction Traffic | 46.61.672.1    |
| 1/27/22 11:08 | 2A0019775 | Infraction Traffic | 46.61.190.3    |
| 1/27/22 14:06 | 2A0016705 | Infraction Traffic | 46.61.180.1    |
| 1/27/22 14:20 | 2A0002049 | Infraction Traffic | 46.61.400.16U  |
| 1/27/22 14:23 | 2A0121808 | Infraction Traffic | 46.61.400.13U  |
| 1/27/22 15:03 | 2A0121809 | Infraction Traffic | 46.61.400.14U  |
| 1/27/22 15:22 | 2A0096027 | Infraction Traffic | 46.61.050      |
| 1/27/22 16:00 | 2A0124260 | Infraction Traffic | 46.61.145.1    |
| 1/27/22 17:54 | 2A0038303 | Infraction Traffic | 46.16A.030.5.O |
| 1/27/22 22:27 | 2A0073248 | Infraction Traffic | 46.61.185.1    |
| 1/27/22 23:07 | 2A0116294 | Infraction Traffic | 46.20.015      |
| 1/27/22 23:07 | 2A0116294 | Infraction Traffic | 46.30.020      |
| 1/27/22 23:07 | 2A0116294 | Infraction Traffic | 46.37.040      |
| 1/28/22 13:24 | 2A0036790 | Infraction Traffic | 46.61.140      |
| 1/28/22 14:54 | 2A0123595 | Infraction Traffic | 46.61.145.1    |
| 1/28/22 14:57 | 2A0124262 | Infraction Traffic | 46.30.020      |
| 1/28/22 14:57 | 2A0124262 | Infraction Traffic | 46.61.145.1    |
| 1/28/22 15:28 | 2A0029297 | Infraction Traffic | 46.61.185.1    |
| 1/28/22 19:56 | 2A0155322 | Infraction Traffic | 46.61.050      |
| 1/28/22 20:09 | 2A0088700 | Infraction Traffic | 46.61.055      |
| 1/28/22 20:25 | 2A0068209 | Infraction Traffic | 46.20.015      |
| 1/28/22 20:52 | 2A0155324 | Infraction Traffic | 46.61.400.03U  |
| 1/28/22 21:01 | 2A0059793 | Infraction Traffic | 46.61.050      |
| 1/28/22 22:29 | 2A0155325 | Infraction Traffic | 46.61.050      |
| 1/28/22 22:57 | 2A0094290 | Infraction Traffic | 46.30.020      |
| 1/28/22 22:57 | 2A0094290 | Infraction Traffic | 46.61.400.1    |
| 1/28/22 23:35 | 2A0057944 | Infraction Traffic | 46.16A.200.7D  |
| 1/28/22 23:35 | 2A0057944 | Infraction Traffic | 46.20.015      |
| 1/28/22 23:35 | 2A0057944 | Infraction Traffic | 46.30.020      |
| 1/29/22 4:58  | 2A0094292 | Infraction Traffic | 46.16A.030.5.O |
| 1/29/22 4:58  | 2A0094292 | Infraction Traffic | 46.30.020      |
| 1/29/22 7:03  | 2A0094407 | Infraction Traffic | 46.61.050      |
| 1/29/22 9:57  | 2A0166148 | Infraction Traffic | 46.30.020      |

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| 1/29/22 16:38 | 2A0171207 | Infraction Traffic | 46.16A.030.5.O |
| 1/29/22 16:38 | 2A0171207 | Infraction Traffic | 46.30.020      |
| 1/29/22 17:09 | 2A0038640 | Infraction Traffic | 46.61.180.1    |
| 1/29/22 17:35 | 2A0155326 | Infraction Traffic | 46.61.050      |
| 1/29/22 18:17 | 2A0171208 | Infraction Traffic | 46.61.525      |
| 1/29/22 18:17 | 2A0171208 | Infraction Traffic | 46.61.672.1    |
| 1/29/22 18:48 | 2A0116916 | Infraction Traffic | 46.61.190.3    |
| 1/29/22 19:06 | 2A0059795 | Infraction Traffic | 46.37.200      |
| 1/29/22 19:33 | 2A0171209 | Infraction Traffic | 46.16A.030.5.O |
| 1/29/22 19:33 | 2A0171209 | Infraction Traffic | 46.30.020      |
| 1/29/22 20:13 | 2A0171273 | Infraction Traffic | 46.61.400.05U  |
| 1/29/22 20:49 | 2A0115946 | Infraction Traffic | 46.16A.030.5.L |
| 1/29/22 20:49 | 2A0115946 | Infraction Traffic | 46.30.020      |
| 1/29/22 20:49 | 2A0115946 | Infraction Traffic | 46.61.185.1    |
| 1/29/22 20:59 | 2A0057945 | Infraction Traffic | 46.30.020      |
| 1/29/22 20:59 | 2A0057945 | Infraction Traffic | 46.61.050      |
| 1/29/22 21:13 | 2A0159262 | Infraction Traffic | 46.61.055      |
| 1/29/22 22:54 | 2A0171657 | Infraction Traffic | 46.16A.030.5.O |
| 1/29/22 23:45 | 2A0171274 | Infraction Traffic | 46.61.400.03U  |
| 1/30/22 0:33  | 2A0156133 | Infraction Traffic | 46.30.020      |
| 1/30/22 0:44  | 2A0039367 | Infraction Traffic | 46.16A.030.5.O |
| 1/30/22 0:44  | 2A0039367 | Infraction Traffic | 46.20.015      |
| 1/30/22 0:44  | 2A0039367 | Infraction Traffic | 46.30.020      |
| 1/30/22 1:35  | 2A0171277 | Infraction Traffic | 46.16A.030.5.O |
| 1/30/22 1:35  | 2A0171277 | Infraction Traffic | 46.16A.180.1   |
| 1/30/22 1:35  | 2A0171277 | Infraction Traffic | 46.30.020      |
| 1/30/22 4:50  | 2A0057947 | Infraction Traffic | 46.30.020      |
| 1/30/22 7:46  | 2A0131357 | Infraction Traffic | 46.30.020      |
| 1/30/22 9:16  | 2A0131358 | Infraction Traffic | 46.30.020      |
| 1/30/22 14:02 | 2A0123494 | Infraction Traffic | 46.61.180.1    |
| 1/30/22 14:17 | 2A0028113 | Infraction Traffic | 46.30.020      |
| 1/30/22 14:35 | 2A0020084 | Infraction Traffic | 46.30.020      |
| 1/30/22 14:35 | 2A0020084 | Infraction Traffic | 46.61.180.1    |
| 1/30/22 15:04 | 2A0131359 | Infraction Traffic | 46.61.305      |
| 1/30/22 15:41 | 2A0028114 | Infraction Traffic | 46.30.020      |
| 1/30/22 16:02 | 2A0038836 | Infraction Traffic | 46.30.020      |
| 1/30/22 18:02 | 2A0171658 | Infraction Traffic | 46.61.050      |
| 1/30/22 19:30 | 2A0132482 | Infraction Traffic | 46.61.180.1    |
| 1/30/22 19:44 | 2A0013829 | Infraction Traffic | 46.16A.030.5.O |
| 1/30/22 19:44 | 2A0013829 | Infraction Traffic | 46.20.015      |
| 1/30/22 20:36 | 2A0171279 | Infraction Traffic | 46.16A.030.2   |
| 1/30/22 20:36 | 2A0171279 | Infraction Traffic | 46.37.500      |
| 1/30/22 21:57 | 2A0058315 | Infraction Traffic | 46.61.050      |
| 1/30/22 22:10 | 2A0038643 | Infraction Traffic | 46.61.185.1    |
| 1/30/22 23:38 | 2A0073950 | Infraction Traffic | 46.16A.030.5.O |
| 1/31/22 7:10  | 2A0042487 | Infraction Traffic | 46.61.140      |
| 1/31/22 7:29  | 2A0030346 | Infraction Traffic | 46.61.145.1    |

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| 1/31/22 8:36  | 2A0091503 | Infraction Traffic | 46.61.235.1   |
| 1/31/22 8:58  | 2A0042488 | Infraction Traffic | 46.61.400.18U |
| 1/31/22 9:03  | 2A0003640 | Infraction Traffic | 46.61.688     |
| 1/31/22 9:39  | 2A0003642 | Infraction Traffic | 46.61.688     |
| 1/31/22 10:14 | 2A0042489 | Infraction Traffic | 46.37.360     |
| 1/31/22 10:14 | 2A0042489 | Infraction Traffic | 46.61.145.1   |
| 1/31/22 10:30 | 2A0002050 | Infraction Traffic | 46.61.400.20U |
| 1/31/22 11:10 | 2A0002051 | Infraction Traffic | 46.61.672.1   |
| 1/31/22 11:48 | 2A0131360 | Infraction Traffic | 46.61.190.2   |
| 1/31/22 12:39 | 2A0003643 | Infraction Traffic | 46.61.688.3   |
| 1/31/22 13:15 | 2A0003644 | Infraction Traffic | 46.61.400.24U |
| 1/31/22 13:28 | 2A0003645 | Infraction Traffic | 46.61.672.1   |
| 1/31/22 13:53 | 2A0160931 | Infraction Traffic | 46.61.145.1   |
| 1/31/22 13:55 | 2A0002052 | Infraction Traffic | 46.61.672.1   |
| 1/31/22 14:36 | 2A0002053 | Infraction Traffic | 46.61.672.1   |
| 1/31/22 18:20 | 2A0058503 | Infraction Traffic | 46.61.190.2   |
| 1/31/22 21:00 | 2A0021278 | Infraction Traffic | 46.16A.030.2  |
| 1/31/22 21:00 | 2A0021278 | Infraction Traffic | 46.16A.180.1  |
| 1/31/22 21:00 | 2A0021278 | Infraction Traffic | 46.30.020     |
| 1/31/22 21:00 | 2A0021278 | Infraction Traffic | 46.61.190.2   |
| 2/1/22 0:49   | 2A0128664 | Infraction Traffic | 46.20.015     |
| 2/1/22 0:49   | 2A0128664 | Infraction Traffic | 46.37.050.3   |
| 2/1/22 7:36   | 2A0003646 | Infraction Traffic | 46.61.688     |
| 2/1/22 7:38   | 2A0003647 | Infraction Traffic | 46.61.688     |
| 2/1/22 8:08   | 2A0121810 | Infraction Traffic | 46.61.400.15U |
| 2/1/22 8:24   | 2A0121811 | Infraction Traffic | 46.61.400.14U |
| 2/1/22 8:33   | 2A0003648 | Infraction Traffic | 46.61.400.19U |
| 2/1/22 8:47   | 2A0121812 | Infraction Traffic | 46.61.400.16U |
| 2/1/22 11:28  | 2A0003649 | Infraction Traffic | 46.61.400.15  |
| 2/1/22 11:48  | 2A0003650 | Infraction Traffic | 46.61.400.17  |
| 2/1/22 11:56  | 2A0003651 | Infraction Traffic | 46.61.400.20  |
| 2/1/22 12:17  | 2A0003652 | Infraction Traffic | 46.61.400.18  |
| 2/1/22 12:45  | 2A0003653 | Infraction Traffic | 46.61.400.16  |
| 2/1/22 12:58  | 2A0003654 | Infraction Traffic | 46.61.400.16  |
| 2/1/22 13:44  | 2A0003655 | Infraction Traffic | 46.61.688     |
| 2/1/22 14:04  | 2A0003656 | Infraction Traffic | 46.61.672.1   |
| 2/1/22 14:17  | 2A0003657 | Infraction Traffic | 46.61.672.1   |
| 2/1/22 14:29  | 2A0121814 | Infraction Traffic | 46.61.400.13U |
| 2/1/22 15:35  | 2A0121815 | Infraction Traffic | 46.61.400.16U |
| 2/1/22 17:18  | 2A0098824 | Infraction Traffic | 46.30.020     |
| 2/1/22 17:18  | 2A0098824 | Infraction Traffic | 46.61.180.1   |
| 2/1/22 17:46  | 2A0038644 | Infraction Traffic | 46.61.235.1   |
| 2/1/22 19:12  | 2A0128665 | Infraction Traffic | 46.61.145.1   |
| 2/1/22 22:14  | 2A0021279 | Infraction Traffic | 46.30.020     |
| 2/1/22 22:14  | 2A0021279 | Infraction Traffic | 46.61.615     |
| 2/2/22 1:08   | 2A0021281 | Infraction Traffic | 46.61.185.1   |
| 2/2/22 7:51   | 2A0003658 | Infraction Traffic | 46.61.688     |

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| 2/2/22 8:16  | 2A0042490 | Infraction Traffic | 46.16A.030.5.L |
| 2/2/22 8:16  | 2A0042490 | Infraction Traffic | 46.20.015      |
| 2/2/22 8:16  | 2A0042490 | Infraction Traffic | 46.30.020      |
| 2/2/22 8:16  | 2A0042490 | Infraction Traffic | 46.61.400.10U  |
| 2/2/22 8:16  | 2A0042490 | Infraction Traffic | 46.61.688      |
| 2/2/22 8:26  | 2A0002054 | Infraction Traffic | 46.61.050      |
| 2/2/22 9:08  | 2A0042491 | Infraction Traffic | 46.61.400.10U  |
| 2/2/22 9:22  | 2A0003659 | Infraction Traffic | 46.30.020      |
| 2/2/22 9:22  | 2A0003659 | Infraction Traffic | 46.61.688      |
| 2/2/22 9:31  | 2A0003660 | Infraction Traffic | 46.61.688      |
| 2/2/22 9:34  | 2A0042492 | Infraction Traffic | 46.61.400.10U  |
| 2/2/22 9:53  | 2A0121816 | Infraction Traffic | 46.61.400.14U  |
| 2/2/22 10:04 | 2A0002055 | Infraction Traffic | 46.37.340      |
| 2/2/22 10:12 | 2A0121817 | Infraction Traffic | 46.61.400.16U  |
| 2/2/22 10:29 | 2A0121818 | Infraction Traffic | 46.30.020      |
| 2/2/22 10:29 | 2A0121818 | Infraction Traffic | 46.61.400.12U  |
| 2/2/22 10:30 | 2A0003661 | Infraction Traffic | 46.61.672.1    |
| 2/2/22 10:44 | 2A0121819 | Infraction Traffic | 46.30.020      |
| 2/2/22 10:44 | 2A0121819 | Infraction Traffic | 46.61.400.17U  |
| 2/2/22 10:48 | 2A0042493 | Infraction Traffic | 46.20.015      |
| 2/2/22 10:48 | 2A0042493 | Infraction Traffic | 46.30.020      |
| 2/2/22 10:48 | 2A0042493 | Infraction Traffic | 46.61.400.20U  |
| 2/2/22 10:54 | 2A0003662 | Infraction Traffic | 46.61.688      |
| 2/2/22 10:56 | 2A0003663 | Infraction Traffic | 46.61.688      |
| 2/2/22 11:05 | 2A0003664 | Infraction Traffic | 46.61.688      |
| 2/2/22 13:01 | 2A0003665 | Infraction Traffic | 46.61.688      |
| 2/2/22 13:43 | 2A0003666 | Infraction Traffic | 46.61.400.31   |
| 2/2/22 13:59 | 2A0003667 | Infraction Traffic | 46.61.400.17   |
| 2/2/22 14:06 | 2A0003668 | Infraction Traffic | 46.61.400.27   |
| 2/2/22 15:00 | 2A0121821 | Infraction Traffic | 46.61.400.15U  |
| 2/2/22 15:18 | 2A0121822 | Infraction Traffic | 46.61.400.14U  |
| 2/2/22 21:02 | 2A0180207 | Infraction Traffic | 46.61.400.1    |
| 2/3/22 0:48  | 2A0142977 | Infraction Traffic | 46.61.050      |
| 2/3/22 1:04  | 2A0142978 | Infraction Traffic | 46.30.020      |
| 2/3/22 8:21  | 2A0003669 | Infraction Traffic | 46.61.672.1    |
| 2/3/22 9:33  | 2A0003670 | Infraction Traffic | 46.61.180.1    |
| 2/3/22 10:11 | 2A0042494 | Infraction Traffic | 46.30.020      |
| 2/3/22 10:11 | 2A0042494 | Infraction Traffic | 46.61.400.21U  |
| 2/3/22 10:44 | 2A0121823 | Infraction Traffic | 46.61.400.14U  |
| 2/3/22 11:03 | 2A0002056 | Infraction Traffic | 46.61.672.1    |
| 2/3/22 11:19 | 2A0121824 | Infraction Traffic | 46.61.400.13U  |
| 2/3/22 12:48 | 2A0083571 | Infraction Traffic | 46.61.180.1    |
| 2/3/22 12:57 | 2A0093822 | Infraction Traffic | 46.30.020      |
| 2/3/22 12:57 | 2A0093822 | Infraction Traffic | 46.61.180.1    |
| 2/3/22 12:58 | 2A0003671 | Infraction Traffic | 46.61.400.05   |
| 2/3/22 13:42 | 2A0003672 | Infraction Traffic | 46.61.688      |
| 2/3/22 14:18 | 2A0002057 | Infraction Traffic | 46.61.672.1    |

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| 2/3/22 14:26 | 2A0067043 | Infraction Traffic | 46.30.020        |
| 2/3/22 14:26 | 2A0067043 | Infraction Traffic | 46.61.180.1      |
| 2/3/22 14:40 | 2A0003673 | Infraction Traffic | 46.61.400.25U    |
| 2/4/22 13:43 | 2A0154562 | Infraction Traffic | 46.16A.030.5.O   |
| 2/4/22 13:43 | 2A0154562 | Infraction Traffic | 46.20.015        |
| 2/4/22 13:43 | 2A0154562 | Infraction Traffic | 46.30.020        |
| 2/4/22 14:06 | 2A0160933 | Infraction Traffic | 46.30.020        |
| 2/4/22 15:37 | 2A0083572 | Infraction Traffic | 46.30.020        |
| 2/4/22 15:37 | 2A0083572 | Infraction Traffic | 46.61.145.1      |
| 2/4/22 16:00 | 2A0094689 | Infraction Traffic | 46.61.235.1      |
| 2/4/22 18:25 | 2A0013302 | Infraction Traffic | 46.16A.030.5.O   |
| 2/4/22 19:26 | 2A0171660 | Infraction Traffic | 46.30.020        |
| 2/4/22 20:09 | 2A0038838 | Infraction Traffic | 46.30.020        |
| 2/4/22 20:55 | 2A0171281 | Infraction Traffic | 46.16A.030.5.L   |
| 2/4/22 21:25 | W059560   | Infraction Traffic | 46.16A.030(5)(0) |
| 2/4/22 21:25 | W059560   | Infraction Traffic | 46.37.390.1.1    |
| 2/4/22 21:37 | 2A0132525 | Infraction Traffic | 46.30.020        |
| 2/4/22 22:14 | 2A0094293 | Infraction Traffic | 46.30.020        |
| 2/5/22 0:39  | 2A0039369 | Infraction Traffic | 46.30.020        |
| 2/5/22 3:30  | 2A0057949 | Infraction Traffic | 46.20.015        |
| 2/5/22 10:59 | 2A0166011 | Infraction Traffic | 46.61.290        |
| 2/5/22 15:48 | 2A0016709 | Infraction Traffic | 46.61.190.3      |
| 2/5/22 18:13 | 2A0122694 | Infraction Traffic | 46.30.020        |
| 2/5/22 18:13 | 2A0122694 | Infraction Traffic | 46.61.055.4      |
| 2/5/22 19:47 | 2A0171282 | Infraction Traffic | 46.61.400.03U    |
| 2/5/22 21:03 | 2A0171402 | Infraction Traffic | 46.20.205        |
| 2/5/22 21:03 | 2A0171402 | Infraction Traffic | 46.30.020        |
| 2/5/22 21:03 | 2A0171402 | Infraction Traffic | 46.61.400.1      |
| 2/6/22 0:44  | 2A0171405 | Infraction Traffic | 46.16A.030.5.O   |
| 2/6/22 0:44  | 2A0171405 | Infraction Traffic | 46.30.020        |
| 2/6/22 2:23  | 2A0057950 | Infraction Traffic | 46.30.020        |
| 2/6/22 2:23  | 2A0057950 | Infraction Traffic | 46.61.135        |
| 2/6/22 15:31 | 2A0016710 | Infraction Traffic | 46.61.055.4      |
| 2/6/22 17:50 | 2A0171210 | Infraction Traffic | 46.30.020        |
| 2/6/22 17:50 | 2A0171210 | Infraction Traffic | 46.61.180.1      |
| 2/6/22 19:33 | 2A0096029 | Infraction Traffic | 46.61.180.1      |
| 2/6/22 21:34 | 2A0044308 | Infraction Traffic | 46.30.020        |
| 2/6/22 21:34 | 2A0044308 | Infraction Traffic | 46.61.180.1      |
| 2/7/22 0:15  | 2A0184535 | Infraction Traffic | 46.30.020        |
| 2/7/22 0:38  | 2A0184536 | Infraction Traffic | 46.30.020        |
| 2/7/22 0:38  | 2A0184536 | Infraction Traffic | 46.61.400.1      |
| 2/7/22 0:57  | 2A0184537 | Infraction Traffic | 46.30.020        |
| 2/7/22 1:20  | 2A0184538 | Infraction Traffic | 46.16A.030.2     |
| 2/7/22 1:20  | 2A0184538 | Infraction Traffic | 46.16A.030.4     |
| 2/7/22 1:20  | 2A0184538 | Infraction Traffic | 46.30.020        |
| 2/7/22 1:20  | 2A0184538 | Infraction Traffic | 46.37.050        |
| 2/7/22 1:58  | 2A0184539 | Infraction Traffic | 46.61.050        |

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| 2/7/22 8:23  | 2A0185683 | Infraction Traffic | 46.61.190.2    |
| 2/7/22 9:33  | 2A0003674 | Infraction Traffic | 46.61.400.18   |
| 2/7/22 9:55  | 2A0003675 | Infraction Traffic | 46.61.400.15   |
| 2/7/22 10:10 | 2A0003676 | Infraction Traffic | 46.61.400.19   |
| 2/7/22 10:28 | 2A0003677 | Infraction Traffic | 46.61.400.16   |
| 2/7/22 11:42 | 2A0003678 | Infraction Traffic | 46.61.400.16   |
| 2/7/22 11:50 | 2A0003679 | Infraction Traffic | 46.61.688      |
| 2/7/22 12:05 | 2A0003680 | Infraction Traffic | 46.61.688      |
| 2/7/22 13:36 | 2A0003681 | Infraction Traffic | 46.61.400.05U  |
| 2/7/22 16:10 | 2A0097893 | Infraction Traffic | 46.61.190.2    |
| 2/7/22 17:14 | 2A0106032 | Infraction Traffic | 46.61.180.1    |
| 2/7/22 17:59 | 2A0132483 | Infraction Traffic | 46.61.670      |
| 2/7/22 19:46 | 2A0013831 | Infraction Traffic | 46.61.185.1    |
| 2/7/22 19:48 | 2A0184542 | Infraction Traffic | 46.30.020      |
| 2/7/22 20:25 | 2A0039371 | Infraction Traffic | 46.30.020      |
| 2/7/22 21:19 | 2A0073951 | Infraction Traffic | 46.30.020      |
| 2/7/22 21:23 | 2A0073952 | Infraction Traffic | 46.61.180.1    |
| 2/7/22 21:24 | 2A0013833 | Infraction Traffic | 46.16A.030.5.L |
| 2/7/22 21:24 | 2A0013833 | Infraction Traffic | 46.16A.200.7A  |
| 2/7/22 21:24 | 2A0013833 | Infraction Traffic | 46.30.020      |
| 2/7/22 21:24 | 2A0013833 | Infraction Traffic | 46.61.140      |
| 2/7/22 23:32 | 2A0187182 | Infraction Traffic | 46.61.400.05U  |
| 2/8/22 7:58  | 2A0189975 | Infraction Traffic | 46.61.688      |
| 2/8/22 8:07  | 2A0002058 | Infraction Traffic | 46.61.672.1    |
| 2/8/22 8:12  | 2A0189976 | Infraction Traffic | 46.61.688.3    |
| 2/8/22 8:32  | 2A0047576 | Infraction Traffic | 46.30.020      |
| 2/8/22 11:08 | 2A0189977 | Infraction Traffic | 46.61.400.23   |
| 2/8/22 11:23 | 2A0036791 | Infraction Traffic | 46.61.050      |
| 2/8/22 11:29 | 2A0189978 | Infraction Traffic | 46.61.688      |
| 2/8/22 11:52 | 2A0058329 | Infraction Traffic | 46.61.525      |
| 2/8/22 12:39 | 2A0002059 | Infraction Traffic | 46.61.400.05U  |
| 2/8/22 13:59 | 2A0189979 | Infraction Traffic | 46.61.672.1    |
| 2/8/22 14:04 | 2A0189980 | Infraction Traffic | 46.61.672.1    |
| 2/8/22 14:20 | 2A0002060 | Infraction Traffic | 46.61.672.1    |
| 2/8/22 14:24 | 2A0189981 | Infraction Traffic | 46.61.688      |
| 2/8/22 15:23 | 2A0029230 | Infraction Traffic | 46.61.235.5-1  |
| 2/8/22 18:31 | 2A0038645 | Infraction Traffic | 46.61.140      |
| 2/8/22 20:47 | 2A0184544 | Infraction Traffic | 46.30.020      |
| 2/8/22 20:47 | 2A0184544 | Infraction Traffic | 46.61.519      |
| 2/8/22 20:47 | 2A0184544 | Infraction Traffic | 46.61.745      |
| 2/8/22 20:54 | 2A0073953 | Infraction Traffic | 46.30.020      |
| 2/8/22 20:54 | 2A0073953 | Infraction Traffic | 46.61.180.1    |
| 2/8/22 21:50 | 2A0000005 | Infraction Traffic | 46.61.180.1    |
| 2/8/22 23:33 | 2A0013835 | Infraction Traffic | 46.30.020      |
| 2/8/22 23:33 | 2A0013835 | Infraction Traffic | 46.61.135      |
| 2/9/22 8:02  | 2A0002061 | Infraction Traffic | 46.61.672.1    |
| 2/9/22 8:06  | 2A0058330 | Infraction Traffic | 46.61.145.1    |

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| 2/9/22 9:33   | 2A0096559 | Infraction Traffic | 46.61.145.1    |
| 2/9/22 9:50   | 2A0189982 | Infraction Traffic | 46.61.400.05   |
| 2/9/22 10:01  | 2A0189983 | Infraction Traffic | 46.61.400.26   |
| 2/9/22 11:01  | 2A0189984 | Infraction Traffic | 46.61.688      |
| 2/9/22 11:02  | 2A0189985 | Infraction Traffic | 46.61.688      |
| 2/9/22 11:50  | 2A0189986 | Infraction Traffic | 46.30.020      |
| 2/9/22 11:50  | 2A0189986 | Infraction Traffic | 46.61.400.37   |
| 2/9/22 12:07  | 2A0189987 | Infraction Traffic | 46.61.400.18   |
| 2/9/22 13:22  | 2A0189988 | Infraction Traffic | 46.61.688      |
| 2/9/22 13:45  | 2A0029299 | Infraction Traffic | 46.61.140      |
| 2/9/22 14:13  | 2A0189989 | Infraction Traffic | 46.30.020      |
| 2/9/22 14:18  | 2A0029231 | Infraction Traffic | 46.61.400.08U  |
| 2/9/22 14:58  | 2A0189990 | Infraction Traffic | 46.61.688      |
| 2/9/22 16:57  | 2A0013512 | Infraction Traffic | 46.16A.030.5.O |
| 2/9/22 16:57  | 2A0013512 | Infraction Traffic | 46.30.020      |
| 2/9/22 16:57  | 2A0013512 | Infraction Traffic | 46.61.190.2    |
| 2/9/22 18:04  | 2A0139554 | Infraction Traffic | 46.61.635      |
| 2/10/22 7:23  | 2A0121825 | Infraction Traffic | 46.61.400.16U  |
| 2/10/22 8:34  | 2A0062207 | Infraction Traffic | 46.61.145.1    |
| 2/10/22 8:34  | 2A0062210 | Infraction Traffic | 46.16A.030.5.O |
| 2/10/22 8:38  | 2A0091504 | Infraction Traffic | 46.61.400.12U  |
| 2/10/22 11:19 | 2A0121827 | Infraction Traffic | 46.61.400.25U  |
| 2/10/22 11:30 | 2A0160935 | Infraction Traffic | 46.30.020      |
| 2/10/22 11:42 | 2A0121828 | Infraction Traffic | 46.61.400.26U  |
| 2/10/22 12:15 | 2A0159263 | Infraction Traffic | 46.61.050      |
| 2/10/22 14:39 | 2A0189991 | Infraction Traffic | 46.61.688      |
| 2/10/22 14:43 | 2A0029302 | Infraction Traffic | 46.30.020      |
| 2/10/22 14:55 | 2A0097894 | Infraction Traffic | 46.61.525      |
| 2/10/22 15:01 | 2A0121829 | Infraction Traffic | 46.61.672.1    |
| 2/10/22 15:33 | 2A0093692 | Infraction Traffic | 46.30.020      |
| 2/10/22 15:33 | 2A0093692 | Infraction Traffic | 46.61.400.16U  |
| 2/10/22 15:51 | 2A0013514 | Infraction Traffic | 46.30.020      |
| 2/10/22 15:51 | 2A0013514 | Infraction Traffic | 46.61.185.1    |
| 2/10/22 16:39 | 2A0093693 | Infraction Traffic | 46.61.400.24U  |
| 2/10/22 22:44 | 2A0026054 | Infraction Traffic | 46.61.185.1    |
| 2/11/22 12:20 | 2A0036792 | Infraction Traffic | 46.61.050      |
| 2/11/22 12:40 | 2A0029234 | Infraction Traffic | 46.30.020      |
| 2/11/22 12:40 | 2A0029234 | Infraction Traffic | 46.37.425      |
| 2/11/22 19:53 | 2A0030990 | Infraction Traffic | 46.16A.030.5.L |
| 2/11/22 19:53 | 2A0030990 | Infraction Traffic | 46.30.020      |
| 2/12/22 1:09  | 2A0013305 | Infraction Traffic | 46.30.020      |
| 2/12/22 10:44 | 2A0159264 | Infraction Traffic | 46.16A.030.5.O |
| 2/12/22 10:44 | 2A0159264 | Infraction Traffic | 46.30.020      |
| 2/12/22 10:53 | 2A0093694 | Infraction Traffic | 46.61.400.11U  |
| 2/12/22 12:30 | 2A0171212 | Infraction Traffic | 46.61.180.1    |
| 2/12/22 13:20 | 2A0083573 | Infraction Traffic | 46.61.145.1    |
| 2/12/22 14:13 | 2A0084958 | Infraction Traffic | 46.20.015      |

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| 2/12/22 14:13 | 2A0084958 | Infraction Traffic | 46.30.020      |
| 2/12/22 14:13 | 2A0084958 | Infraction Traffic | 46.61.140      |
| 2/12/22 14:47 | 2A0159266 | Infraction Traffic | 46.16A.030.5.O |
| 2/12/22 14:47 | 2A0159266 | Infraction Traffic | 46.30.020      |
| 2/12/22 15:50 | 2A0137206 | Infraction Traffic | 46.61.180.1    |
| 2/12/22 15:50 | 2A0137208 | Infraction Traffic | 46.20.500      |
| 2/12/22 15:50 | 2A0137208 | Infraction Traffic | 46.30.020      |
| 2/12/22 18:15 | 2A0013837 | Infraction Traffic | 46.61.140      |
| 2/12/22 18:15 | 2A0013837 | Infraction Traffic | 46.61.670      |
| 2/12/22 18:33 | 2A0068211 | Infraction Traffic | 46.61.185.1    |
| 2/12/22 19:24 | 2A0013306 | Infraction Traffic | 46.30.020      |
| 2/12/22 19:24 | 2A0013306 | Infraction Traffic | 46.61.145.1    |
| 2/12/22 21:11 | 2A0044311 | Infraction Traffic | 46.20.015      |
| 2/12/22 22:07 | 2A0015061 | Infraction Traffic | 46.16A.030.5.L |
| 2/12/22 22:07 | 2A0015061 | Infraction Traffic | 46.16A.200.7C  |
| 2/13/22 8:55  | 2A0159267 | Infraction Traffic | 46.61.050      |
| 2/13/22 10:44 | 2A0159268 | Infraction Traffic | 46.16A.030.5.O |
| 2/13/22 11:45 | 2A0093695 | Infraction Traffic | 46.61.400.25U  |
| 2/13/22 14:41 | 2A0093696 | Infraction Traffic | 46.61.185.1    |
| 2/13/22 19:35 | 2A0192263 | Infraction Traffic | 46.61.400.03   |
| 2/13/22 20:00 | 2A0192264 | Infraction Traffic | 46.61.400.03   |
| 2/13/22 20:10 | 2A0116919 | Infraction Traffic | 46.37.050      |
| 2/13/22 20:27 | 2A0192265 | Infraction Traffic | 46.30.020      |
| 2/13/22 20:39 | 2A0116921 | Infraction Traffic | 46.30.020      |
| 2/13/22 21:52 | 2A0192266 | Infraction Traffic | 46.61.400.05U  |
| 2/13/22 22:06 | 2A0192267 | Infraction Traffic | 46.61.400.03U  |
| 2/13/22 22:25 | 2A0192268 | Infraction Traffic | 46.20.015      |
| 2/13/22 22:25 | 2A0192268 | Infraction Traffic | 46.30.020      |
| 2/13/22 22:25 | 2A0192268 | Infraction Traffic | 46.61.400.10U  |
| 2/13/22 22:35 | 2A0192269 | Infraction Traffic | 46.30.020      |
| 2/13/22 22:35 | 2A0192269 | Infraction Traffic | 46.61.050      |
| 2/13/22 23:06 | 2A0119781 | Infraction Traffic | 46.20.015      |
| 2/13/22 23:06 | 2A0119781 | Infraction Traffic | 46.30.020      |
| 2/13/22 23:06 | 2A0119781 | Infraction Traffic | 46.61.055      |
| 2/14/22 0:28  | 2A0192271 | Infraction Traffic | 46.20.015      |
| 2/14/22 0:28  | 2A0192271 | Infraction Traffic | 46.30.020      |
| 2/14/22 0:28  | 2A0192271 | Infraction Traffic | 46.61.400.03U  |
| 2/14/22 0:58  | 2A0013840 | Infraction Traffic | 46.30.020      |
| 2/14/22 0:58  | 2A0013840 | Infraction Traffic | 46.37.050      |
| 2/14/22 7:14  | 2A0091505 | Infraction Traffic | 46.61.400.12U  |
| 2/14/22 7:31  | 2A0123597 | Infraction Traffic | 46.20.015      |
| 2/14/22 7:31  | 2A0123597 | Infraction Traffic | 46.30.020      |
| 2/14/22 7:31  | 2A0123597 | Infraction Traffic | 46.61.180.1    |
| 2/14/22 7:37  | 2A0091506 | Infraction Traffic | 46.61.400.24U  |
| 2/14/22 9:18  | 2A0091507 | Infraction Traffic | 46.16A.200.7C  |
| 2/14/22 9:18  | 2A0091507 | Infraction Traffic | 46.30.020      |
| 2/14/22 9:18  | 2A0091507 | Infraction Traffic | 46.61.400.24U  |

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| 2/14/22 9:39  | 2A0002062 | Infraction Traffic | 46.61.672.1   |
| 2/14/22 9:47  | 2A0091508 | Infraction Traffic | 46.61.400.14U |
| 2/14/22 10:07 | 2A0091509 | Infraction Traffic | 46.61.400.15U |
| 2/14/22 10:15 | 2A0091510 | Infraction Traffic | 46.61.400.14U |
| 2/14/22 10:23 | 2A0091511 | Infraction Traffic | 46.61.400.16U |
| 2/14/22 14:11 | 2A0091512 | Infraction Traffic | 46.61.400.11U |
| 2/14/22 14:32 | 2A0091513 | Infraction Traffic | 46.61.140     |
| 2/14/22 16:22 | 2A0016715 | Infraction Traffic | 46.20.015     |
| 2/14/22 16:22 | 2A0016715 | Infraction Traffic | 46.61.670     |
| 2/14/22 17:31 | 2A0201370 | Infraction Traffic | 46.30.020     |
| 2/14/22 17:31 | 2A0201370 | Infraction Traffic | 46.61.519     |
| 2/15/22 0:33  | 2A0192273 | Infraction Traffic | 46.30.020     |
| 2/15/22 6:47  | 2A0091514 | Infraction Traffic | 46.20.041     |
| 2/15/22 6:47  | 2A0091514 | Infraction Traffic | 46.30.020     |
| 2/15/22 6:47  | 2A0091514 | Infraction Traffic | 46.61.400.13U |
| 2/15/22 6:58  | 2A0091515 | Infraction Traffic | 46.61.400.25U |
| 2/15/22 9:16  | 2A0042495 | Infraction Traffic | 46.20.017     |
| 2/15/22 9:16  | 2A0042495 | Infraction Traffic | 46.30.020     |
| 2/15/22 9:16  | 2A0042495 | Infraction Traffic | 46.61.400.21U |
| 2/15/22 9:16  | 2A0091516 | Infraction Traffic | 46.61.672.1   |
| 2/15/22 9:33  | 2A0091517 | Infraction Traffic | 46.61.400.16U |
| 2/15/22 9:46  | 2A0189992 | Infraction Traffic | 46.61.400.16  |
| 2/15/22 9:57  | 2A0189993 | Infraction Traffic | 46.61.400.28  |
| 2/15/22 10:04 | 2A0189994 | Infraction Traffic | 46.61.400.18  |
| 2/15/22 10:22 | 2A0189995 | Infraction Traffic | 46.61.400.21  |
| 2/15/22 10:47 | 2A0091518 | Infraction Traffic | 46.61.400.18U |
| 2/15/22 11:10 | 2A0166151 | Infraction Traffic | 46.61.290     |
| 2/15/22 11:33 | 2A0189996 | Infraction Traffic | 46.61.672.1   |
| 2/15/22 11:33 | 2A0189996 | Infraction Traffic | 46.61.688     |
| 2/15/22 11:46 | 2A0189997 | Infraction Traffic | 46.61.688     |
| 2/15/22 12:20 | 2A0154567 | Infraction Traffic | 46.30.020     |
| 2/15/22 13:14 | 2A0189998 | Infraction Traffic | 46.61.688     |
| 2/15/22 13:26 | 2A0189999 | Infraction Traffic | 46.61.672.1   |
| 2/15/22 13:30 | 2A0123599 | Infraction Traffic | 46.61.180.1   |
| 2/15/22 13:44 | 2A0002064 | Infraction Traffic | 46.30.020     |
| 2/15/22 14:15 | 2A0166152 | Infraction Traffic | 46.20.015     |
| 2/15/22 14:15 | 2A0166152 | Infraction Traffic | 46.30.020     |
| 2/15/22 14:38 | 2A0091519 | Infraction Traffic | 46.30.020     |
| 2/15/22 14:38 | 2A0091519 | Infraction Traffic | 46.61.400.16U |
| 2/15/22 14:45 | 2A0190000 | Infraction Traffic | 46.61.688     |
| 2/15/22 14:55 | 2A0091520 | Infraction Traffic | 46.30.020     |
| 2/15/22 14:55 | 2A0091520 | Infraction Traffic | 46.61.400.20U |
| 2/15/22 14:56 | 2A0091521 | Infraction Traffic | 46.61.400.20U |
| 2/15/22 15:10 | 2A0190001 | Infraction Traffic | 46.61.672.1   |
| 2/15/22 15:13 | 2A0121830 | Infraction Traffic | 46.61.400.19U |
| 2/15/22 16:04 | 2A0124264 | Infraction Traffic | 46.61.145.1   |
| 2/15/22 16:59 | 2A0016719 | Infraction Traffic | 46.61.140     |

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| 2/15/22 17:46 | 2A0171213 | Infraction Traffic | 46.61.145.1    |
| 2/15/22 19:10 | 2A0192274 | Infraction Traffic | 46.61.305      |
| 2/15/22 19:46 | 2A0171214 | Infraction Traffic | 46.20.015      |
| 2/15/22 19:46 | 2A0171214 | Infraction Traffic | 46.30.020      |
| 2/15/22 19:58 | 2A0013842 | Infraction Traffic | 46.61.140      |
| 2/15/22 22:19 | 2A0068214 | Infraction Traffic | 46.20.015      |
| 2/15/22 22:19 | 2A0068214 | Infraction Traffic | 46.30.020      |
| 2/15/22 22:25 | 2A0192276 | Infraction Traffic | 46.16A.030.5.O |
| 2/15/22 22:25 | 2A0192276 | Infraction Traffic | 46.20.205      |
| 2/15/22 22:25 | 2A0192276 | Infraction Traffic | 46.30.020      |
| 2/15/22 22:41 | 2A0113067 | Infraction Traffic | 46.20.015      |
| 2/15/22 22:41 | 2A0113067 | Infraction Traffic | 46.30.020      |
| 2/15/22 22:41 | 2A0113067 | Infraction Traffic | 46.61.190.3    |
| 2/15/22 22:59 | 2A0088703 | Infraction Traffic | 46.61.180.1    |
| 2/15/22 23:56 | 2A0192277 | Infraction Traffic | 46.30.020      |
| 2/15/22 23:56 | 2A0192277 | Infraction Traffic | 46.37.050      |
| 2/15/22 23:56 | 2A0192277 | Infraction Traffic | 46.61.290      |
| 2/15/22 23:56 | 2A0192277 | Infraction Traffic | 46.61.310      |
| 2/16/22 0:08  | 2A0192179 | Infraction Traffic | 46.30.020      |
| 2/16/22 0:24  | 2A0201161 | Infraction Traffic | 46.37.050      |
| 2/16/22 3:00  | 2A0057952 | Infraction Traffic | 46.30.020      |
| 2/16/22 6:24  | 2A0042497 | Infraction Traffic | 46.61.140      |
| 2/16/22 8:25  | 2A0042498 | Infraction Traffic | 46.61.400.10U  |
| 2/16/22 8:48  | 2A0058331 | Infraction Traffic | 46.16A.030.5.O |
| 2/16/22 8:48  | 2A0058331 | Infraction Traffic | 46.30.020      |
| 2/16/22 8:48  | 2A0058331 | Infraction Traffic | 46.61.180.1    |
| 2/16/22 8:53  | 2A0042499 | Infraction Traffic | 46.61.400.19U  |
| 2/16/22 9:18  | 2A0091522 | Infraction Traffic | 46.61.400.15U  |
| 2/16/22 9:29  | 2A0042500 | Infraction Traffic | 46.61.400.17U  |
| 2/16/22 9:30  | 2A0091523 | Infraction Traffic | 46.30.020      |
| 2/16/22 9:30  | 2A0091523 | Infraction Traffic | 46.61.400.20U  |
| 2/16/22 9:46  | 2A0091524 | Infraction Traffic | 46.61.672.1    |
| 2/16/22 9:52  | 2A0042501 | Infraction Traffic | 46.61.672.1    |
| 2/16/22 9:52  | 2A0042501 | Infraction Traffic | 46.61.688      |
| 2/16/22 9:58  | 2A0091525 | Infraction Traffic | 46.61.400.17U  |
| 2/16/22 10:08 | 2A0091526 | Infraction Traffic | 46.61.400.12U  |
| 2/16/22 10:14 | 2A0067048 | Infraction Traffic | 46.30.020      |
| 2/16/22 10:14 | 2A0067048 | Infraction Traffic | 46.61.670      |
| 2/16/22 10:22 | 2A0091527 | Infraction Traffic | 46.61.400.15U  |
| 2/16/22 10:29 | 2A0042502 | Infraction Traffic | 46.61.400.18U  |
| 2/16/22 10:33 | 2A0091528 | Infraction Traffic | 46.30.020      |
| 2/16/22 10:33 | 2A0091528 | Infraction Traffic | 46.61.400.19U  |
| 2/16/22 10:45 | 2A0091529 | Infraction Traffic | 46.61.400.20U  |
| 2/16/22 11:07 | 2A0091530 | Infraction Traffic | 46.61.672.1    |
| 2/16/22 11:36 | 2A0201090 | Infraction Traffic | 46.30.020      |
| 2/16/22 11:36 | 2A0201090 | Infraction Traffic | 46.61.180.1    |
| 2/16/22 11:44 | 2A0182501 | Infraction Traffic | 46.61.050      |

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| 2/16/22 12:04 | 2A0190002 | Infraction Traffic | 46.61.400.16   |
| 2/16/22 12:32 | 2A0190003 | Infraction Traffic | 46.20.015      |
| 2/16/22 12:32 | 2A0190003 | Infraction Traffic | 46.61.400.31   |
| 2/16/22 13:32 | 2A0190004 | Infraction Traffic | 46.61.688      |
| 2/16/22 14:15 | 2A0091531 | Infraction Traffic | 46.61.400.12U  |
| 2/16/22 14:17 | 2A0180725 | Infraction Traffic | 46.61.400.10U  |
| 2/16/22 14:22 | 2A0190005 | Infraction Traffic | 46.61.672.1    |
| 2/16/22 17:27 | 2A0201164 | Infraction Traffic | 46.30.020      |
| 2/16/22 17:27 | 2A0201165 | Infraction Traffic | 46.61.050      |
| 2/16/22 18:28 | 2A0201166 | Infraction Traffic | 46.16A.030.5.O |
| 2/16/22 18:28 | 2A0201166 | Infraction Traffic | 46.61.145.1    |
| 2/16/22 22:05 | 2A0201168 | Infraction Traffic | 46.61.400.1    |
| 2/16/22 22:57 | 2A0129444 | Infraction Traffic | 46.16A.030.5.O |
| 2/16/22 23:47 | 2A0113069 | Infraction Traffic | 46.20.015      |
| 2/16/22 23:47 | 2A0113069 | Infraction Traffic | 46.37.050      |
| 2/17/22 6:31  | 2A0091532 | Infraction Traffic | 46.61.400.15U  |
| 2/17/22 6:42  | 2A0091534 | Infraction Traffic | 46.20.205      |
| 2/17/22 6:42  | 2A0091534 | Infraction Traffic | 46.30.020      |
| 2/17/22 7:04  | 2A0091535 | Infraction Traffic | 46.61.400.19U  |
| 2/17/22 8:01  | 2A0190006 | Infraction Traffic | 46.61.688      |
| 2/17/22 8:33  | 2A0121831 | Infraction Traffic | 46.61.400.16U  |
| 2/17/22 8:34  | 2A0123601 | Infraction Traffic | 46.61.180.1    |
| 2/17/22 8:35  | 2A0091536 | Infraction Traffic | 46.61.400.13U  |
| 2/17/22 8:56  | 2A0091537 | Infraction Traffic | 46.61.400.13U  |
| 2/17/22 8:59  | 2A0180726 | Infraction Traffic | 46.61.400.10U  |
| 2/17/22 9:09  | 2A0091538 | Infraction Traffic | 46.61.400.13U  |
| 2/17/22 9:17  | 2A0190007 | Infraction Traffic | 46.61.688      |
| 2/17/22 9:24  | 2A0091539 | Infraction Traffic | 46.61.400.15U  |
| 2/17/22 9:28  | 2A0121832 | Infraction Traffic | 46.61.400.16U  |
| 2/17/22 9:30  | 2A0190008 | Infraction Traffic | 46.61.688      |
| 2/17/22 9:57  | 2A0121833 | Infraction Traffic | 46.61.400.19U  |
| 2/17/22 9:59  | 2A0190009 | Infraction Traffic | 46.61.672.1    |
| 2/17/22 10:07 | 2A0180727 | Infraction Traffic | 46.61.400.10U  |
| 2/17/22 10:22 | 2A0002065 | Infraction Traffic | 46.61.672.1    |
| 2/17/22 10:22 | 2A0091540 | Infraction Traffic | 46.61.140      |
| 2/17/22 10:39 | 2A0180728 | Infraction Traffic | 46.61.400.21U  |
| 2/17/22 11:24 | 2A0121835 | Infraction Traffic | 46.61.400.21U  |
| 2/17/22 12:01 | 2A0121836 | Infraction Traffic | 46.30.020      |
| 2/17/22 12:01 | 2A0121836 | Infraction Traffic | 46.61.400.18U  |
| 2/17/22 12:42 | 2A0190010 | Infraction Traffic | 46.61.400.18U  |
| 2/17/22 13:34 | 2A0190011 | Infraction Traffic | 46.61.400.16U  |
| 2/17/22 13:51 | 2A0190012 | Infraction Traffic | 46.61.400.25U  |
| 2/17/22 14:13 | 2A0190014 | Infraction Traffic | 46.61.400.12U  |
| 2/17/22 14:19 | 2A0190015 | Infraction Traffic | 46.61.400.30U  |
| 2/17/22 14:19 | 2A0190015 | Infraction Traffic | 46.61.688      |
| 2/17/22 14:52 | 2A0091541 | Infraction Traffic | 46.61.400.16U  |
| 2/17/22 15:25 | 2A0121837 | Infraction Traffic | 46.61.400.23U  |

|               |           |                    |                |
|---------------|-----------|--------------------|----------------|
| 2/17/22 15:38 | 2A0121838 | Infraction Traffic | 46.30.020      |
| 2/17/22 15:38 | 2A0121838 | Infraction Traffic | 46.61.400.17U  |
| 2/17/22 16:40 | 2A0201169 | Infraction Traffic | 46.61.120      |
| 2/17/22 17:28 | 2A0201170 | Infraction Traffic | 46.61.140      |
| 2/17/22 17:28 | 2A0201170 | Infraction Traffic | 46.61.672.1    |
| 2/17/22 18:13 | 2A0039373 | Infraction Traffic | 46.30.020      |
| 2/17/22 18:36 | 2A0106033 | Infraction Traffic | 46.30.020      |
| 2/17/22 18:36 | 2A0106033 | Infraction Traffic | 46.61.180.1    |
| 2/17/22 19:03 | 2A0106034 | Infraction Traffic | 46.20.031      |
| 2/17/22 19:19 | 2A0201374 | Infraction Traffic | 46.16A.030.5.O |
| 2/17/22 20:27 | 2A0156137 | Infraction Traffic | 46.30.020      |
| 2/17/22 23:55 | 2A0201171 | Infraction Traffic | 46.16A.030.2   |
| 2/17/22 23:55 | 2A0201171 | Infraction Traffic | 46.16A.030.5.O |
| 2/17/22 23:55 | 2A0201171 | Infraction Traffic | 46.20.015      |
| 2/17/22 23:55 | 2A0201171 | Infraction Traffic | 46.30.020      |
| 2/17/22 23:55 | 2A0201171 | Infraction Traffic | 46.37.685.1A   |
| 2/18/22 7:35  | 2A0002066 | Infraction Traffic | 46.61.672.1    |
| 2/18/22 8:03  | 2A0190016 | Infraction Traffic | 46.61.688      |
| 2/18/22 8:29  | 2A0190017 | Infraction Traffic | 46.61.688      |
| 2/18/22 9:03  | 2A0002067 | Infraction Traffic | 46.61.672.1    |
| 2/18/22 9:46  | 2A0190018 | Infraction Traffic | 46.61.688      |
| 2/18/22 9:52  | 2A0121840 | Infraction Traffic | 46.30.020      |
| 2/18/22 9:56  | 2A0131363 | Infraction Traffic | 46.30.020      |
| 2/18/22 9:56  | 2A0131363 | Infraction Traffic | 46.61.190.2    |
| 2/18/22 11:11 | 2A0160938 | Infraction Traffic | 46.61.145.1    |
| 2/18/22 11:44 | 2A0002068 | Infraction Traffic | 46.61.672.1    |
| 2/18/22 12:24 | 2A0190019 | Infraction Traffic | 46.61.688      |
| 2/18/22 13:09 | 2A0013515 | Infraction Traffic | 46.61.145.1    |
| 2/18/22 13:47 | 2A0190020 | Infraction Traffic | 46.61.688      |
| 2/18/22 14:09 | 2A0190021 | Infraction Traffic | 46.61.400.16U  |
| 2/18/22 21:04 | 2A0091412 | Infraction Traffic | 46.61.190.2    |
| 2/18/22 21:53 | W051563   | Infraction Traffic | 46.61.525      |
| 2/19/22 3:42  | 2A0090123 | Infraction Traffic | 46.61.180.1    |
| 2/19/22 9:47  | 2A0097812 | Infraction Traffic | 46.61.050      |
| 2/19/22 11:47 | 2A0058333 | Infraction Traffic | 46.16A.030.5.O |
| 2/19/22 11:47 | 2A0058333 | Infraction Traffic | 46.30.020      |
| 2/19/22 16:48 | 2A0156138 | Infraction Traffic | 46.61.050      |
| 2/19/22 17:31 | 2A0160940 | Infraction Traffic | 46.30.020      |
| 2/19/22 17:43 | 2A0210173 | Infraction Traffic | 46.61.400.05U  |
| 2/20/22 1:53  | 2A0021285 | Infraction Traffic | 46.61.140      |
| 2/20/22 10:32 | 2A0067049 | Infraction Traffic | 46.61.190.2    |
| 2/20/22 12:05 | 2A0093803 | Infraction Traffic | 46.61.525      |
| 2/20/22 14:11 | 2A0030349 | Infraction Traffic | 46.16A.180.2   |
| 2/20/22 14:11 | 2A0030349 | Infraction Traffic | 46.20.015      |
| 2/20/22 14:11 | 2A0030349 | Infraction Traffic | 46.30.020      |
| 2/20/22 14:11 | 2A0030349 | Infraction Traffic | 46.61.145.1    |
| 2/20/22 15:04 | 2A0067294 | Infraction Traffic | 46.30.020      |

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|---------------|-----------|--------------------|---------------|
| 2/20/22 16:34 | 2A0013517 | Infraction Traffic | 46.30.020     |
| 2/20/22 16:34 | 2A0013517 | Infraction Traffic | 46.61.180.1   |
| 2/20/22 16:34 | 2A0211958 | Infraction Traffic | 46.30.020     |
| 2/20/22 19:33 | 2A0210174 | Infraction Traffic | 46.20.015     |
| 2/21/22 8:18  | 2A0062216 | Infraction Traffic | 46.61.400.1   |
| 2/21/22 9:37  | 2A0190022 | Infraction Traffic | 46.30.020     |
| 2/21/22 9:37  | 2A0190022 | Infraction Traffic | 46.61.400.1   |
| 2/21/22 9:54  | 2A0091542 | Infraction Traffic | 46.61.400.1   |
| 2/21/22 10:25 | 2A0057956 | Infraction Traffic | 46.61.185.1   |
| 2/21/22 11:09 | 2A0093823 | Infraction Traffic | 46.30.020     |
| 2/21/22 11:09 | 2A0093823 | Infraction Traffic | 46.61.145.1   |
| 2/21/22 11:24 | 2A0084960 | Infraction Traffic | 46.20.015     |
| 2/21/22 11:24 | 2A0084960 | Infraction Traffic | 46.30.020     |
| 2/21/22 11:24 | 2A0084960 | Infraction Traffic | 46.61.400.1   |
| 2/21/22 13:03 | 2A0171217 | Infraction Traffic | 46.61.180.1   |
| 2/21/22 13:41 | 2A0091543 | Infraction Traffic | 46.30.020     |
| 2/21/22 13:41 | 2A0091543 | Infraction Traffic | 46.61.400.1   |
| 2/21/22 14:00 | 2A0091545 | Infraction Traffic | 46.37.410.2   |
| 2/21/22 15:07 | 2A0171218 | Infraction Traffic | 46.30.020     |
| 2/21/22 17:42 | 2A0013308 | Infraction Traffic | 46.61.190.2   |
| 2/21/22 17:42 | 2A0013309 | Infraction Traffic | 46.20.015     |
| 2/21/22 18:25 | 2A0141926 | Infraction Traffic | 46.61.205.1   |
| 2/22/22 8:00  | 2A0091546 | Infraction Traffic | 46.61.400.15U |
| 2/22/22 8:04  | 2A0161597 | Infraction Traffic | 46.61.400.1   |
| 2/22/22 8:14  | 2A0091547 | Infraction Traffic | 46.37.410.2   |
| 2/22/22 8:59  | 2A0121841 | Infraction Traffic | 46.61.180.1   |
| 2/22/22 9:40  | 2A0161598 | Infraction Traffic | 46.61.400.13U |
| 2/22/22 9:53  | 2A0190023 | Infraction Traffic | 46.61.672.1   |
| 2/22/22 9:59  | 2A0161599 | Infraction Traffic | 46.30.020     |
| 2/22/22 9:59  | 2A0161599 | Infraction Traffic | 46.61.400.13U |
| 2/22/22 10:14 | 2A0121843 | Infraction Traffic | 46.20.017     |
| 2/22/22 10:14 | 2A0121843 | Infraction Traffic | 46.30.020     |
| 2/22/22 10:14 | 2A0121843 | Infraction Traffic | 46.61.400.16U |
| 2/22/22 10:30 | 2A0190024 | Infraction Traffic | 46.61.672.1   |
| 2/22/22 10:35 | 2A0121844 | Infraction Traffic | 46.61.400.19U |
| 2/22/22 10:38 | 2A0021290 | Infraction Traffic | 46.61.400.1   |
| 2/22/22 11:32 | 2A0210176 | Infraction Traffic | 46.61.400.1   |
| 2/22/22 11:34 | 2A0097813 | Infraction Traffic | 46.61.140     |
| 2/22/22 12:24 | 2A0161601 | Infraction Traffic | 46.61.400.14U |
| 2/22/22 12:26 | 2A0190025 | Infraction Traffic | 46.61.400.15  |
| 2/22/22 12:49 | 2A0030991 | Infraction Traffic | 46.30.020     |
| 2/22/22 12:49 | 2A0030991 | Infraction Traffic | 46.61.055     |
| 2/22/22 13:05 | 2A0190026 | Infraction Traffic | 46.61.688     |
| 2/22/22 13:31 | 2A0190027 | Infraction Traffic | 46.61.688     |
| 2/22/22 13:58 | 2A0210177 | Infraction Traffic | 46.61.050     |
| 2/22/22 13:58 | 2A0210178 | Infraction Traffic | 46.30.020     |
| 2/22/22 15:23 | 2A0096030 | Infraction Traffic | 46.61.180.1   |

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|---------------|-----------|--------------------|----------------|
| 2/22/22 16:52 | 2A0093824 | Infraction Traffic | 46.61.145.1    |
| 2/22/22 19:13 | 2A0171220 | Infraction Traffic | 46.61.180.1    |
| 2/22/22 19:29 | 2A0160942 | Infraction Traffic | 46.61.145.1    |
| 2/23/22 0:06  | 2A0215262 | Infraction Traffic | 46.61.400.1    |
| 2/23/22 6:59  | 2A0091548 | Infraction Traffic | 46.61.400.13U  |
| 2/23/22 7:37  | 2A0190029 | Infraction Traffic | 46.61.688      |
| 2/23/22 8:00  | 2A0190030 | Infraction Traffic | 46.61.672.1    |
| 2/23/22 8:35  | 2A0161602 | Infraction Traffic | 46.61.190.2    |
| 2/23/22 8:55  | 2A0121845 | Infraction Traffic | 46.61.400.19U  |
| 2/23/22 9:09  | 2A0198588 | Infraction Traffic | 46.30.020      |
| 2/23/22 9:14  | 2A0161603 | Infraction Traffic | 46.61.400.15U  |
| 2/23/22 9:16  | 2A0190031 | Infraction Traffic | 46.61.688      |
| 2/23/22 9:18  | 2A0190032 | Infraction Traffic | 46.61.688      |
| 2/23/22 9:38  | 2A0121846 | Infraction Traffic | 46.61.400.15U  |
| 2/23/22 10:05 | 2A0091549 | Infraction Traffic | 46.61.400.14U  |
| 2/23/22 10:20 | 2A0190033 | Infraction Traffic | 46.61.400.29   |
| 2/23/22 10:23 | 2A0091550 | Infraction Traffic | 46.61.400.15U  |
| 2/23/22 10:35 | 2A0091551 | Infraction Traffic | 46.61.400.17U  |
| 2/23/22 10:37 | 2A0190034 | Infraction Traffic | 46.61.400.26   |
| 2/23/22 11:02 | 2A0121847 | Infraction Traffic | 46.61.400.16U  |
| 2/23/22 12:50 | 2A0190035 | Infraction Traffic | 46.61.672.1    |
| 2/23/22 13:41 | 2A0161604 | Infraction Traffic | 46.61.400.17U  |
| 2/23/22 13:59 | 2A0161605 | Infraction Traffic | 46.61.400.14U  |
| 2/23/22 14:10 | 2A0190036 | Infraction Traffic | 46.61.688      |
| 2/23/22 14:15 | 2A0161606 | Infraction Traffic | 46.61.400.21U  |
| 2/23/22 14:20 | 2A0002070 | Infraction Traffic | 46.61.672.1    |
| 2/23/22 14:28 | 2A0161607 | Infraction Traffic | 46.61.400.14U  |
| 2/23/22 14:40 | 2A0161608 | Infraction Traffic | 46.61.400.17U  |
| 2/23/22 14:59 | 2A0161609 | Infraction Traffic | 46.16A.030.5.O |
| 2/23/22 14:59 | 2A0161609 | Infraction Traffic | 46.30.020      |
| 2/23/22 14:59 | 2A0161609 | Infraction Traffic | 46.61.400.21U  |
| 2/23/22 15:44 | 2A0096031 | Infraction Traffic | 46.30.020      |
| 2/23/22 15:44 | 2A0096031 | Infraction Traffic | 46.61.400.1    |
| 2/23/22 17:10 | 2A0124267 | Infraction Traffic | 46.61.400.1    |
| 2/23/22 18:55 | 2A0088705 | Infraction Traffic | 46.61.180.1    |
| 2/23/22 18:55 | 2A0088706 | Infraction Traffic | 46.30.020      |
| 2/23/22 19:01 | 2A0201172 | Infraction Traffic | 46.61.180.1    |
| 2/23/22 22:18 | 2A0201174 | Infraction Traffic | 46.20.015      |
| 2/23/22 22:18 | 2A0201174 | Infraction Traffic | 46.30.020      |
| 2/23/22 22:18 | 2A0201174 | Infraction Traffic | 46.37.020      |
| 2/24/22 12:24 | 2A0124268 | Infraction Traffic | 46.61.400.1    |
| 2/24/22 12:25 | 2A0161610 | Infraction Traffic | 46.61.400.17U  |
| 2/24/22 14:31 | 2A0161611 | Infraction Traffic | 46.61.400.15U  |
| 2/24/22 15:34 | 2A0028632 | Infraction Traffic | 46.61.140      |
| 2/24/22 16:20 | 2A0020220 | Infraction Traffic | 46.61.145.1    |
| 2/24/22 17:56 | 2A0059798 | Infraction Traffic | 46.30.020      |
| 2/24/22 18:11 | 2A0192180 | Infraction Traffic | 46.30.020      |

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| 2/24/22 18:11 | 2A0192180 | Infraction Traffic | 46.61.180.1    |
| 2/24/22 20:02 | 2A0119784 | Infraction Traffic | 46.61.125      |
| 2/24/22 20:14 | 2A0093902 | Infraction Traffic | 46.61.140      |
| 2/24/22 20:30 | 2A0201175 | Infraction Traffic | 46.61.295      |
| 2/25/22 1:37  | 2A0216944 | Infraction Traffic | 46.16A.030.5.O |
| 2/25/22 7:50  | 2A0020222 | Infraction Traffic | 46.61.180.1    |
| 2/25/22 8:30  | 2A0185685 | Infraction Traffic | 46.61.180.1    |
| 2/25/22 9:27  | 2A0028116 | Infraction Traffic | 46.61.180.1    |
| 2/25/22 14:01 | 2A0131366 | Infraction Traffic | 46.61.180.1    |
| 2/25/22 14:18 | 2A0131367 | Infraction Traffic | 46.20.015      |
| 2/25/22 14:18 | 2A0131367 | Infraction Traffic | 46.30.020      |
| 2/25/22 15:53 | 2A0016721 | Infraction Traffic | 46.30.020      |
| 2/25/22 15:53 | 2A0016721 | Infraction Traffic | 46.61.180.1    |
| 2/25/22 17:03 | 2A0039374 | Infraction Traffic | 46.61.180.1    |
| 2/25/22 17:07 | 2A0216947 | Infraction Traffic | 46.16A.030.2   |
| 2/25/22 17:07 | 2A0216947 | Infraction Traffic | 46.30.020      |
| 2/25/22 17:07 | 2A0216947 | Infraction Traffic | 46.61.670      |
| 2/25/22 18:14 | 2A0187186 | Infraction Traffic | 46.61.185.1    |
| 2/25/22 20:45 | 2A0216948 | Infraction Traffic | 46.16A.030.5.L |
| 2/25/22 20:45 | 2A0216948 | Infraction Traffic | 46.30.020      |
| 2/25/22 22:51 | 2A0059799 | Infraction Traffic | 46.16A.030.5.L |
| 2/25/22 23:45 | 2A0216949 | Infraction Traffic | 46.61.400.10U  |
| 2/26/22 0:28  | 2A0094295 | Infraction Traffic | 46.61.140      |
| 2/26/22 6:20  | 2A0020086 | Infraction Traffic | 46.61.400.1    |
| 2/26/22 8:26  | 2A0123602 | Infraction Traffic | 46.61.235.1    |
| 2/26/22 13:25 | 2A0028633 | Infraction Traffic | 46.30.020      |
| 2/26/22 13:37 | 2A0143489 | Infraction Traffic | 46.61.190.2    |
| 2/26/22 14:56 | 2A0029304 | Infraction Traffic | 46.61.050      |
| 2/26/22 15:09 | 2A0019123 | Infraction Traffic | 46.61.400.29U  |
| 2/26/22 15:31 | 2A0019124 | Infraction Traffic | 46.30.020      |
| 2/26/22 15:31 | 2A0019124 | Infraction Traffic | 46.61.400.25U  |
| 2/26/22 16:18 | 2A0204946 | Infraction Traffic | 46.61.145.1    |
| 2/26/22 16:57 | 2A0115948 | Infraction Traffic | 46.61.185.1    |
| 2/26/22 18:10 | 2A0216950 | Infraction Traffic | 46.16A.030.5.O |
| 2/26/22 18:10 | 2A0216950 | Infraction Traffic | 46.30.020      |
| 2/26/22 18:24 | 2A0131371 | Infraction Traffic | 46.30.020      |
| 2/26/22 18:24 | 2A0131371 | Infraction Traffic | 46.61.606      |
| 2/26/22 21:33 | 2A0154569 | Infraction Traffic | 46.16A.030.5.O |
| 2/26/22 22:19 | 2A0173251 | Infraction Traffic | 46.30.020      |
| 2/26/22 22:51 | 2A0204352 | Infraction Traffic | 46.30.020      |
| 2/26/22 23:50 | 2A0216952 | Infraction Traffic | 46.30.020      |
| 2/27/22 10:31 | 2A0096561 | Infraction Traffic | 46.30.020      |
| 2/27/22 11:28 | 2A0019125 | Infraction Traffic | 46.61.400.23U  |
| 2/27/22 15:21 | 2A0171221 | Infraction Traffic | 46.30.020      |
| 2/27/22 15:26 | 2A0171222 | Infraction Traffic | 46.61.050      |
| 2/27/22 18:32 | 2A0038982 | Infraction Traffic | 46.16A.030.5.O |
| 2/27/22 18:32 | 2A0038982 | Infraction Traffic | 46.61.050      |

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|---------------|-----------|--------------------|-----------------|
| 2/27/22 21:49 | 2A0215263 | Infraction Traffic | 46.61.140       |
| 2/28/22 0:28  | 2A0224129 | Infraction Traffic | 46.30.020       |
| 2/28/22 7:30  | 2A0190037 | Infraction Traffic | 46.61.688       |
| 2/28/22 7:49  | 2A0190038 | Infraction Traffic | 46.61.688       |
| 2/28/22 8:29  | 2A0190039 | Infraction Traffic | 46.61.688       |
| 2/28/22 10:21 | 2A0190040 | Infraction Traffic | 46.61.400.14U   |
| 2/28/22 10:37 | 2A0190041 | Infraction Traffic | 46.61.688       |
| 2/28/22 12:11 | 2A0190042 | Infraction Traffic | 46.61.672.1     |
| 2/28/22 13:12 | 2A0068768 | Infraction Traffic | 46.61.519.2     |
| 2/28/22 13:47 | 2A0091552 | Infraction Traffic | 46.61.400.15U   |
| 2/28/22 14:00 | 2A0091553 | Infraction Traffic | 46.61.400.16U   |
| 2/28/22 14:17 | 2A0190043 | Infraction Traffic | 46.61.688       |
| 2/28/22 14:45 | 2A0118478 | Infraction Traffic | 46.30.020       |
| 2/28/22 15:15 | 2A0019126 | Infraction Traffic | 46.61.440.16-20 |
| 2/28/22 15:37 | 2A0067052 | Infraction Traffic | 46.20.015       |
| 2/28/22 15:37 | 2A0067052 | Infraction Traffic | 46.30.020       |
| 2/28/22 15:37 | 2A0067052 | Infraction Traffic | 46.61.140       |
| 2/28/22 15:37 | 2A0067052 | Infraction Traffic | 46.61.145.1     |
| 2/28/22 19:13 | 2A0137211 | Infraction Traffic | 46.61.190.2     |

| StatuteDesc                        |
|------------------------------------|
| DWLS 3RD DEGREE                    |
| MV IGNITION INTERLOCK DRIVE VEH WO |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| DWLS 3RD DEGREE                    |
| DRIVING WITHOUT A LICENSE          |
| DWLS 3RD DEGREE                    |
| HIT AND RUN UNATTENDED-AID/ABET    |
| RECKLESS DRIVING                   |
| DWLS 2ND DEGREE                    |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| OLD CODE:VEH(PHY/UNIL/DRUG)NEW     |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| DWLS 3RD DEGREE                    |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| DWLS 3RD DEGREE                    |
| DWLS 1ST DEGREE                    |
| FAIL TO TRANSFER TITLE W/I 45 DAYS |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| OLD CODE:VEH(PHY/UNIL/DRUG)NEW     |
| DRIVING WITHOUT A LICENSE          |
| DWLS 3RD DEGREE                    |
| DWLS 1ST DEGREE                    |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| OLD CODE:VEH(HIT/RUN PERSON AT     |
| DWLS 3RD DEGREE                    |
| MV IGNITION INTERLOCK DRIVE VEH WO |
| OLD CODE:VEH(HIT/RUN PERSON AT     |
| DWLS 3RD DEGREE                    |
| DRIVING WITHOUT A LICENSE          |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| DWLS 3RD DEGREE                    |
| DWLS 3RD DEGREE                    |
| MV IGNITION INTERLOCK DRIVE VEH WO |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| FAIL TO TRANSFER TITLE W/I 45 DAYS |
| DWLS 3RD DEGREE                    |
| DWLS 3RD DEGREE                    |
| DWLS 1ST DEGREE                    |
| MV IGNITION INTERLOCK DRIVE VEH WO |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| DWLS 3RD DEGREE                    |
| DWLS 3RD DEGREE                    |
| OLD CODE:VEH(PHY/UNIL/DRUG)NEW     |

|                                     |
|-------------------------------------|
| DWLS 3RD DEGREE                     |
| OLD CODE:VEH(DWUIL/DRUG)NEW         |
| DWLS 3RD DEGREE                     |
| HIT/RUN-ATTENDED VEHICLE NON INJURY |
| HIT/RUN UNATTENDED VEHICLE          |
| OLD CODE:VEH(PHY/UNIL/DRUG)NEW      |
| DRIVING WITHOUT A LICENSE           |
| OLD CODE:VEH(DWUIL/DRUG)NEW         |
| DWLS 3RD DEGREE                     |
| OLD CODE:VEH(DWUIL/DRUG)NEW         |
| DWLS 1ST DEGREE                     |
| DWLS 3RD DEGREE                     |
| TRIP PERMIT VIOLATION-USAGE         |
| DRIVING WITHOUT A LICENSE           |
| DWLS 2ND DEGREE                     |
| DWLS 3RD DEGREE                     |
| FAIL TO TRANSFER TITLE W/I 45 DAYS  |
| DWLS 3RD DEGREE                     |
| OLD CODE:VEH(DWUIL/DRUG)NEW         |
| HIT AND RUN UNATTENDED-AID/ABET     |
| DWLS 3RD DEGREE                     |
| DRIVING WITHOUT A LICENSE           |
| OLD CODE:VEH(DWUIL/DRUG)NEW         |
| DWLS 3RD DEGREE                     |
| OLD CODE:VEH(DWUIL/DRUG)NEW         |
| DWLS 3RD DEGREE                     |
| OLD CODE:VEH(PHY/UNIL/DRUG)NEW      |
| DWLS 2ND DEGREE                     |
| OLD CODE:VEH(PHY/UNIL/DRUG)NEW      |
| DRIVING WITHOUT A LICENSE           |
| DWLS 3RD DEGREE                     |
| DWLS 3RD DEGREE                     |
| FAIL TO TRANSFER TITLE W/I 45 DAYS  |
| OLD CODE:VEH(DWUIL/DRUG)NEW         |
| OLD CODE:VEH(DWUIL/DRUG)NEW         |
| OLD CODE:VEH(PHY/UNIL/DRUG)NEW      |
| HIT/RUN UNATTENDED VEHICLE          |
| DWLS 3RD DEGREE                     |
| OLD CODE:VEH(HIT/RUN PERSON AT      |
| DWLS 2ND DEGREE                     |
| OLD CODE:VEH(DWUIL/DRUG)NEW         |
| OLD CODE:VEH(DWUIL/DRUG)NEW         |
| OLD CODE:VEH(DWUIL/DRUG)NEW         |
| DWLS 2ND DEGREE                     |
| DWLS 3RD DEGREE                     |
| DWLS 3RD DEGREE                     |
| HIT/RUN UNATTENDED VEHICLE          |

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| OLD CODE:VEH(DWUIL/DRUG)NEW  |
| DWLS 3RD DEGREE  |
| DRIVING WITHOUT A LICENSE  |
| OLD CODE:VEH(DWUIL/DRUG)NEW  |
| OLD CODE:VEH(DWUIL/DRUG)NEW  |
| OLD CODE:VEH(DWUIL/DRUG)NEW  |
| FAIL TO TRANSFER TITLE W/I 45 DAYS                                   |
| DRIVING WITHOUT A LICENSE  |
| DWLS 3RD DEGREE  |
| OLD CODE:VEH(HIT/RUN PERSON AT                                       |
| RECKLESS DRIVING   |
| OLD CODE:VEH(DWUIL/DRUG)NEW  |
| STREET RACING - replaced/now included in: 46.61.500 RECKLESS DRIVING |
| OLD CODE:VEH(DWUIL/DRUG)NEW  |
| DRIVING WITHOUT A LICENSE  |
| OLD CODE:VEH(DWUIL/DRUG)NEW  |
| DWLS 3RD DEGREE  |
| OLD CODE:VEH(DWUIL/DRUG)NEW  |
| DWLS 3RD DEGREE  |
| DRIVING WITHOUT A LICENSE  |
| DWLS 3RD DEGREE  |
| DWLS 2ND DEGREE  |
| OLD CODE:VEH(DWUIL/DRUG)NEW  |
| DRIVING WITHOUT A LICENSE  |
| DWLS 3RD DEGREE  |
| FAIL TO TRANSFER TITLE W/I 45 DAYS                                   |
| RECKLESS DRIVING   |
| DRIVING WITHOUT A LICENSE  |
| RECKLESS DRIVING   |
| OLD CODE:VEH(DWUIL/DRUG)NEW  |
| OLD CODE:VEH(DWUIL/DRUG)NEW  |
| COMMERCIAL DL LICENSE REQUIRED                                       |
| DWLS 3RD DEGREE  |
| MV IGNITION INTERLOCK DRIVE VEH WO                                   |
| OLD CODE:VEH(DWUIL/DRUG)NEW  |
| OLD CODE:VEH(PHY/UNIL/DRUG)NEW                                       |
| OLD CODE:VEH(DWUIL/DRUG)NEW  |
| DWLS 3RD DEGREE  |
| OLD CODE:VEH(PHY/UNIL/DRUG)NEW                                       |
| HIT/RUN UNATTENDED VEHICLE   |
| DWLS 3RD DEGREE  |
| MV IGNITION INTERLOCK DRIVE VEH WO                                   |
| DWLS 2ND DEGREE  |
| OLD CODE:VEH(DWUIL/DRUG)NEW  |
| DWLS 3RD DEGREE  |
| DWLS 3RD DEGREE  |
| MV IGNITION INTERLOCK DRIVE VEH WO                                   |

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|------------------------------------|
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| FAIL TO TRANSFER TITLE W/I 45 DAYS |
| DRIVING WITHOUT A LICENSE          |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| RECKLESS DRIVING                   |
| DWLS 3RD DEGREE                    |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| DWLS 3RD DEGREE                    |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| DWLS 3RD DEGREE                    |
| DRIVING WITHOUT A LICENSE          |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| DRIVING WITHOUT A LICENSE          |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| DWLS 3RD DEGREE                    |
| DRIVING WITHOUT A LICENSE          |
| DWLS 3RD DEGREE                    |
| DWLS 3RD DEGREE                    |
| RECKLESS DRIVING                   |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| OLD CODE:VEH(HIT/RUN PERSON AT     |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| DWLS 3RD DEGREE                    |
| DWLS 3RD DEGREE                    |
| MV IGNITION INTERLOCK DRIVE VEH WO |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| DWLS 3RD DEGREE                    |
| DWLS 3RD DEGREE                    |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| RECKLESS DRIVING                   |
| DWLS 3RD DEGREE                    |
| DWLS 3RD DEGREE                    |
| DWLS 3RD DEGREE                    |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| HIT AND RUN UNATTENDED-AID/ABET    |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| OLD CODE:VEH(DWUIL/DRUG)NEW        |
| DWLS 1ST DEGREE                    |
| MV IGNITION INTERLOCK DRIVE VEH WO |
| DWLS 3RD DEGREE                    |
| DWLS 3RD DEGREE                    |
| RECKLESS DRIVING                   |
| DWLS 3RD DEGREE                    |

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| MV IGNITION INTERLOCK DRIVE VEH WO  |
| HIT AND RUN UNATTENDED-AID/ABET     |
| OLD CODE:VEH(DWUJIL/DRUG)NEW        |
| DWLS 1ST DEGREE                     |
| DWLS 3RD DEGREE                     |
| DWLS 3RD DEGREE                     |
| OLD CODE:VEH(HIT/RUN PERSON AT      |
| DWLS 3RD DEGREE                     |
| FAIL TO TRANSFER TITLE W/I 45 DAYS  |
| RECKLESS DRIVING                    |
| RECKLESS DRIVING                    |
| OLD CODE:VEH(DWUJIL/DRUG)NEW        |
| DWLS 3RD DEGREE                     |
| OLD CODE:VEH(DWUJIL/DRUG)NEW        |
| DWLS 3RD DEGREE                     |
| OLD CODE:VEH(DWUJIL/DRUG)NEW        |
| OLD CODE:VEH(DWUJIL/DRUG)NEW        |
| OLD CODE:VEH(DWUJIL/DRUG)NEW        |
| DRIVING WITHOUT A LICENSE           |
| DRIVING WITHOUT A LICENSE           |
| DWLS 3RD DEGREE                     |
| OLD CODE:VEH(DWUJIL/DRUG)NEW        |
| DWLS 3RD DEGREE                     |
| RECKLESS DRIVING                    |
| DRIVING WITHOUT A LICENSE           |
| NO VALID OPER LICEN W/O ID COMPLICI |
| DWLS 3RD DEGREE                     |
| DRIVING WITHOUT A LICENSE           |
| DWLS 3RD DEGREE                     |
| MV IGNITION INTERLOCK DRIVE VEH WO  |
| RECKLESS DRIVING                    |
| DWLS 3RD DEGREE                     |
| DWLS 3RD DEGREE                     |
| DWLS 3RD DEGREE                     |
| TRIP PERMIT VIOLATION               |
| DRIVING WITHOUT A LICENSE           |
| OLD CODE:VEH(DWUJIL/DRUG)NEW        |
| OLD CODE:VEH(PHY/UNIL/DRUG)NEW      |
| OLD CODE:VEH(DWUJIL/DRUG)NEW        |
| DWLS 3RD DEGREE                     |
| MV IGNITION INTERLOCK DRIVE VEH WO  |
| OLD CODE:VEH(DWUJIL/DRUG)NEW        |
| DWLS 3RD DEGREE                     |
| MV IGNITION INTERLOCK DRIVE VEH WO  |
| DWLS 3RD DEGREE                     |
| DWLS 3RD DEGREE                     |
| OLD CODE:VEH(DWUJIL/DRUG)NEW        |
| DWLS 3RD DEGREE                     |

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| DWLS 3RD DEGREE   |
| DWLS 2ND DEGREE   |
| OLD CODE:VEH(HIT/RUN PERSON AT  |
| HIT/RUN UNATTENDED PROPERTY   |
| OLD CODE:VEH(DWUIL/DRUG)NEW   |
| DWLS 3RD DEGREE   |
| HIT/RUN UNATTENDED VEHICLE  |
| TRIP PERMIT VIOLATION-USAGE   |
| TRIP PERMIT VIOLATION   |
| DWLS 3RD DEGREE   |
| OLD CODE:VEH(PHY/UNIL/DRUG)NEW  |
| OLD CODE:VEH(DWUIL/DRUG)NEW   |
| OLD CODE:VEH(DWUIL/DRUG)NEW   |
| DWLS 3RD DEGREE   |
| OLD CODE:VEH(DWUIL/DRUG)NEW   |
| DWLS 3RD DEGREE   |
| DWLS 3RD DEGREE   |
| MV IGNITION INTERLOCK DRIVE VEH WO                                      |
| OLD CODE:VEH(DWUIL/DRUG)NEW   |
| DWLS 1ST DEGREE   |
| OLD CODE:VEH(HIT/RUN PERSON AT  |
| DRIVING WITHOUT A LICENSE   |
| RECKLESS DRIVING  |
| OLD CODE:VEH(DWUIL/DRUG)NEW   |
| DRIVING WITHOUT A LICENSE   |
| RECKLESS DRIVING  |
| OLD CODE:VEH(DWUIL/DRUG)NEW   |
| DWLS 3RD DEGREE   |
| FAIL TO TRANSFER TITLE W/I 45 DAYS                                      |
| OLD CODE:VEH(DWUIL/DRUG)NEW   |
| DWLS 3RD DEGREE   |
| MV IGNITION INTERLOCK DRIVE VEH WO                                      |
| HIT AND RUN UNATTENDED-AID/ABET   |
| IMPROPER PASSING (TURN, CURVE, BRIDGE, TUNNEL)                          |
| FL RENEW EXPIRED REG <= 2 MTHS  |
| OPER/POSSESS VEH W/O REGISTRATION                                       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FL RENEW EXPIRED REG >2 MTHS  |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FL RENEW EXPIRED REG >2 MTHS  |
| ALTER MAKE PLATE ILLEGIBLE/OBSCURED                                     |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| MIRRORS, NO MIRRORS   |

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| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| IMPROPER LANE USAGE   |
| FAIL YIELD LEFT TURN MOTOR VEHICLE                                      |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEEDING TOO FAST FOR CONDITIONS  |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DEFECTIVE MUFFLER   |
| SPEED 15 OVER (40 OR UNDER)   |
| FAIL TO WEAR SAFETY BELT  |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| FL RENEW EXPIRED REG >2 MTHS  |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO WEAR SAFETY BELT  |
| FL RENEW EXPIRED REG >2 MTHS  |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FOLLOW VEHICLE TOO CLOSELY  |
| VEH DRIVE WITH WHEELS OFF ROADWAY                                       |
| MIRRORS, NO MIRRORS   |
| FAIL TO WEAR SAFETY BELT  |
| SPEEDING TOO FAST FOR CONDITIONS  |
| FOLLOW VEHICLE TOO CLOSELY  |
| SPEED 12 OVER (OVER 40)   |
| SPEEDING TOO FAST FOR CONDITIONS  |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| FAIL YIELD LEFT TURN MOTOR VEHICLE                                      |
| SPEEDING TOO FAST FOR CONDITIONS  |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| SPEEDING TOO FAST FOR CONDITIONS  |
| OPER/POSSESS VEH W/O REGISTRATION                                       |
| DISPLAY PLATE NOT ISSUED BY DOL   |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| FL RENEW EXPIRED REG >2 MTHS  |

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| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| FOLLOW VEHICLE TOO CLOSELY  |
| SPEED 5 OVER (40 OR UNDER)  |
| SPEEDING TOO FAST FOR CONDITIONS  |
| SPEEDING TOO FAST FOR CONDITIONS  |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| LAMPS, HEADLAMPS REQ  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL YIELD LEFT TURN MOTOR VEHICLE                                      |
| FOLLOW VEHICLE TOO CLOSELY  |
| FAIL YIELD AT YIELD SIGN/INTERSECTION                                   |
| LICENSE NOT IN POSSESSION   |
| FL RENEW EXPIRED REG <= 2 MTHS  |
| FL RENEW EXPIRED REG >2 MTHS  |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| FL RENEW EXPIRED REG >2 MTHS  |
| SPEED 25 OVER (40 OR UNDER)   |
| FOLLOW VEHICLE TOO CLOSELY  |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| SPEED 16 OVER (40 OR UNDER)   |
| SPEED 19 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 16 OVER (40 OR UNDER)   |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 19 OVER (40 OR UNDER)   |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| SPEED 17 OVER (40 OR UNDER)   |
| SPEED 20 OVER (40 OR UNDER)   |
| SPEED 18 OVER (40 OR UNDER)   |
| SPEED 17 OVER (40 OR UNDER)   |
| FAIL YIELD LEFT TURN MOTOR VEHICLE                                      |
| SPEED 15 OVER (40 OR UNDER)   |
| FOLLOW VEHICLE TOO CLOSELY  |
| FOLLOW TOO CLOSE TO FIRE APPARATUS (500 FT)                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| SPEED 15 OVER (40 OR UNDER)   |

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| SPEED 21 OVER (40 OR UNDER)   |
| SPEED 18 OVER (40 OR UNDER)   |
| SPEED 18 OVER (40 OR UNDER)   |
| SPEED 23 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FL RENEW EXPIRED REG <= 2 MTHS  |
| LICENSE NOT IN POSSESSION   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO WEAR SAFETY BELT  |
| SPEED 17 OVER (40 OR UNDER)   |
| SPEED 23 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FOLLOW VEHICLE TOO CLOSELY  |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 19 OVER (40 OR UNDER)   |
| SPEED 10 OVER (40 OR UNDER)   |
| SPEED 17 OVER (OVER 40)   |
| FAIL TO SIGN/CARRY/DISPLAY VEH REG                                      |
| LICENSE NOT IN POSSESSION   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 28 OVER (40 OR UNDER)   |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 10 OVER (40 OR UNDER)   |
| SPEED 16 OVER (OVER 40)   |
| SPEED 16 OVER (40 OR UNDER)   |
| SPEED 10 OVER (40 OR UNDER)   |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| SPEED 22 OVER (40 OR UNDER)   |
| FAIL TO WEAR SAFETY BELT  |
| FAIL TO WEAR SAFETY BELT  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FOLLOW VEHICLE TOO CLOSELY  |
| SPEED 24 OVER (40 OR UNDER)   |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 19 OVER (40 OR UNDER)   |
| SPEED 20 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DISREGARD TRAFFIC SIGNAL SIGN   |

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| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FOLLOW VEHICLE TOO CLOSELY  |
| FAIL TO WEAR SAFETY BELT  |
| LICENSE NOT IN POSSESSION   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| NEGLIGENT DRIVING 2 DEGREE  |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEEDING TOO FAST FOR CONDITIONS  |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| SPEED 5 OVER (40 OR UNDER)  |
| FAIL TO WEAR SAFETY BELT  |
| FAIL TO WEAR SAFETY BELT  |
| SPEED 15 OVER (OVER 40)   |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| SPEED 17 OVER (OVER 40)   |
| SPEED 16 OVER (OVER 40)   |
| FAIL TO WEAR SAFETY BELT  |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| FAIL STOP AT STOP SIGN/INTERSECTION                                     |
| SPEED 20 OVER (40 OR UNDER)   |
| NEGLIGENT DRIVING 2 DEGREE  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPER/POSSESS VEH W/O REGISTRATION                                       |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FOLLOW VEHICLE TOO CLOSELY  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL YIELD LEFT TURN MOTOR VEHICLE                                      |
| OPER/POSSESS VEH W/O REGISTRATION                                       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| SPEED 10 OVER (40 OR UNDER)   |
| SPEED 33 OVER (OVER 40)   |
| SPEED 16 OVER (OVER 40)   |
| SPEED 18 OVER (OVER 40)   |
| SPEED 18 OVER (40 OR UNDER)   |
| FL RENEW EXPIRED REG >2 MTHS  |
| SPEED 19 OVER (40 OR UNDER)   |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |

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| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FOLLOW TOO CLOSE TO FIRE APPARATUS (500 FT)                             |
| SPEED 20 OVER (40 OR UNDER)   |
| SPEED 17 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| IMPROPER LANE USAGE   |
| TURN, PROHIBIT-IMPROPER   |
| FAIL STOP AT STOP SIGN/INTERSECTION                                     |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| IMPROPER LANE USAGE   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 19 OVER (40 OR UNDER)   |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 20 OVER (40 OR UNDER)   |
| SPEED 30 OVER (40 OR UNDER)   |
| SAFETY BELT IMPROPERLY FASTENED   |
| SPEED 10 OVER (40 OR UNDER)   |
| SPEED 19 OVER (40 OR UNDER)   |
| FAIL TO WEAR SAFETY BELT  |
| FAIL TO WEAR SAFETY BELT  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 22 OVER (40 OR UNDER)   |
| SPEED 41 OVER (40 OR UNDER)   |
| SPEED 17 OVER (40 OR UNDER)   |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| FAIL TO WEAR SAFETY BELT  |
| SPEED 16 OVER (40 OR UNDER)   |
| OPER/POSSESS VEH W/O REGISTRATION                                       |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL YIELD AT YIELD SIGN/INTERSECTION                                   |
| FAIL YIELD LEFT TURN MOTOR VEHICLE                                      |
| FAIL TO YIELD PED IN CROSSWALK  |
| FL RENEW EXPIRED REG >2 MTHS  |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| TWO OR MORE STOP LAMPS REQUIRED   |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| SPEED 10 OVER (40 OR UNDER)   |
| FAIL TO WEAR SAFETY BELT  |
| SPEED 10 OVER (40 OR UNDER)   |
| SPEED 19 OVER (40 OR UNDER)   |

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| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL STOP AT STOP SIGN/INTERSECTION                                     |
| FOLLOW VEHICLE TOO CLOSELY  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO YIELD PED IN CROSSWALK  |
| OPER VEH W/O CRNT/PRPR REG & PLATE                                      |
| IMPROPER LANE USAGE   |
| SPEED 15 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| TURN, PROHIBIT-IMPROPER   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO OBEY TRAFFIC CONTROL LEGEND                                     |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 15 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| WINDOWS, ILLEGAL GLAZED-TINTED  |
| SPEED 18 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 21 OVER (40 OR UNDER)   |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| IMPROPER LANE USAGE   |
| SPEED 16 OVER (40 OR UNDER)   |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL YIELD LEFT TURN MOTOR VEHICLE                                      |
| FL RENEW EXPIRED REG >2 MTHS  |
| DISPLAY PLATE NOT ISSUED BY DOL   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FL RENEW EXPIRED REG <= 2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 17 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO DRIVE ON RIGHT SIDE OF ROAD                                     |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| UNSAFE OR IMPROPER BACKING  |
| SPEEDING TOO FAST FOR CONDITIONS  |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |

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|---|
| FOLLOW TOO CLOSE TO FIRE APPARATUS (500 FT)                             |
| UNSAFE OR IMPROPER BACKING  |
| SPEEDING TOO FAST FOR CONDITIONS  |
| SPEEDING TOO FAST FOR CONDITIONS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEEDING TOO FAST FOR CONDITIONS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 15 OVER (40 OR UNDER)   |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FOLLOW VEHICLE TOO CLOSELY  |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 22 OVER (OVER 40)   |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FOLLOW VEHICLE TOO CLOSELY  |
| FAIL TO YIELD PED IN CROSSWALK  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| NEGLIGENT DRIVING 2 DEGREE  |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| FOLLOW VEHICLE TOO CLOSELY  |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| STOP-LAMPS AND ELECRTCIC TURN SIGNALS REQUIRED                          |
| SPEED 14 OVER (40 OR UNDER)   |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| IMPROPER LANE USAGE   |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| FOLLOW VEHICLE TOO CLOSELY  |
| FOLLOW VEHICLE TOO CLOSELY  |
| SPEED 20 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| FL RENEW EXPIRED REG <= 2 MTHS  |
| IMPROPER LANE USAGE   |
| IMPROPER LANE USAGE   |
| FAIL TO OBEY TRAFFIC CONTROL LEGEND                                     |
| FL RENEW EXPIRED REG >2 MTHS  |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| FAIL YIELD LEFT TURN MOTOR VEHICLE                                      |

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| SPEED 10 OVER (40 OR UNDER)   |
| SPEED 18 OVER (40 OR UNDER)   |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| SPEED 15 OVER (40 OR UNDER)   |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| SPEED 14 OVER (40 OR UNDER)   |
| SPEED 21 OVER (40 OR UNDER)   |
| LICENSE NOT IN POSSESSION   |
| OPERATING A MOTOR VEHICLE IN VIOLATION OF LICENSE RESTRICTION           |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| MATERIAL, SIGN, POSTER COVERING WINDOWS                                 |
| IMPROPER LANE USAGE   |
| SPEED 15 OVER (40 OR UNDER)   |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| FAIL YIELD AT YIELD SIGN/INTERSECTION                                   |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| SPEED 16 OVER (40 OR UNDER)   |
| SPEED 13 OVER (40 OR UNDER)   |
| SPEED 14 OVER (40 OR UNDER)   |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| FOLLOW VEHICLE TOO CLOSELY  |
| FL RENEW EXPIRED REG >2 MTHS  |
| FAIL YIELD LEFT TURN MOTOR VEHICLE                                      |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| LAMPS, HEADLAMPS REQ  |
| IMPROPER LANE USAGE   |
| FOLLOW VEHICLE TOO CLOSELY  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FOLLOW VEHICLE TOO CLOSELY  |
| FAIL YIELD LEFT TURN MOTOR VEHICLE                                      |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| FAIL TO OBEY TRAFFIC CONTROL LEGEND                                     |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| SPEED 3 OVER (40 OR UNDER)  |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEEDING TOO FAST FOR CONDITIONS  |
| VEH PLATE NOT VALID/IMPROPER ATTACH                                     |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |

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| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| NEGLIGENT DRIVING 2 DEGREE  |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| FAIL YIELD AT YIELD SIGN/INTERSECTION                                   |
| LAMPS, DEFECT TURN SIGNALS-STOP LAMPS                                   |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 5 OVER (40 OR UNDER)  |
| FL RENEW EXPIRED REG <= 2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL YIELD LEFT TURN MOTOR VEHICLE                                      |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| FAIL TO OBEY TRAFFIC CONTROL LEGEND                                     |
| FL RENEW EXPIRED REG >2 MTHS  |
| SPEED 3 OVER (40 OR UNDER)  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FL RENEW EXPIRED REG >2 MTHS  |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FL RENEW EXPIRED REG >2 MTHS  |
| FAIL TO SIGN/CARRY/DISPLAY VEH REG                                      |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| FAIL TO SIGNAL STOP-TURN UNSAFE LANE                                    |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| FL RENEW EXPIRED REG >2 MTHS  |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPER VEH W/O CRNT/PRPR REG & PLATE                                      |
| SPLASH APRONS-FENDERS, NONE ON VEH                                      |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| FAIL YIELD LEFT TURN MOTOR VEHICLE                                      |
| FL RENEW EXPIRED REG >2 MTHS  |
| IMPROPER LANE USAGE   |
| FOLLOW VEHICLE TOO CLOSELY  |

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| FAIL TO YIELD PED IN CROSSWALK  |
| SPEED 18 OVER (40 OR UNDER)   |
| FAIL TO WEAR SAFETY BELT  |
| FAIL TO WEAR SAFETY BELT  |
| BRAKES DEFECTIVE  |
| FOLLOW VEHICLE TOO CLOSELY  |
| SPEED 20 OVER (40 OR UNDER)   |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| FAIL STOP AT STOP SIGN/INTERSECTION                                     |
| SAFETY BELT IMPROPERLY FASTENED   |
| SPEED 24 OVER (40 OR UNDER)   |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| FOLLOW VEHICLE TOO CLOSELY  |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| FAIL STOP AT STOP SIGN/INTERSECTION                                     |
| OPER VEH W/O CRNT/PRPR REG & PLATE                                      |
| FAIL TO SIGN/CARRY/DISPLAY VEH REG                                      |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL STOP AT STOP SIGN/INTERSECTION                                     |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| TAIL LAMPS REQUIRED/ DEFECT LICENSE PLATE LAMP                          |
| FAIL TO WEAR SAFETY BELT  |
| FAIL TO WEAR SAFETY BELT  |
| SPEED 15 OVER (40 OR UNDER)   |
| SPEED 14 OVER (40 OR UNDER)   |
| SPEED 19 OVER (40 OR UNDER)   |
| SPEED 16 OVER (40 OR UNDER)   |
| SPEED 15 OVER (OVER 40)   |
| SPEED 17 OVER (OVER 40)   |
| SPEED 20 OVER (OVER 40)   |
| SPEED 18 OVER (OVER 40)   |
| SPEED 16 OVER (OVER 40)   |
| SPEED 16 OVER (OVER 40)   |
| FAIL TO WEAR SAFETY BELT  |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| SPEED 13 OVER (40 OR UNDER)   |
| SPEED 16 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| FAIL TO YIELD PED IN CROSSWALK  |
| FOLLOW VEHICLE TOO CLOSELY  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATE W-OBSTRUCT VISION   |
| FAIL YIELD LEFT TURN MOTOR VEHICLE                                      |
| FAIL TO WEAR SAFETY BELT  |

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| FL RENEW EXPIRED REG <= 2 MTHS  |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 10 OVER (40 OR UNDER)   |
| FAIL TO WEAR SAFETY BELT  |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| SPEED 10 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO WEAR SAFETY BELT  |
| FAIL TO WEAR SAFETY BELT  |
| SPEED 10 OVER (40 OR UNDER)   |
| SPEED 14 OVER (40 OR UNDER)   |
| BRAKING EQUIP REQUIRED  |
| SPEED 16 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 12 OVER (40 OR UNDER)   |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 17 OVER (40 OR UNDER)   |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 20 OVER (40 OR UNDER)   |
| FAIL TO WEAR SAFETY BELT  |
| SPEED 31 OVER (OVER 40)   |
| SPEED 17 OVER (OVER 40)   |
| SPEED 27 OVER (OVER 40)   |
| SPEED 15 OVER (40 OR UNDER)   |
| SPEED 14 OVER (40 OR UNDER)   |
| SPEEDING TOO FAST FOR CONDITIONS  |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 21 OVER (40 OR UNDER)   |
| SPEED 14 OVER (40 OR UNDER)   |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| SPEED 13 OVER (40 OR UNDER)   |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| SPEED 5 MPH OVER (OVER 40)  |
| FAIL TO WEAR SAFETY BELT  |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |

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| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| SPEED 25 OVER (40 OR UNDER)   |
| FL RENEW EXPIRED REG >2 MTHS  |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FOLLOW VEHICLE TOO CLOSELY  |
| FAIL TO YIELD PED IN CROSSWALK  |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FL RENEW EXPIRED REG <= 2 MTHS  |
| FAIL TO RENEW EXPIRED REGISTRATION > 2 MNTHS                            |
| DEFECTIVE EXHAUST 1ST OFFENSE   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| TURN, PROHIBIT-IMPROPER   |
| FAIL YIELD AT YIELD SIGN/INTERSECTION                                   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO STOP AT SIGNAL MARK   |
| SPEED 3 OVER (40 OR UNDER)  |
| LIC(FAIL CHANGE ADDRESS)  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEEDING TOO FAST FOR CONDITIONS  |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| VEH DRIVE AGAINST ONE WAY   |
| FAIL TO STOP AT SIGNAL MARK   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEEDING TOO FAST FOR CONDITIONS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPER VEH W/O CRNT/PRPR REG & PLATE                                      |
| FAIL TO INITIALLY REGISTER VEHICLE                                      |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DEFECTIVE LIGHTS  |
| DISREGARD TRAFFIC SIGNAL SIGN   |

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| FAIL STOP AT STOP SIGN/INTERSECTION               |
| SPEED 18 OVER (OVER 40)                           |
| SPEED 15 OVER (OVER 40)                           |
| SPEED 19 OVER (OVER 40)                           |
| SPEED 16 OVER (OVER 40)                           |
| SPEED 16 OVER (OVER 40)                           |
| FAIL TO WEAR SAFETY BELT                          |
| FAIL TO WEAR SAFETY BELT                          |
| SPEED 5 OVER (40 OR UNDER)                        |
| FAIL STOP AT STOP SIGN/INTERSECTION               |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION |
| VEH DRIVE WITH WHEELS OFF ROADWAY                 |
| FAIL YIELD LEFT TURN MOTOR VEHICLE                |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE       |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION |
| FL RENEW EXPIRED REG <= 2 MTHS                    |
| DISPLAY PLATE NOT ISSUED BY DOL                   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE       |
| IMPROPER LANE USAGE                               |
| SPEED 5 OVER (40 OR UNDER)                        |
| FAIL TO WEAR SAFETY BELT                          |
| PER ELECTRONIC DEVICE WHILE DRIVING               |
| SAFETY BELT IMPROPERLY FASTENED                   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE       |
| SPEED 23 OVER (OVER 40)                           |
| DISREGARD TRAFFIC SIGNAL SIGN                     |
| FAIL TO WEAR SAFETY BELT                          |
| NEGLIGENT DRIVING 2 DEGREE                        |
| SPEED 5 OVER (40 OR UNDER)                        |
| PER ELECTRONIC DEVICE WHILE DRIVING               |
| PER ELECTRONIC DEVICE WHILE DRIVING               |
| PER ELECTRONIC DEVICE WHILE DRIVING               |
| FAIL TO WEAR SAFETY BELT                          |
| YIELD TO PED IN CROSSWALK SPD ZONE                |
| IMPROPER LANE USAGE                               |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE       |
| VEH(LIQ/OPEN CONTAINER)                           |
| CANNABIS IN MOTOR VEHICLE VIOLATION               |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE       |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE       |
| VEH DRIVE AGAINST ONE WAY                         |
| PER ELECTRONIC DEVICE WHILE DRIVING               |
| FOLLOW VEHICLE TOO CLOSELY                        |

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| FOLLOW VEHICLE TOO CLOSELY  |
| SPEED 5 MPH OVER (OVER 40)  |
| SPEED 26 OVER (OVER 40)   |
| FAIL TO WEAR SAFETY BELT  |
| FAIL TO WEAR SAFETY BELT  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 37 OVER (OVER 40)   |
| SPEED 18 OVER (OVER 40)   |
| FAIL TO WEAR SAFETY BELT  |
| IMPROPER LANE USAGE   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 8 OVER (40 OR UNDER)  |
| FAIL TO WEAR SAFETY BELT  |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL STOP AT STOP SIGN/INTERSECTION                                     |
| FOLLOW TOO CLOSE TO FIRE APPARATUS (500 FT)                             |
| SPEED 16 OVER (40 OR UNDER)   |
| FOLLOW VEHICLE TOO CLOSELY  |
| FL RENEW EXPIRED REG >2 MTHS  |
| SPEED 12 OVER (40 OR UNDER)   |
| SPEED 25 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 26 OVER (40 OR UNDER)   |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| FAIL TO WEAR SAFETY BELT  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| NEGLIGENT DRIVING 2 DEGREE  |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 16 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL YIELD LEFT TURN MOTOR VEHICLE                                      |
| SPEED 24 OVER (40 OR UNDER)   |
| FAIL YIELD LEFT TURN MOTOR VEHICLE                                      |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DEFECTIVE TIRES   |
| FL RENEW EXPIRED REG <= 2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 11 OVER (40 OR UNDER)   |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| FOLLOW VEHICLE TOO CLOSELY  |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |

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| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| IMPROPER LANE USAGE   |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| CYCLE(OPERATE W/O ENDORSEMENT)  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| IMPROPER LANE USAGE   |
| VEH DRIVE WITH WHEELS OFF ROADWAY                                       |
| FAIL YIELD LEFT TURN MOTOR VEHICLE                                      |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FOLLOW VEHICLE TOO CLOSELY  |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| FL RENEW EXPIRED REG <= 2 MTHS  |
| ALTER MAKE PLATE ILLEGIBLE/OBSCURED                                     |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| FL RENEW EXPIRED REG >2 MTHS  |
| SPEED 25 OVER (40 OR UNDER)   |
| FAIL YIELD LEFT TURN MOTOR VEHICLE                                      |
| SPEED 3 OVER (OVER 40)  |
| SPEED 3 OVER (OVER 40)  |
| DEFECTIVE LIGHTS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 5 OVER (40 OR UNDER)  |
| SPEED 3 OVER (40 OR UNDER)  |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 10 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO OBEY TRAFFIC CONTROL LEGEND                                     |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 3 OVER (40 OR UNDER)  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DEFECTIVE LIGHTS  |
| SPEED 12 OVER (40 OR UNDER)   |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| SPEED 24 OVER (40 OR UNDER)   |
| ALTER MAKE PLATE ILLEGIBLE/OBSCURED                                     |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 24 OVER (40 OR UNDER)   |

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| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| SPEED 14 OVER (40 OR UNDER)   |
| SPEED 15 OVER (40 OR UNDER)   |
| SPEED 14 OVER (40 OR UNDER)   |
| SPEED 16 OVER (40 OR UNDER)   |
| SPEED 11 OVER (40 OR UNDER)   |
| IMPROPER LANE USAGE   |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| VEH DRIVE WITH WHEELS OFF ROADWAY                                       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| VEH(LIQ/OPEN CONTAINER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE IN VIOLATION OF LICENSE RESTRICTION           |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 13 OVER (40 OR UNDER)   |
| SPEED 25 OVER (40 OR UNDER)   |
| LICENSE NOT IN POSSESSION   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 21 OVER (40 OR UNDER)   |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| SPEED 16 OVER (40 OR UNDER)   |
| SPEED 16 OVER (OVER 40)   |
| SPEED 28 OVER (OVER 40)   |
| SPEED 18 OVER (OVER 40)   |
| SPEED 21 OVER (OVER 40)   |
| SPEED 18 OVER (40 OR UNDER)   |
| TURN, PROHIBIT-IMPROPER   |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| FAIL TO WEAR SAFETY BELT  |
| FAIL TO WEAR SAFETY BELT  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO WEAR SAFETY BELT  |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 16 OVER (40 OR UNDER)   |
| FAIL TO WEAR SAFETY BELT  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 20 OVER (40 OR UNDER)   |
| SPEED 20 OVER (40 OR UNDER)   |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| SPEED 19 OVER (40 OR UNDER)   |
| FOLLOW VEHICLE TOO CLOSELY  |
| IMPROPER LANE USAGE   |

|   |
|---|
| FOLLOW VEHICLE TOO CLOSELY  |
| FAIL TO SIGNAL STOP-TURN UNSAFE LANE                                    |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| IMPROPER LANE USAGE   |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FL RENEW EXPIRED REG >2 MTHS  |
| LIC(FAIL CHANGE ADDRESS)  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL YIELD AT YIELD SIGN/INTERSECTION                                   |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DEFECTIVE LIGHTS  |
| TURN, PROHIBIT-IMPROPER   |
| FAIL TO SIGNAL  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DEFECTIVE LIGHTS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| IMPROPER LANE USAGE   |
| SPEED 10 OVER (40 OR UNDER)   |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| SPEED 19 OVER (40 OR UNDER)   |
| SPEED 15 OVER (40 OR UNDER)   |
| SPEED 17 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 20 OVER (40 OR UNDER)   |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| FAIL TO WEAR SAFETY BELT  |
| SPEED 17 OVER (40 OR UNDER)   |
| SPEED 12 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| VEH DRIVE WITH WHEELS OFF ROADWAY                                       |
| SPEED 15 OVER (40 OR UNDER)   |
| SPEED 18 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 19 OVER (40 OR UNDER)   |
| SPEED 20 OVER (40 OR UNDER)   |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| DISREGARD TRAFFIC SIGNAL SIGN   |

|   |
|---|
| SPEED 16 OVER (OVER 40)   |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| SPEED 31 OVER (OVER 40)   |
| FAIL TO WEAR SAFETY BELT  |
| SPEED 12 OVER (40 OR UNDER)   |
| SPEED 10 OVER (40 OR UNDER)   |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| FL RENEW EXPIRED REG >2 MTHS  |
| FOLLOW VEHICLE TOO CLOSELY  |
| SPEEDING TOO FAST FOR CONDITIONS  |
| FL RENEW EXPIRED REG >2 MTHS  |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| DEFECTIVE LIGHTS  |
| SPEED 15 OVER (40 OR UNDER)   |
| LIC(FAIL CHANGE ADDRESS)  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 19 OVER (40 OR UNDER)   |
| FAIL TO WEAR SAFETY BELT  |
| SPEED 16 OVER (40 OR UNDER)   |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| SPEED 13 OVER (40 OR UNDER)   |
| SPEED 13 OVER (40 OR UNDER)   |
| SPEED 10 OVER (40 OR UNDER)   |
| SPEED 13 OVER (40 OR UNDER)   |
| FAIL TO WEAR SAFETY BELT  |
| SPEED 15 OVER (40 OR UNDER)   |
| SPEED 16 OVER (40 OR UNDER)   |
| FAIL TO WEAR SAFETY BELT  |
| SPEED 19 OVER (40 OR UNDER)   |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| SPEED 10 OVER (40 OR UNDER)   |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| IMPROPER LANE USAGE   |
| SPEED 21 OVER (40 OR UNDER)   |
| SPEED 21 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 18 OVER (40 OR UNDER)   |
| SPEED 18 OVER (40 OR UNDER)   |
| SPEED 16 OVER (40 OR UNDER)   |
| SPEED 25 OVER (40 OR UNDER)   |
| SPEED 12 OVER (40 OR UNDER)   |
| SPEED 30 OVER (40 OR UNDER)   |
| FAIL TO WEAR SAFETY BELT  |
| SPEED 16 OVER (40 OR UNDER)   |
| SPEED 23 OVER (40 OR UNDER)   |

|   |
|---|
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 17 OVER (40 OR UNDER)   |
| PASS, IMPROPER ON LEFT SIDE   |
| IMPROPER LANE USAGE   |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| OPERATING MOTOR VEHICLE WHILE INELIGIBLE FOR LICENSE                    |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPER VEH W/O CRNT/PRPR REG & PLATE                                      |
| FL RENEW EXPIRED REG >2 MTHS  |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DISPLAY NON-MATCH LICENSE PLATE   |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| FAIL TO WEAR SAFETY BELT  |
| FAIL TO WEAR SAFETY BELT  |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| FAIL TO WEAR SAFETY BELT  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL STOP AT STOP SIGN/INTERSECTION                                     |
| FOLLOW VEHICLE TOO CLOSELY  |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| FAIL TO WEAR SAFETY BELT  |
| FOLLOW VEHICLE TOO CLOSELY  |
| FAIL TO WEAR SAFETY BELT  |
| SPEED 16 OVER (40 OR UNDER)   |
| FAIL STOP AT STOP SIGN/INTERSECTION                                     |
| NEGLIGENT DRIVING 2 DEGREE  |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 5 OVER (40 OR UNDER)  |
| IMPROPER LANE USAGE   |
| FAIL STOP AT STOP SIGN/INTERSECTION                                     |
| NEGLIGENT DRIVING 2 DEGREE  |
| OPER/POSSESS VEH W/O REGISTRATION                                       |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FOLLOW VEHICLE TOO CLOSELY  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |

|   |
|---|
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| SPEEDING TOO FAST FOR CONDITIONS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEEDING TOO FAST FOR CONDITIONS  |
| SPEEDING TOO FAST FOR CONDITIONS  |
| FAIL YIELD LEFT TURN MOTOR VEHICLE                                      |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FOLLOW VEHICLE TOO CLOSELY  |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEEDING TOO FAST FOR CONDITIONS  |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEEDING TOO FAST FOR CONDITIONS  |
| MATERIAL, SIGN, POSTER COVERING WINDOWS                                 |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL STOP AT STOP SIGN/INTERSECTION                                     |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| FAIL YIELD PRIVATE RD MOTOR VEHICLE                                     |
| SPEED 15 OVER (40 OR UNDER)   |
| SPEEDING TOO FAST FOR CONDITIONS  |
| MATERIAL, SIGN, POSTER COVERING WINDOWS                                 |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| SPEED 13 OVER (40 OR UNDER)   |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 13 OVER (40 OR UNDER)   |
| LICENSE NOT IN POSSESSION   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 16 OVER (40 OR UNDER)   |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| SPEED 19 OVER (40 OR UNDER)   |
| SPEEDING TOO FAST FOR CONDITIONS  |
| SPEEDING TOO FAST FOR CONDITIONS  |
| IMPROPER LANE USAGE   |
| SPEED 14 OVER (40 OR UNDER)   |
| SPEED 15 OVER (OVER 40)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO OBEY TRAFFIC CONTROL LEGEND                                     |
| FAIL TO WEAR SAFETY BELT  |
| FAIL TO WEAR SAFETY BELT  |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |

|   |
|---|
| FOLLOW VEHICLE TOO CLOSELY  |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| FOLLOW VEHICLE TOO CLOSELY  |
| SPEEDING TOO FAST FOR CONDITIONS  |
| SPEED 13 OVER (40 OR UNDER)   |
| FAIL TO WEAR SAFETY BELT  |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| FAIL STOP AT STOP SIGN/INTERSECTION                                     |
| SPEED 19 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 15 OVER (40 OR UNDER)   |
| FAIL TO WEAR SAFETY BELT  |
| FAIL TO WEAR SAFETY BELT  |
| SPEED 15 OVER (40 OR UNDER)   |
| SPEED 14 OVER (40 OR UNDER)   |
| SPEED 29 OVER (OVER 40)   |
| SPEED 15 OVER (40 OR UNDER)   |
| SPEED 17 OVER (40 OR UNDER)   |
| SPEED 26 OVER (OVER 40)   |
| SPEED 16 OVER (40 OR UNDER)   |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| SPEED 17 OVER (40 OR UNDER)   |
| SPEED 14 OVER (40 OR UNDER)   |
| FAIL TO WEAR SAFETY BELT  |
| SPEED 21 OVER (40 OR UNDER)   |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| SPEED 14 OVER (40 OR UNDER)   |
| SPEED 17 OVER (40 OR UNDER)   |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 21 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEEDING TOO FAST FOR CONDITIONS  |
| SPEEDING TOO FAST FOR CONDITIONS  |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| LAMPS, OPERATE VEH WO HEADLGH T WHEN REQ                                |
| SPEEDING TOO FAST FOR CONDITIONS  |
| SPEED 17 OVER (40 OR UNDER)   |
| SPEED 15 OVER (40 OR UNDER)   |
| IMPROPER LANE USAGE   |
| FOLLOW VEHICLE TOO CLOSELY  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |

|   |
|---|
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| IMPROPER PASSING (TURN, CURVE, BRIDGE, TUNNEL)                          |
| IMPROPER LANE USAGE   |
| TURN, PROHIBIT U TURN   |
| FL RENEW EXPIRED REG >2 MTHS  |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| FAIL TO YIELD TO VEHICLE APPROACHING INTERSECTION                       |
| OPER VEH W/O CRNT/PRPR REG & PLATE                                      |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| VEH DRIVE WITH WHEELS OFF ROADWAY                                       |
| FAIL YIELD LEFT TURN MOTOR VEHICLE                                      |
| FL RENEW EXPIRED REG <= 2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FL RENEW EXPIRED REG <= 2 MTHS  |
| SPEED 10 OVER (40 OR UNDER)   |
| IMPROPER LANE USAGE   |
| SPEEDING TOO FAST FOR CONDITIONS  |
| FAIL TO YIELD PED IN CROSSWALK  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL STOP AT STOP SIGN/INTERSECTION                                     |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| SPEED 29 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 25 OVER (40 OR UNDER)   |
| FOLLOW VEHICLE TOO CLOSELY  |
| FAIL YIELD LEFT TURN MOTOR VEHICLE                                      |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DRIVE ON SIDEWALK   |
| FL RENEW EXPIRED REG >2 MTHS  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SPEED 23 OVER (40 OR UNDER)   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| DISREGARD TRAFFIC SIGNAL SIGN   |
| FL RENEW EXPIRED REG >2 MTHS  |
| DISREGARD TRAFFIC SIGNAL SIGN   |

|   |
|---|
| IMPROPER LANE USAGE   |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| FAIL TO WEAR SAFETY BELT  |
| FAIL TO WEAR SAFETY BELT  |
| FAIL TO WEAR SAFETY BELT  |
| SPEED 14 OVER (40 OR UNDER)   |
| FAIL TO WEAR SAFETY BELT  |
| PER ELECTRONIC DEVICE WHILE DRIVING                                     |
| POSSESSING OPEN ALCOHOL CONTAINER IN VEHICLE                            |
| SPEED 15 OVER (40 OR UNDER)   |
| SPEED 16 OVER (40 OR UNDER)   |
| FAIL TO WEAR SAFETY BELT  |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| SCHOOL/PLAYGROUND CROSSWALK SPEED 16-20 MPH OVER                        |
| DRIVING MOTOR VEHICLE WITH AN EXPIRED LICENSE WITH VALID IDENTIFICATION |
| OPERATING A MOTOR VEHICLE WITHOUT INSURANCE                             |
| IMPROPER LANE USAGE   |
| FOLLOW VEHICLE TOO CLOSELY  |
| FAIL STOP AT STOP SIGN/INTERSECTION                                     |

## 4 - Discussion Items

# 4.1

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## 4.1 - Historic Landmarks Commission Interview

Interview with Nicholas (Nick) Reynolds as a City at Large member of the Historic Landmarks Commission. Nick's appointment is on the March 6, 2023, Legislative Agenda for Council consideration.

| For Discussion

4.2

15 min

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## 4.2 - Discussion with SCRAPS Director

Director Ferrari will update the Council on current happenings and operations at SCRAPS.

| For Discussion

4.3

5 min

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### 4.3 - SPD Update

*Meidl, Craig*

Briefing on Number Traffic Citations.

| For Discussion

4.4

5 min

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## 4.4 - Byrne Discretionary Grant Program

*Ernst, Shawna*

Acceptance of O-BJA-2023-171577: Byrne Discretionary Community Project Funding/Byrne Discretionary Grant Program.

| For Discussion

### **Attachments**

[Briefing Paper - Byrne DOJ Grant.pdf](#)

## Committee Agenda Sheet

### Public Safety & Community Health

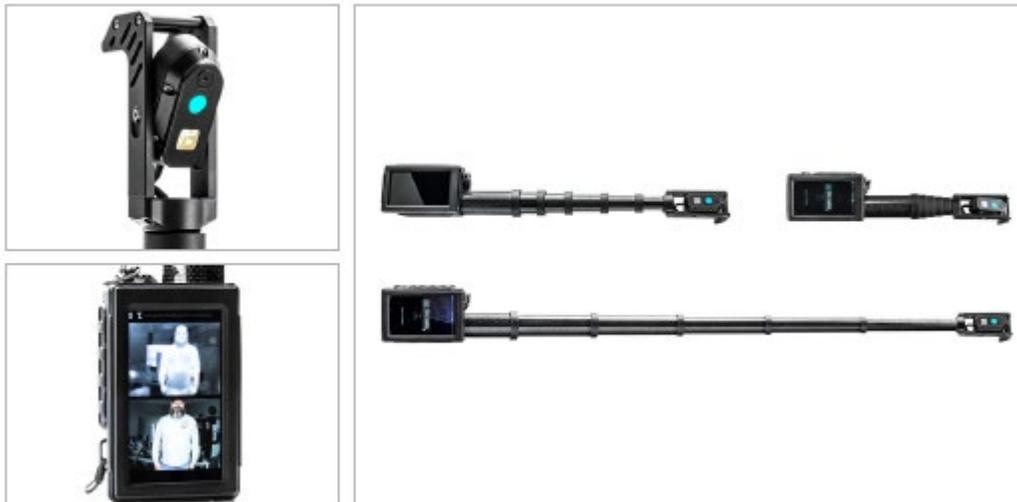
|   |  |                  |  |         |                                 |   |         |                                  |  |                  |                               |   |         |                       |   |         |   |  |         |                               |   |         |
|---|--|------------------|--|---------|---------------------------------|---|---------|----------------------------------|--|------------------|-------------------------------|---|---------|-----------------------|---|---------|---|--|---------|-------------------------------|---|---------|
| <b>Submitting Department</b>              | Spokane Police Department  |                  |  |         |                                 |   |         |                                  |  |                  |                               |   |         |                       |   |         |   |  |         |                               |   |         |
| <b>Contact Name &amp; Phone</b>           | Shawna Ernst - 509-625-4106  |                  |  |         |                                 |   |         |                                  |  |                  |                               |   |         |                       |   |         |   |  |         |                               |   |         |
| <b>Contact Email</b>                      | sernst@spokanepolice.org   |                  |  |         |                                 |   |         |                                  |  |                  |                               |   |         |                       |   |         |   |  |         |                               |   |         |
| <b>Council Sponsor(s)</b>                 |  |                  |  |         |                                 |   |         |                                  |  |                  |                               |   |         |                       |   |         |   |  |         |                               |   |         |
| <b>Select Agenda Item Type</b>            | <input type="checkbox"/> Consent <input checked="" type="checkbox"/> Discussion            Time Requested: <u>20 minutes</u>   |                  |  |         |                                 |   |         |                                  |  |                  |                               |   |         |                       |   |         |   |  |         |                               |   |         |
| <b>Agenda Item Name</b>                   | Acceptance of O-BJA-2023-171577: Byrne Discretionary Community Project Funding/Byrne Discretionary Grant Program   |                  |  |         |                                 |   |         |                                  |  |                  |                               |   |         |                       |   |         |   |  |         |                               |   |         |
| <b>Summary (Background )</b>              | <p>Spokane Police Department received a congressional earmark for \$1,317,000 under the project title "Spokane Police Department Technology Improvement Plan."</p> <table border="1" style="width: 100%; border-collapse: collapse; margin: 10px 0;"> <tr> <td style="width: 45%;">City of Spokane</td> <td style="width: 35%;">City of Spokane Municipal Court Domestic Violence Intervention Program</td> <td style="width: 20%; text-align: right;">500,000</td> </tr> <tr> <td>Spokane County Sheriff's Office</td> <td>Spokane County Sheriff Helicopter Replacement</td> <td style="text-align: right;">500,000</td> </tr> <tr style="background-color: yellow;"> <td><b>Spokane Police Department</b></td> <td><b>Spokane Police Department Technology Improvement Plan</b></td> <td style="text-align: right;"><b>1,317,000</b></td> </tr> <tr> <td>Jacksonville State University</td> <td>Northeast Alabama Sexual Assault Nurse Examiner Program</td> <td style="text-align: right;">500,000</td> </tr> <tr> <td>Town of Fuquay-Varina</td> <td>Continuous Operation Body Camera System</td> <td style="text-align: right;">180,000</td> </tr> <tr> <td>Portage County Adult Probation Department</td> <td>Probationers Offered Work, Empowerment, Re-direction (POWER) Program</td> <td style="text-align: right;">250,000</td> </tr> <tr> <td>Stark County Sheriff's Office</td> <td>Driving Simulator and Body-Worn Cameras</td> <td style="text-align: right;">350,000</td> </tr> </table> <p>The Department is now eligible to apply for the funding via a non-competitive Byrne Discretionary grant, due March 23rd. The funding is for goods and services that align with the project title.</p> <p>The Department proposes using the funding for the following items:</p> <ol style="list-style-type: none"> <li>1.) <b>Drive Test Scanner: \$152,375.00 (plus taxes)</b> <ol style="list-style-type: none"> <li>a. Description: A drive test scanner tests the cellular network including radio frequencies. For each investigation using cellular data (obtained through cell carrier search warrant), SPD must also test the cellular network to ensure that the data is accurate. This process is key to objective evaluation of cell tower pings and geographic location. SPD currently borrows a scanner from a company out of Arizona and has lengthy wait times in order to ship the device.</li> </ol> </li> </ol> <p><i>Figure 1: Example of a drive test scanner system</i></p> | City of Spokane  | City of Spokane Municipal Court Domestic Violence Intervention Program | 500,000 | Spokane County Sheriff's Office | Spokane County Sheriff Helicopter Replacement | 500,000 | <b>Spokane Police Department</b> | <b>Spokane Police Department Technology Improvement Plan</b> | <b>1,317,000</b> | Jacksonville State University | Northeast Alabama Sexual Assault Nurse Examiner Program | 500,000 | Town of Fuquay-Varina | Continuous Operation Body Camera System | 180,000 | Portage County Adult Probation Department | Probationers Offered Work, Empowerment, Re-direction (POWER) Program | 250,000 | Stark County Sheriff's Office | Driving Simulator and Body-Worn Cameras | 350,000 |
| City of Spokane                           | City of Spokane Municipal Court Domestic Violence Intervention Program   | 500,000          |  |         |                                 |   |         |                                  |  |                  |                               |   |         |                       |   |         |   |  |         |                               |   |         |
| Spokane County Sheriff's Office           | Spokane County Sheriff Helicopter Replacement  | 500,000          |  |         |                                 |   |         |                                  |  |                  |                               |   |         |                       |   |         |   |  |         |                               |   |         |
| <b>Spokane Police Department</b>          | <b>Spokane Police Department Technology Improvement Plan</b>   | <b>1,317,000</b> |  |         |                                 |   |         |                                  |  |                  |                               |   |         |                       |   |         |   |  |         |                               |   |         |
| Jacksonville State University             | Northeast Alabama Sexual Assault Nurse Examiner Program  | 500,000          |  |         |                                 |   |         |                                  |  |                  |                               |   |         |                       |   |         |   |  |         |                               |   |         |
| Town of Fuquay-Varina                     | Continuous Operation Body Camera System  | 180,000          |  |         |                                 |   |         |                                  |  |                  |                               |   |         |                       |   |         |   |  |         |                               |   |         |
| Portage County Adult Probation Department | Probationers Offered Work, Empowerment, Re-direction (POWER) Program   | 250,000          |  |         |                                 |   |         |                                  |  |                  |                               |   |         |                       |   |         |   |  |         |                               |   |         |
| Stark County Sheriff's Office             | Driving Simulator and Body-Worn Cameras  | 350,000          |  |         |                                 |   |         |                                  |  |                  |                               |   |         |                       |   |         |   |  |         |                               |   |         |



**2.) Cameras: \$150,000**

- a. Description: This purchase would be for a mix of camera systems included SWIFT pole cameras for our K9 unit, a mix of wireless cameras/video recording for our Special Investigations Unit, and new Canon digital SLR cameras for Corporals/Major Crimes/SVU to photograph crime scenes. Pole cameras for K9 would be used to view areas that are difficult/dangerous to access (attics, crawl spaces) to ensure officer and dog safety. Wireless cameras/videos would be used by the Special Investigations Unit to remotely monitor sensitive situations to ensure safety of confidential informants.

Figure 2: SWIFT pole camera



**3.) Training/Conference Rooms: \$150,000**

- a. Description: This project would update audio-visual technology in multiple conference rooms and at the Academy. This investment would standardize the department on Microsoft Teams for virtual meetings and would improve the ability to hold training. The current Academy system was installed by a third party vendor approximately ten years ago.

4.) **Drone Program:** \$200,000

- a. Description: This project would add interior/exterior and long-range drones to the SPD drone program.

*From Captain Cowles:* The Air Support Unit for the Spokane Police Department provides high quality, high-value support to emergency operations and critical incident response within our region. The members of the unit are highly trained and operate with expectations to meet federal and local regulations in the use of small unmanned aircraft systems, sUAS.

The functions of the sUAS unit are varied. These functions involve flying indoors to locate and de-escalate armed / dangerous persons or to clear locations for search warrants, burglaries, etc. Outdoor flights include assisting officers in finding dangerous subjects, mitigating hazardous conditions, locating missing persons, critical incident command and control, and de-escalating dangerous encounters.

Many of the operations of the sUAS unit require specialized equipment for each operation. For example, an exterior drone can not be used to fly indoors successfully. Technology and aerial systems are constantly evolving and newer equipment provides safer and more effective assistance. sUAS operations often involve inclement weather, dangerous locations, and technology is rapidly changing to provide better and safer service.

The use of sUAS units is expanding and may replace the use of helicopters and fixed wing aircraft within crowded urban areas. These aircraft require personnel to fly, and subject people to dangerous and unpredictable environments. sUAS eliminate the need to place extremely expensive equipment or people in jeopardy. sUAS provide an inexpensive, safe, and reliable means to provide a wide variety of support to our community: Locating missing persons, protecting vulnerable persons, protecting officers and victims, and providing time, distance, and flexibility to law enforcement service in our area.

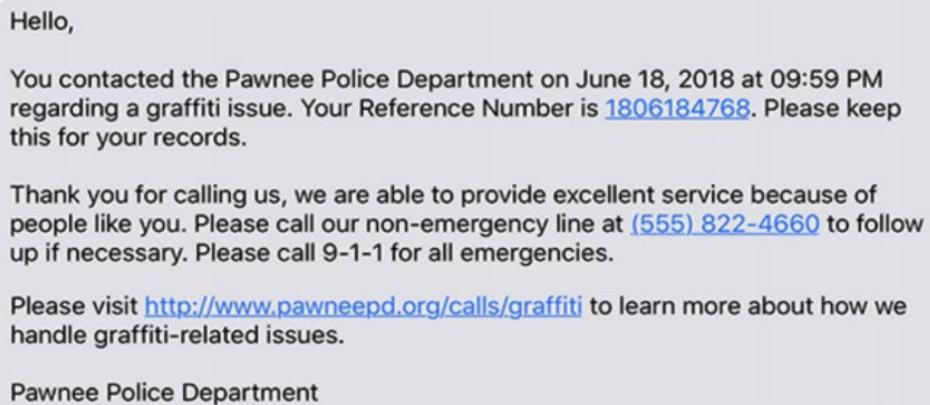
5.) **SPIDR Pilot Project:** \$99,080 (plus taxes) for 1-year pilot, \$89,080 (plus taxes) for year two.

- a. Description: SPIDR is a software platform that integrates with Computer Aided Dispatch and Records Management Systems to provide automated messages to citizens – improving SPD’s overall response and reducing workload on officers, detectives, and support staff. There are five modules within the SPIDR platform:
- i. **Patrol Module:** This module includes a receipt for service that confirms that a 911 or Crime Check call was received and indicates next steps or helpful information. This message can be customized for each call type – for example, for a traffic collision without injury SPIDR can send instructions for exchanging information or moving cars out of the roadway. The caller will receive an additional message if the officer is delayed, and a message when the call has been closed including the outcome of the call.
  - ii. **Investigations Module:** This module provides ongoing communication via text message or email regarding an investigation and can be configured by report type. Crime

victims receive the first acknowledgment when their police report has been written, and follow-up messaging when their case has been assigned, an arrest has been made, and when the case has been closed.

- iii. **Insights Module:** Insights is a survey that is sent to citizens at the conclusion of the 911 call and/or Investigation. Surveys can be customized to fit the needs of the Spokane community. The Insights module includes a dashboard where survey results can be reviewed and analyzed.
- iv. **Community Engagement Module:** The community engagement module allows the public to opt-in to additional messaging and surveys from the department. Messaging can include information about enforcement actions, but also tips to reduce victimization, and information about community events.
- v. **Portal Module:** The portal module allows for 24/7 on-demand access to case status for victims of crime.

Figure 3: Sample text message from SPIDR



Hello,

You contacted the Pawnee Police Department on June 18, 2018 at 09:59 PM regarding a graffiti issue. Your Reference Number is [1806184768](#). Please keep this for your records.

Thank you for calling us, we are able to provide excellent service because of people like you. Please call our non-emergency line at [\(555\) 822-4660](#) to follow up if necessary. Please call 9-1-1 for all emergencies.

Please visit <http://www.pawneepd.org/calls/graffiti> to learn more about how we handle graffiti-related issues.

Pawnee Police Department

- 6.) **Axon Interview:** \$100,000 (very rough-estimate, formal quote in progress)
  - a. Description: Axon Interview places cameras and microphones in interview rooms to streamline the recording process. Interviews are automatically recorded and saved to a local server, then uploaded to the Axon cloud with date/time/case number metadata. This project would expand on the seven interview rooms currently housed at SPD by adding an additional interview room for polygraph examinations and providing Axon Interview capabilities for Partners with Families and Children so they can more easily manage juvenile interview audio/video.
- 7.) **Cellebrite Digital Forensics Upgrade:** \$151,689.50 (plus taxes)
  - a. Description: This project would increase capacity in the SPD Digital Forensic lab by upgrading to Cellebrite Premium as a service, adding two additional Cellebrite UFEDs (Universal Forensic Extraction Device), and migrating to PathFinder for Teams which will empower detectives to evaluate forensic data for evidentiary purposes. Cellebrite Premium as a service will allow the department to acquire forensic data from more Android devices than is currently possible with our on-premise Cellebrite Premium. Adding two UFEDs will double the number of extractions that can be performed

|  |   |
|--|---|
|  | <p>simultaneously. Digital Forensic evidence continues to grow and the lab needs to grow in order to keep up with demand.</p> <p>8.) <b>Technical Training:</b> \$30,000</p> <p>a. Description: This project would invest in our current Technical Assistance Response Unit by providing additional training on current technologies and digital forensics. Lab staff would become CCMEs (Cellebrite Certified Mobile Examiners) and would maintain that certification in future years.</p> <p>9.) <b>EAGL Gunshot Detection System:</b> \$150,475.30</p> <p>a. Description: All remaining funds would be dedicated to the EAGL gunshot detection system project, which is currently funded with \$1.8 million in SIP loan (to be repaid with public Wi-Fi revenues). This additional funding will allow the City to implement gunshot detection over a wider area than possible with the SIP loan.</p> |
|--|---|

|   |  |
|---|--|
| <p><b>Proposed Council Action &amp; Date:</b></p> | <p>Approval of project list in order to move forward with the grant application (due March 23<sup>rd</sup>, 2023).</p> |
|---|--|

**Fiscal Impact:**  
Total Cost: \$1,317,000 (funded by Byrne Discretionary Grant)  
Approved in current year budget?  Yes  No  N/A

Funding Source  One-time  Recurring  
Specify funding source: WA Association of Sheriffs and Police Chiefs grant

Expense Occurrence  One-time  Recurring

Recurring expenses include:

- 1.) **Drive Test Scanner:** Replacement plan - \$18,285.00 (ten year replacement cycle + 20% for increased future costs)
- 2.) **Cameras:** Replacement plan - \$18,285.00 (ten year replacement cycle + 20% for increased future costs)
- 3.) **Training/Conference Rooms:** Replacement plan - \$18,285.00 (ten year replacement cycle + 20% for increased future costs)
- 4.) **Drone Program:** Replacement plan - \$44,000 (five year replacement cycle + 10% for increased future costs)
- 5.) **SPIDR Pilot Project:** \$89,080 (plus taxes) annually
- 6.) **Axon Interview:** \$10,000 annually (very rough-estimate, formal quote in progress)
- 7.) **Cellebrite Digital Forensics Upgrade:** \$140,934.82 annually
- 8.) **Technical Training:** Future training costs absorbed into SPD – TARU budget
- 9.) **EAGL Gunshot Detection System:** Future costs paid via Public Wi-Fi revenues

**Total recurring expenses: \$338,869.82**

Other budget impacts: (revenue generating, match requirements, etc.)

None

**Operations Impacts**

What impacts would the proposal have on historically excluded communities?

The goal of each project funded by the grant is to improve public safety for persons from all of Spokane, including historically excluded communities. For each specific project, the purchase price will allow us the opportunity to brief Council and provide specific impacts in those briefing papers.

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?

For each project, we will provide this detail in a briefing paper when we purchase the goods/services.

How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?

For each project, we will provide this detail in a briefing paper when we purchase the goods/services.

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

For each project, we will provide this detail in a briefing paper when we purchase the goods/services.

4.5

5 min

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## 4.5 - SPD 5-year subscription w/ Lexipol

*MacConnell, Jacqui*

Council Sponsor: CM Bingle. Subscription agreement with Lexipol

| For Information

### **Attachments**

[Briefing Paper - Lexipol.docx](#)

[Spokane PD-WA Sourcewell Contract 2023 - 2027.pdf](#)

## Committee Agenda Sheet

### Public Safety & Community Health Committee

|   |   |
|---|---|
| <b>Submitting Department</b>  | Police  |
| <b>Contact Name</b>   | Jacqui MacConnell   |
| <b>Contact Email &amp; Phone</b>  | <a href="mailto:jmacconnell@spokanepolice.org">jmacconnell@spokanepolice.org</a> 625-4109   |
| <b>Council Sponsor(s)</b>   | Councilmember Bingle  |
| <b>Select Agenda Item Type</b>  | <input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion    Time Requested:  |
| <b>Agenda Item Name</b>   | 5-Year subscription agreement for police policy manual & training bulletins   |
| <b>Summary (Background)</b><br><br>*use the Fiscal Impact box below for relevant financial information  | <p>Lexipol is a private company that provides continuously updated policies for public safety and local government. They also provide on-line training and an electronic policy management platform that allows us disseminate our policies electronically through which we can also track who has accepted the updated policies. The department is able to review their updates and accept the updates that apply to our department just as we are able to personalize the policies for the Spokane Police Department.</p> <p>This subscription agreement is for 5 years with costs as follows:</p> <ul style="list-style-type: none"> <li>• 2023 - \$51,480.37</li> <li>• 2024 - \$53,024.78</li> <li>• 2025 - \$54,615.53</li> <li>• 2026 - \$56,254.00</li> <li>• 2027 - \$57,941.62</li> </ul> |
| <b>Proposed Council Action</b>  | Approval of agreement – March 20 <sup>th</sup>  |
| <b>Fiscal Impact</b><br>Total Cost: <u>\$273,316.30</u><br>Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A<br><br>Funding Source <input type="checkbox"/> One-time <input checked="" type="checkbox"/> Recurring<br>Specify funding source: Police operating budget<br><br>Expense Occurrence <input type="checkbox"/> One-time <input checked="" type="checkbox"/> Recurring<br><br>Other budget impacts: (revenue generating, match requirements, etc.) |   |
| <b>Operations Impacts (If N/A, please give a brief description as to why)</b>   |   |
| What impacts would the proposal have on historically excluded communities?  |   |
| How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?  |   |
| How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?   |   |

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?



MASTER SERVICE AGREEMENT

Agency's Name: Spokane Police Department  
Agency's Address: 1100 W Mallon Ave  
Spokane, Washington 99260

Agency's Sourcewell Member ID: 33592

Attention:

Sales Rep: Richard Olexa  
Lexipol's Address: 2611 Internet Boulevard, Suite 100  
Frisco, Texas 75034

Effective Date: \_\_\_\_\_  
(to be completed by Lexipol upon receipt of signed Agreement)

This Master Service Agreement (the "Agreement") is entered into by and between Lexipol, LLC, a Delaware limited liability company ("Lexipol"), which may include one or more Lexipol subsidiary entities, and the Agency identified above.

This Agreement consists of:

- (a) this **Cover Sheet**
- (b) **Exhibit A** - Selected Services and Associated Fees
- (c) **Exhibit B** - Terms and Conditions Specific to this Agreement

This Agreement is entered into subject to the terms and conditions contained in **Sourcewell Contract Number 011822-LXP (the Sourcewell Contract)**. In the event of any conflict between the terms and conditions of this Agreement and the terms and conditions set forth in the Sourcewell Contract, the terms and conditions of the Sourcewell Contract shall control.

Each individual signing below represents and warrants that they have full and complete authority to bind the party on whose behalf they are signing to all terms and conditions contained in this Agreement.

**Spokane Police Department**

Signature: \_\_\_\_\_  
Print Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Date Signed: \_\_\_\_\_

**Lexipol, LLC**

Signature: \_\_\_\_\_  
Print Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Date Signed: \_\_\_\_\_

## Exhibit A

### SELECTED SERVICES AND ASSOCIATED FEES

Agency is purchasing the following:

Year One 4/1/2023-3/31/2024

| QTY                                       | DESCRIPTION  | UNIT PRICE    | EXTENDED             |
|---|--|---------------|----------------------|
| 1   | Annual Law Enforcement Policy Manual & Daily Training Bulletins (Start: 4/1/2023 End: 3/31/2024) | USD 46,539.42 | USD 46,539.42        |
| 1   | Annual Law Enforcement Supplemental Manual(s) (Start: 4/1/2023 End: 3/31/2024)                   | USD 4,940.95  | USD 4,940.95         |
|   | <b>Subscription Line Items Total</b>   |               | <b>USD 51,480.37</b> |
|   |  |               | <b>USD 51,480.37</b> |
| <b>Year One 4/1/2023-3/31/2024 TOTAL:</b> |  |               | <b>USD 51,480.37</b> |

Year Two 4/1/2024-3/31/2025

| QTY                                       | DESCRIPTION  | UNIT PRICE    | EXTENDED             |
|---|--|---------------|----------------------|
| 1   | Annual Law Enforcement Policy Manual & Daily Training Bulletins (Start: 4/1/2023 End: 3/31/2024) | USD 47,935.60 | USD 47,935.60        |
| 1   | Annual Law Enforcement Supplemental Manual(s) (Start: 4/1/2023 End: 3/31/2024)                   | USD 5,089.18  | USD 5,089.18         |
|   | <b>Subscription Line Items Total</b>   |               | <b>USD53,024.78</b>  |
|   |  |               | <b>USD 53,024.78</b> |
| <b>Year Two 4/1/2024-3/31/2025 TOTAL:</b> |  |               | <b>USD 53,024.78</b> |

Year Three 4/1/2025-3/31/2026

| QTY   | DESCRIPTION  | UNIT PRICE    | EXTENDED             |
|---|--|---------------|----------------------|
| 1   | Annual Law Enforcement Policy Manual & Daily Training Bulletins (Start: 4/1/2023 End: 3/31/2024) | USD 49,373.67 | USD 49,373.67        |
| 1   | Annual Law Enforcement Supplemental Manual(s) (Start: 4/1/2023 End: 3/31/2024)                   | USD 5,241.86  | USD 5,241.86         |
|   | <b>Subscription Line Items Total</b>   |               | <b>USD 54,615.53</b> |
|   |  |               | <b>USD 54,615.53</b> |
| <b>Year Three 4/1/2025-3/31/2026 TOTAL:</b> |  |               | <b>USD 54,615.53</b> |

Year Four 4/1/2026-3/31/2027

| QTY | DESCRIPTION  | UNIT PRICE    | EXTENDED      |
|-----|--|---------------|---------------|
| 1   | Annual Law Enforcement Policy Manual & Daily Training Bulletins (Start: 4/1/2023 End: 3/31/2024) | USD 50,854.88 | USD 50,854.88 |
| 1   | Annual Law Enforcement Supplemental Manual(s) (Start: 4/1/2023 End: 3/31/2024)                   | USD 5,399.12  | USD 5,399.12  |

| QTY  | DESCRIPTION                          | UNIT PRICE | EXTENDED             |
|--|--------------------------------------|------------|----------------------|
|  | <b>Subscription Line Items Total</b> |            | <b>USD 56,254.00</b> |
|  |                                      |            | <b>USD 56,254.00</b> |
| <b>Year Four 4/1/2026-3/31/2027 TOTAL:</b> |                                      |            | <b>USD 56,254.00</b> |

Year Five 4/1/2027-3/31/2028

| QTY  | DESCRIPTION  | UNIT PRICE    | EXTENDED             |
|--|--|---------------|----------------------|
| 1  | Annual Law Enforcement Policy Manual & Daily Training Bulletins (Start: 4/1/2023 End: 3/31/2024) | USD 52,380.53 | USD 52,380.53        |
| 1  | Annual Law Enforcement Supplemental Manual(s) (Start: 4/1/2023 End: 3/31/2024)                   | USD 5,561.09  | USD 5,561.09         |
|  | <b>Subscription Line Items Total</b>   |               | <b>USD 57,941.62</b> |
|  |  |               | <b>USD 57,941.62</b> |
| <b>Year Five 4/1/2027-3/31/2028 TOTAL:</b> |  |               | <b>USD 57,941.62</b> |

\*Law Enforcement pricing is based on 346 Law Enforcement Sworn Officers.

\*The above subscription services, and when applicable, implementation services, shall be invoiced by Lexipol (or one of its subsidiaries, where applicable) upon the execution of this Agreement.

## Exhibit B Terms and Conditions of Service

1. **Definitions.** For purposes of Lexipol's Terms and Conditions of Service (the "Terms"), each of the following capitalized terms will have the meaning included in this Section. Other capitalized terms are defined within their respective sections below. Depending on the selected Service(s), Agency may receive support from, and be invoiced by, a Lexipol subsidiary, including The Praetorian Group and/or Cordico Inc.

1.1 **"Agency"** means the department, agency, office, company, or other entity purchasing and/or otherwise subscribing to Lexipol products or services.

1.2 **"Agreement"** means the combination of (a) the cover sheet to which these Terms are attached; (b) Lexipol's subscription and pricing information sheets, which are typically included as an Exhibit A ("Services Being Purchased and Related Fees") or as set forth in any similar pricing sheet (including by way of addendum); and (c) these Terms.

1.3 **"Derivative Work(s)"** means work(s) based on Lexipol's Subscription Materials, or any substantive portion thereof. Derivative Works include revision, modification, abridgement, condensation, expansion, or any other form in which the Subscription Materials or any portion thereof are recast, transformed, or adapted. For purposes of the Agreement, a Derivative Work also includes any compilation that incorporates any portion of the Subscription Materials. Further, "Derivative Work" includes any work considered a "derivative work" under United States copyright law.

1.4 **"Effective Date"** means the date specified on the cover sheet to which these Terms are attached, or as otherwise expressly set forth and agreed upon by Lexipol and Agency in a writing and defined as the "Effective Date."

1.5 **"Initial Term"** means the period commencing on the Effective Date and continuing for the length of time indicated on the cover sheet or subscription and pricing sheet provided by Lexipol. If the Initial Term is not so indicated, the default Initial Term is one (1) year from the Effective Date.

1.6 **"Service(s)"** means all Lexipol product(s) or service(s), including one-time and recurring (subscription) services, as may be offered by Lexipol and/or its subsidiaries and affiliates from time to time.

1.7 **"Subscription Materials"** means all policy manuals, supplemental publications, daily training bulletins, written content, images, videos, and all other data and multimedia provided by Lexipol and/or its licensors through the Services.

2. **Term.** The Agreement becomes enforceable upon signature by Agency's authorized representative. Following the Initial Term, the Agreement shall renew in successive one-year periods thereafter (each a "Renewal Term") unless one party provides written notice of non-renewal to the other party at least thirty (30) days prior to expiration of the then-current term. The Initial Term and all Renewal Terms collectively comprise the "Term" of the Agreement.

### 3. **Termination.**

3.1 **For Cause.** The Agreement may be terminated by either party, effective immediately, (a) in the event that the other party fails to discharge any obligation or remedy any default under the Agreement for a period of more than thirty (30) calendar days after it has been given written notice of such failure or default; or (b) in the event that the other party makes an assignment for the benefit of creditors or commences or has commenced against it any proceeding in bankruptcy, insolvency or reorganization pursuant to the bankruptcy laws of any applicable jurisdiction.

3.2 **For Convenience.** The Agreement may be terminated for convenience (including lack of appropriation of funds by Agency) upon sixty (60) days written notice. Note: fees already paid for Services are not eligible for refund, proration or offset in the event of Agency's termination for convenience.

**4. Effect of Expiration or Termination.** Upon the expiration or termination of the Agreement for any reason, Agency's access to Lexipol's Services shall cease. Termination or expiration of the Agreement shall not, however, relieve either party from any obligation or liability that has accrued under the Agreement prior to the date of such termination or expiration, including payment obligations. The right to terminate the Agreement shall be in addition to, and not in lieu of, any other remedy, legal or equitable, to which the parties are entitled at law or in equity. The provisions of Sections 1 (Definitions), 6 (Service-Specific Terms), 8 (Privacy Policy), 8 (Warranty Disclaimer), 9 (Confidentiality), 10 (Warranty Disclaimer), 11 (Limitation of Liability), 12 (General Terms), and this Section 4 shall survive the expiration or termination of the Agreement for any reason.

**5. Fees and Invoicing.** Unless otherwise agreed upon in writing, Lexipol (or, if applicable, The Praetorian Group or Cordico Inc.) will invoice Agency at the commencement of the Initial Term and thirty (30) days prior to each Renewal Term. Agency will pay to Lexipol the fee(s) specified on each invoice within thirty (30) days following receipt of the invoice. All invoices will be sent to Agency at the address specified on the cover sheet to which these Terms are attached or as otherwise designated by Agency in writing. All payments will be made by electronic transfer of immediately available funds or by mailing a check to Lexipol at 2611 Internet Blvd, Ste 100, Frisco, TX 75034 (Attn: Accounts Receivable). Lexipol reserves the right to increase fees for Renewal Terms. All amounts required to be paid under the Agreement are exclusive of taxes and similar fees now in force or enacted in the future. Unless otherwise exempt, Agency is responsible for and will pay in full all taxes properly imposed related to its receipt of Lexipol's Services, except for taxes based on Lexipol's net income. In the event any amount owed by Agency is not paid when due, and such failure is not cured within ten (10) days after written notice thereof, then in addition to any other amount due, Agency shall pay a late payment charge on the overdue amount at a rate equal to the lower of (a) one percent (1%) per month, or (b) the highest rate permitted by applicable law.

**6. Service-Specific Terms.** The following sections apply to specific Lexipol Services:

**6.1 Policy.** Lexipol's policy Subscription Materials and Knowledge Management System ("KMS") are proprietary, protected under U.S. copyright, trademark, patent, and/or other applicable laws, and Lexipol reserves all rights not expressly granted in these Terms. Agency may prepare Derivative Works using Lexipol's Subscription Materials, but Lexipol shall remain the sole owner of all right, title and interest in and to them, including all copyrights, intellectual property rights, and other proprietary rights therein or pertaining thereto. Agency shall retain a perpetual, personal, non-sublicensable and non-assignable right to use the Subscription Materials for Agency's internal purposes but will not remove any copyright notice or other proprietary notice of Lexipol appearing thereon. Agency acknowledges and agrees that Lexipol shall have no responsibility to update such Subscription Materials beyond the Term of the Agreement and shall have no liability whatsoever for Agency's creation or use of Derivative Works. Lexipol's Subscription Materials are to be treated as Confidential Information (per Section 9 herein), but Agency may disclose Subscription Materials pursuant to a valid court order, lawful government agency request, Freedom of Information Act (FOIA) request, or Public Records Act (PRA) request. Agency acknowledges and agrees that all policies and procedures it implements have been individually reviewed and adopted by Agency, that neither Lexipol nor any of its agents, employees, or representatives shall be considered "policy makers" in any legal or other sense, and that Agency's highest-ranking official shall, for all purposes, be considered the "policy maker" with regard to same. Lexipol's KMS Service is subject to the Service Level Agreement attached to these Terms.

**6.2 Learning.** Lexipol's Learning Management System ("LMS"), offered by Praetorian Digital, is a proprietary Service protected under U.S. copyright, trademark, patent, and other laws. Lexipol and its licensors retain all rights, title, and interest in and to the LMS (including, without limitation, all intellectual property rights), including all copies, modifications, extensions, and Derivative Works thereof. Agency's right to use the LMS is limited to the rights expressly granted in the Agreement. Agency Data, defined as data owned by Agency prior to the Effective Date or which Agency provides during the Term for purposes of identifying authorized users, confirming agency or department information, or other purposes that are ancillary to receipt of the Service, remains Agency's property. Lexipol retains no right or interest in Agency Data and shall return or destroy Agency Data following termination of the Agreement. Lexipol's LMS Service is subject to the Service Level Agreement attached to these Terms.

**6.3 Wellness.** This Section applies when Agency subscribes to Lexipol's Wellness Application ("Wellness App") offered by Cordico®. All Subscription Materials delivered by the Wellness App, including but not limited to all object and source code, all information created, developed, or reduced to practice, and all written, image-based, or video-based content underlying the Wellness App that is not specifically provided by Agency is the proprietary intellectual property of Lexipol and/or its suppliers or licensors, protected to the maximum extent permitted by trademark, copyright, and patent laws. Agency is granted a nonexclusive limited right to access the Wellness App during the Term. If the Agreement is terminated or expires for any reason, Agency shall lose access to the Wellness App and to all associated Subscription Materials and shall discontinue all use of the same for any purpose. Nothing in this section or these Terms shall be construed as conferring any right of ownership or use to the Wellness App, whether by estoppel, implication or otherwise.

**6.4 Grants.** This Section applies when Agency selects Lexipol's Grant Writing, Consulting, and/or GrantFinder services. For Grant Writing services, Agency takes full responsibility for submitting information reasonably required by Lexipol's grant writing team in a timely manner (at least five (5) days prior to the applicable grant application close date). Agency is responsible for all submissions of final grant applications by grant deadlines, but Lexipol shall be considered Agency's duly authorized representative for submissions where applicable. Failure to submit requested materials to write grant applications on time will result in rollover of project services and fees to next grant application cycle; not a refund of the fees. Requests for cancellation of Grant Writing services will result in a 50% fee of the total value of the service. Invoices for Grant Writing services will be sent as soon as work begins for the applicable target grant. Complete payment must be received no later than thirty (30) days after receipt of invoice. In the event Agency has not made timely payment on an invoice, Lexipol reserves the right to suspend all grant Services to Agency until past-due payments are received in full, and may terminate Agency's access to GrantFinder, if applicable. Invoices over thirty (30) days past due may be charged a twenty-five dollar (\$25) late fee.

**6.5 Generally; Injunctive Relief.** Nothing in the Agreement shall be construed as conferring any rights or license to Lexipol's trade secrets, intellectual property, Confidential Information, Subscription Materials, KMS, LMS, Wellness App, or the software underlying such products and services, whether by estoppel, implication or otherwise. Agency may not, and may not assist others to, decompile, disassemble, reverse engineer, or otherwise attempt to discover any object code, source code, or proprietary data underlying the Services. Agency grants all rights and permissions in or relating to Agency Data as are necessary to Lexipol to enforce the Agreement, exercise Lexipol's rights, and perform Lexipol's obligations hereunder. Agency acknowledges that a breach or threatened breach of any portion of this Section may cause irreparable harm and shall entitle Lexipol to injunctive relief in addition to any other available remedy.

**7. Account Security.** The rights to access and use the Services under the Agreement are personal and unique to Agency and Agency shall not assign or otherwise transfer any such rights to any other person or entity. Except as set forth herein, Agency remains solely responsible for maintaining the confidentiality of Agency's username(s) and password(s) and the security of Agency's account(s), meaning the account by which Agency accesses the Services. Agency will not permit access to Agency's account(s) or use of Agency's username(s) and/or password(s) by any person or entity other than authorized Agency personnel. Agency will immediately notify Lexipol if Agency becomes aware that any person or entity other than authorized Agency personnel has used Agency's Account or Agency's username(s) and/or password(s).

**8. Privacy Policy.** Lexipol will hold Agency Data in confidence unless required to provide access in accordance with a court order, government agency request, or other legal process such as a Freedom of Information Act (FOIA) request, or Public Records Act (PRA) request. Lexipol will use commercially reasonable efforts to ensure the security of all Agency Data. Lexipol's systems use the Secure Socket Layer (SSL) Protocol for Lexipol Services, which encrypts information as it travels between Lexipol and each Agency. However, Agency acknowledges and agrees that data transmission on the internet is not always 100% secure and Lexipol cannot and does not warrant that information Agency transmits to or through the Services is 100% secure. Agency acknowledges that Lexipol may provide view-only access and summary information (which may include number of policies developed or in development, percentage of staff reviews of developed policies and DTBs) to Agency's affiliated Risk Management Authority, Insurance Pool or Group, or Sponsoring Association if they are actively funding member Agency Subscription Fees.

**9. Confidentiality.** During the term of the Agreement, either party may be required to disclose information to the other party that is marked “confidential” or is of such a type that the confidentiality thereof is reasonably apparent (collectively, “Confidential Information”). The receiving party will: (a) limit disclosure of any Confidential Information of the other party to the receiving party’s directors, officers, employees, agents and other representatives (collectively “Representatives”) who have a need to know such Confidential Information in connection with the Services; (b) advise its personnel and agents of the confidential nature of the Confidential Information and of the obligations set forth in the Agreement; (c) keep all Confidential Information confidential by using a reasonable degree of care, but not less than the degree of care used by it in safeguarding its own confidential information; and (d) not disclose any Confidential Information to any third party unless expressly authorized by the disclosing party. Notwithstanding the foregoing, a party may disclose Confidential Information pursuant to a valid governmental, judicial, or administrative order, subpoena, discovery request, regulatory request, Freedom of Information Act (FOIA) request, or Public Records Act (PRA) request, or similar method, provided that the party proposing to make any such disclosure will promptly notify, to the extent practicable, the other party in writing of such demand for disclosure so that the other party may, at its sole expense, seek to make such disclosure subject to a protective order or other appropriate remedy to preserve the confidentiality of the Confidential Information. Each party shall be responsible for any breach of this section by any of such party’s personnel or agents.

**10. Warranty Disclaimer.** ALL SERVICES AND SUBSCRIPTION MATERIALS ARE PROVIDED "AS-IS" AND LEXIPOL DISCLAIMS ALL WARRANTIES, WHETHER EXPRESS, IMPLIED, STATUTORY, OR OTHERWISE, INCLUDING ALL IMPLIED WARRANTIES OF MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE, TITLE, AND NON-INFRINGEMENT, AS WELL AS ALL WARRANTIES ARISING FROM COURSE OF DEALING, USAGE, OR TRADE PRACTICE.

**11. Limitation of Liability.** Lexipol’s cumulative liability resulting from any claims, demands, or actions arising out of or relating to the Agreement, the Services, or the use of any Subscription Materials shall not exceed the aggregate amount of subscription fees actually paid to Lexipol by Agency for the associated Services during the twelve-month period immediately prior to the assertion of such claim, demand, or action. In no event shall Lexipol be liable for any indirect, incidental, consequential, special, exemplary damages, or lost profits, even if Lexipol has been advised of the possibility of such damages. The limitations set forth in this Section shall apply whether the subject claim is based on breach of contract, tort, strict liability, product liability or any other theory or cause of action.

**12. General Terms.**

**12.1 General Interpretation.** The language used in the Agreement and these Terms shall be deemed to express the mutual intent of Lexipol and Agency. The Agreement shall be construed without regard to any presumption or rule requiring construction against the party causing such instrument or any portion thereof to be drafted, or in favor of the party receiving a particular benefit under the Agreement.

**12.2 Invalidity of Provisions.** Each of the provisions contained in the Agreement and these Terms is distinct and severable. A declaration of invalidity or unenforceability of any such provision or part thereof by a court of competent jurisdiction shall not affect the validity or enforceability of any other provision hereof. Further, if a court of competent jurisdiction finds any provision of the Agreement to be invalid or unenforceable, the parties agree that the court should endeavor to give effect to the parties’ intention as reflected in such provision to the maximum extent possible.

**12.3 Waiver.** Lexipol’s failure to exercise, or delay in exercising, any right or remedy under any provision of the Agreement shall not constitute a waiver of such right or remedy.

**12.4 Governing Law.** The Agreement shall be construed in accordance with, and governed by, the laws of the State in which Agency is located, without giving effect to any choice of law doctrine that would cause the law of any other jurisdiction to apply.

**12.5 Compliance with Laws.** Each party shall maintain compliance with all applicable laws, rules, regulations, and orders promulgated by any federal, state, or local government body or agency relating to its obligations pursuant to the Agreement and these Terms.

**12.6 Attorney's Fees.** If any action is brought by either party to the Agreement against the other party regarding the subject matter hereof, the prevailing party shall be entitled to recover, in addition to any other relief granted, reasonable attorneys' fees and expenses of litigation.

**12.7 Notices.** Any notice required by the Agreement or given in connection with it shall be in writing and shall be made by certified mail (postage prepaid), recognized overnight delivery service, or (if mutually agreed upon) by email to authorized recipients at such address as each party may indicate from time to time. Alternatively, electronic mail or facsimile notice to established and authorized recipients is acceptable when acknowledged by the receiving party.

**12.8 Entire Agreement.** The Agreement, including these Terms, embodies the entire agreement and understanding of the parties hereto and expressly supersedes all prior written and oral agreements and understandings with respect to the subject matter hereof. No representation, promise, or statement of intention has been made by any party hereto that is not embodied in the Agreement. Terms and conditions set forth in any purchase order or any other form or document that are inconsistent with or in addition to the terms and conditions set forth in the Agreement are hereby objected to and rejected in their entirety, regardless of when received, without further action or notification, and shall not be considered binding unless specifically agreed to in writing by both parties. No amendment, modification, or supplement to the Agreement shall be binding unless it is in writing and signed by the party sought to be bound thereby.

**12.9 Counterparts.** The Agreement may be executed in any number of counterparts, each of which shall be deemed an original but all of which together shall constitute one and the same document for purposes of the Agreement.

### **Lexipol Service Level Agreement for Cloud-Based Services**

- 1. Response Times.** For issues relating to Lexipol's online, cloud-based Services (e.g. KMS, LMS, Wellness), Lexipol will make an industry standard and commercially reasonable effort to respond promptly (via Lexipol's Normal Support Channels) within two (2) Business Days after receipt.
- 2. Uptime Commitment.** The Uptime Percentage for the Service will be ninety-nine and five-tenths percent (99.5%) (the "Uptime Commitment"). Subject to the exclusions described in below, "Uptime Percentage" is calculated by subtracting from 100% the percentage of 1-minute periods during any annual billing cycle in which Agency's selected Service(s) are unavailable out of the total number of minutes in that billing cycle. "Unavailable" and "Unavailability" mean that, in any 1-minute period, all connection requests received by Agency failed to process (each a "Failed Connection"); provided, however, that no Failed Connection will be counted as a part of more than one such 1-minute period (i.e. a Failed Connection will not be counted for the period 12:00:00-12:00:59 and the period 12:00:30-12:01:29). The Yearly Uptime Percentage will be measured based on the industry standard monitoring tools.
- 3. Exclusions from Uptime Percentage.** All Service Unavailability resulting from the following will be excluded from calculation of Uptime Percentage: (a) Regularly-scheduled maintenance of the Service that does not exceed six (6) hours per 3-month period and is communicated by Lexipol at least twenty-four (24) hours in advance via Lexipol's support channels (Lexipol typically schedules such regularly scheduled maintenance once per month); (b) Any failures of the Lexipol Standard and Custom Reporting Services that does not exceed six (6) hours per 3-month period and is communicated by Lexipol at least twenty-four (24) hours in advance via Lexipol's Normal Support Channels; (c) Any issues with a third-party service to which Agency subscribes but does not control; (d) Any problems not caused by Lexipol that result from, computing or networking hardware, other equipment or software under Agency's control, the Internet, or other issues with electronic communications; (e) Lexipol's suspension or termination of the Service in accordance with the Terms; (f) Exceeding Lexipol's published Concurrent Request Limits; (g) Software that has been subject to unauthorized modification by Agency; (h) Negligent or intentional misuse of the Service by Agency.

4.6

10 min

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## 4.6 - Purchase of Flock ALPR Cameras

*Ernst, Shawna*

Purchase of Flock ALPR Cameras (13 fixed cameras, 2 mobile cameras, licensing for two existing cameras) related to FY22-23 Washington Auto Theft Prevention Authority Program (WATPA) supplemental grant funding.

| For Discussion

### **Attachments**

[Briefing Paper - ALPR Purchase using WATPA.docx](#)

[Flock Safety Quote - SPD.pdf](#)

## Committee Agenda Sheet

### Public Safety & Community Health

|                                 |   |
|---------------------------------|---|
| <b>Submitting Department</b>    | Spokane Police Department   |
| <b>Contact Name &amp; Phone</b> | Shawna Ernst - 509-625-4106   |
| <b>Contact Email</b>            | sernst@spokanepolice.org  |
| <b>Council Sponsor(s)</b>       | Councilmember Cathcart  |
| <b>Select Agenda Item Type</b>  | <input type="checkbox"/> Consent <input checked="" type="checkbox"/> Discussion    Time Requested: <u>10 minutes</u>  |
| <b>Agenda Item Name</b>         | Purchase of Flock ALPR Cameras (13 fixed cameras, 2 mobile cameras, licensing for two existing cameras) related to FY22-23 Washington Auto Theft Prevention Authority Program (WATPA) supplemental grant funding.   |
| <b>Summary (Background)</b>     | <p>This ALPR pilot project will purchase 15 ALPR cameras – thirteen cameras will be used in a fixed location and two cameras will be mobile in order to scan license plates for stolen vehicles, suspect vehicles (primarily from violent crimes), and vehicles identified in Amber and Silver alerts. Additionally, two existing cameras will be licensed through Flock and added to the ALPR system.</p> <p>The Department will mount the two mobile cameras near areas of concern for active investigations (exclusively crimes against persons investigations including drive-by shootings). All fixed cameras will be placed in areas of high volume travel or areas of ingress/egress for the City.</p> <p>The Department is seeking authorization for the following locations. There are more locations listed than cameras purchased in the grant, because we may run into issues with installation and have to abandon a specific site (based on network connectivity/power availability). Authorization for additional locations will give the department flexibility when working through the project. Note: cameras located along State Routes may need to be located in the vicinity of the State Route if DOT does not approve of the precise location. SPD requests permission to mount cameras within 1 block of a State Route if needed.</p> <p><b>Locations for Fixed Cameras by Council District:</b></p> <p>Border of District 1 &amp; District 2:</p> <ol style="list-style-type: none"> <li>1.) S Division St / E 2<sup>nd</sup> Ave <ol style="list-style-type: none"> <li>a. South-facing</li> <li>b. West-facing</li> </ol> </li> </ol> <p>District 1:</p> <ol style="list-style-type: none"> <li>2.) E Trent Ave / N Fancher Rd <ol style="list-style-type: none"> <li>a. West-facing</li> </ol> </li> <li>3.) N Division St / W Francis Ave <ol style="list-style-type: none"> <li>a. North-facing</li> <li>b. South-facing</li> </ol> </li> </ol> |

- c. East-facing
- d. West-facing

- 4.) N Washington St / W North River Dr
  - a. North-facing
  - b. South-facing

District 2:

- 5.) S Freya St / E 3<sup>rd</sup> Ave
  - a. South-facing
  - b. East-facing
- 6.) Palouse Highway / S Regal St
  - a. North-facing
  - b. South-facing
  - c. East-facing

District 3:

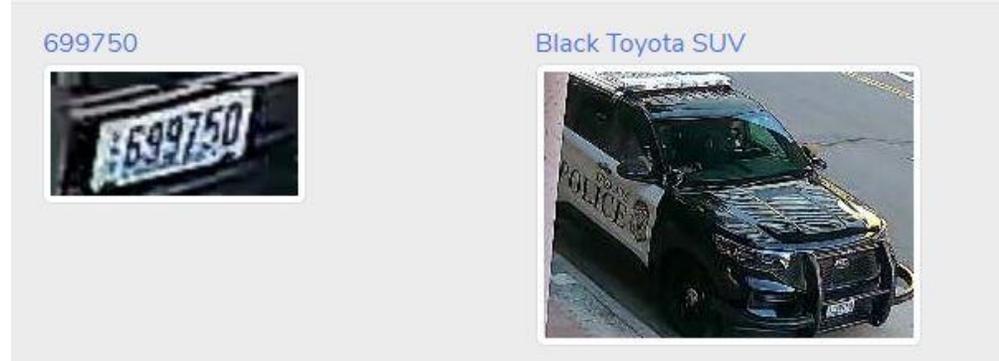
- 7.) W Sunset Blvd / S Cannon St
  - a. East-facing
  - b. West-facing
- 8.) SR 291 (Nine Mile) / W Rifle Club Rd
  - a. North-facing
  - b. South-facing
- 9.) Maple St Bridge
  - a. North-facing
  - b. South-facing
  - c. NOTE: The Maple St Bridge already has ALPR cameras, which will be migrated to Flock for software licensing only. Cameras on the bridge were initially installed prior to the establishment of SMC 18.04.010.

Questions listed under SMC 18.04.010:

- 1. A clear statement of the purpose and use of the proposed surveillance equipment;

This equipment will be used to collect images of license plates and vehicle make/model and compare license plate numbers with lists of stolen vehicles, suspect vehicles, and vehicles connected to Amber/Silver alerts. The system does not collect images of people to include drivers, passengers, and/or pedestrians.

**Figure 1:** An example of a search result from a similar system. The photos available are of the license plate and the vehicle.



2. A simple and non-technical description of the type of surveillance equipment proposed to be acquired and used;

The cameras to be procured are specifically designed for use as ALPR cameras. The cameras are connected to an ALPR software system that automatically captures images of license plates and vehicles and does not capture other types of images.

3. The intended specific location(s) of the proposed surveillance equipment if it is to be affixed to a building or other structure;

Locations listed above.

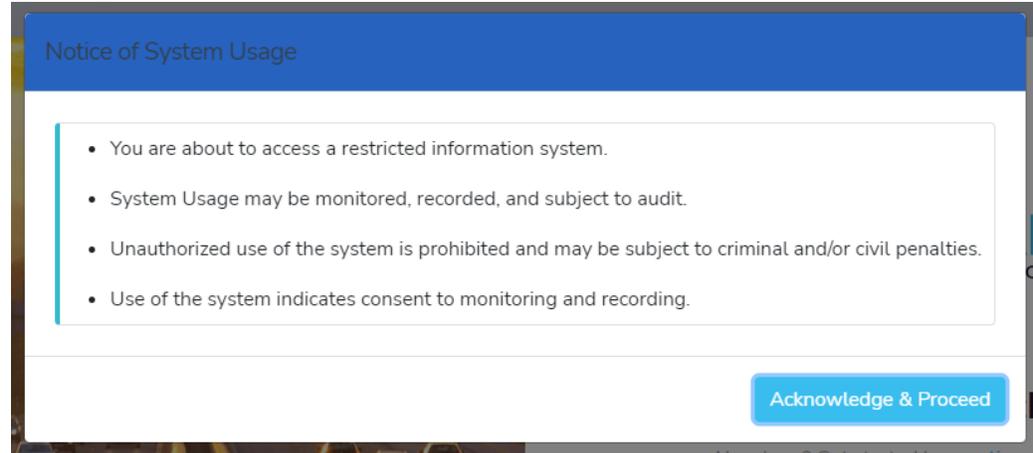
4. A narrative description of how and when the proposing department would use the surveillance equipment, such as whether the surveillance equipment will be operated continuously or used only under specific circumstances, and whether the surveillance equipment will be installed permanently or temporarily;

The ALPR system will be operated continuously. The mobile systems may be moved to different locations if needed based on current violent crime trends in the City. The fixed cameras will be permanently installed.

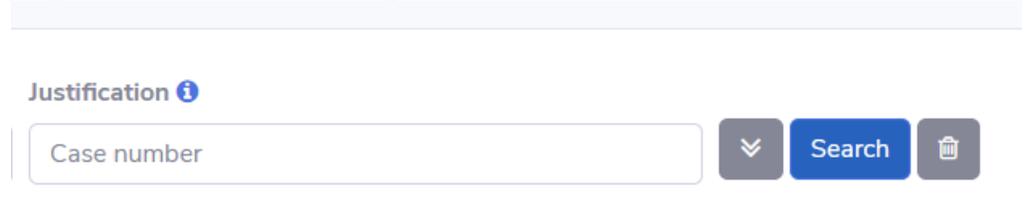
5. A clear description of the actual or potential privacy and anonymity rights affected (if any) and a plan to minimize and mitigate the risk that the use of the surveillance equipment will infringe on personal privacy and anonymity, and to limit the risk of potential abuse;

All use of the ALPR system to search for specific license plates is audited and each request must include a justification for the search (ex: a police report number, exigent circumstances). A report of searches will be reviewed on a quarterly basis and misuse will result in corrective action.

**Figure 2:** Upon logging in to the system, each user is required to acknowledge appropriate use of the software.



**Figure 3:** Each search requires a justification (case number, exigent circumstance). The justification is stored in the audit log.



**Figure 4:** Sample of an audit log showing the user who performed the search, the plate that was searched, and the justification statement.

| Results                  |    |        |    |                        |
|--------------------------|----|--------|----|------------------------|
| User                     | ↑↓ | Plate  | ↑↓ | Justification          |
| sernst@spokanepolice.org |    | 699750 |    | Council Briefing Paper |

6. A clear description of how and when data will be collected and retained and who will have access to any data captured by the surveillance equipment;

ALPR data is stored according to Washington State Records Retention Schedule (text taken directly from the Law Enforcement schedule):

**LE2010-054:** Automatic License Plate Recognition Images – Case-Specific Images of vehicle license plates captured by automatic license plate imaging equipment and which do contain images significant to case investigations or court proceedings. Retain until exhaustion of appeals process then Destroy.

**LE2010-055:** Automatic License Plate Recognition Images – Not Case-Specific Images of vehicle license plates captured by automatic license plate imaging equipment and which do not contain images significant to case investigations or court proceedings. Retain until verification that a significant image has not been captured then Destroy.

LE2010-055 is implemented by retaining images for 90 days, then destroying ALPR records. This gives time for detectives to save records related to specific cases.

Staff with access to the ALPR system include: crime analysts, technical staff (TARU) for administration of the system, dispatch, and detectives. Data will be shared with partner agencies (ex: Spokane County Sheriff's Office, Liberty Lake Police Department, Airway Heights Police Department).

7. A clear description of the extent to which activity will be monitored in real time as data is being captured and the extent to which monitoring of historically recorded information will occur;

Data will be monitored in real time through automated alerting. For example, if a license plate for a stolen vehicle is entered into the ALPR software, an alert will be generated when that vehicle is identified via a camera. That alert will be sent to dispatch in order to notify patrol.

Historical data will be utilized within the 90 day storage window for investigative purposes related to crimes against persons.

8. A public outreach plan for each community in which the department intends to use the surveillance equipment that includes opportunity for public meetings, a public comment period, and written agency response to these comments;

Since this system is only used on public roadways and does not capture images of people, we have not planned for public meetings/public comment period.

9. If a department is requesting to acquire or use drones or other unmanned aircraft, a description of the specific circumstances under which they may be deployed, along with clearly articulated authorization protocols;

N/A

10. If more than one department will have access to the surveillance equipment or the data captured by it, one department shall be named the lead department and shall have the responsibility for maintaining the equipment and ensuring compliance with all related protocols. If the lead department intends to delegate any related responsibilities to another department, these responsibilities and associated departments and personnel shall be clearly identified;

Spokane Police Department will be the lead department for this system.

11. A description of whether and how any City department intends to share access to the surveillance equipment or the collected data with any other government entity;

Spokane Police Department intends to share the ALPR reads with partner agencies (ex: Spokane County Sheriff’s Office) when the partner agency has a legitimate law enforcement need for the data. Any use by a partner agency will be documented in the audit log.

Spokane Police Department will gain access to partner agency Flock systems from the Sheriff’s Office, Liberty Lake Police Department, and Airway Heights Police Department.

12. A description of the training to be provided to operators or users of the surveillance equipment.

ALPR system users will be trained on how to perform searches and when the system can/can not be used. The system automatically prompts the person performing a search for a justification statement of that search.

**Proposed Council Action & Date:** Approval of Purchase and Camera Placement Location – March 20<sup>th</sup>, 2023

**Fiscal Impact:**  
 Total Cost: \$45,861.00 (pre-tax)  
 Approved in current year budget?  Yes  No  N/A  
 Funding Source  One-time  Recurring  
 Specify funding source: WA Association of Sheriffs and Police Chiefs grant  
 Expense Occurrence  One-time  Recurring  
 ALPR software is licensed on an annual basis. We would like to evaluate the system for a year and will propose continuing if the pilot project is deemed successful. Annual maintenance is \$41,500.00.  
 Other budget impacts: (revenue generating, match requirements, etc.)

**Operations Impacts**

What impacts would the proposal have on historically excluded communities?

Persons in historically excluded communities are disproportionately impacted by vehicle theft and violent crimes. By implementing the ALPR cameras, the Spokane Police Department will be able to recover stolen vehicles more quickly, allowing individuals to regain access to transportation for employment, education, medical needs, and child care needs. The ALPR system will also aid detectives in solving violent crimes which will reduce crime impacts on communities throughout Spokane.

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?

The data collected by the ALPR system is entirely focused on vehicles (make/model, color, license plate) and does not collect any information about people. Specific license plates may be queried against other systems to get owner information, but that will be on a case by case basis.

The department will track how successful the ALPR system is in recovering stolen vehicles and in solving cases, and can use that data to determine the effectiveness of this program in aiding victims of crime from diverse backgrounds.

How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?

The department will track the number of successful stolen vehicle recoveries and the impact of ALPR on solving cases to determine if the system has met its goals. This information will be tracked within police reports, and analyzed on at least an annual basis.

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

Vehicle theft enforcement using the latest technology aligns with two goals from the Police Department's 2022- 2023 Strategic Plan Including:

- Help create a safer, healthier, and more supportive environment for all residents and visitors
- Combat crime by using innovative policing practices and technology.

This purchase also aligns with the following City of Spokane strategic plan objectives:

- 1.) Innovative Infrastructure: This system is innovative as it uses software to capture specific images of license plates/vehicles and not people.
- 2.) Safe and Healthy: This purchase will reduce the time it takes to notify patrol of a stolen vehicle, a vehicle involved in a violent crime, or a vehicle connected to an Amber/Silver alert. It will also reduce the time it takes to recover stolen vehicles for our citizens.



## Budgetary Quote

This document is for informational purposes only. Pricing is subject to change.

Created Date: 02/08/2023  
Expiration Date: 03/31/2023

Quote Number: Q-12767

Prepared By: Mack Larkin  
Phone: 3603912071  
Email: mack.larkin@flocksafety.com

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### Address Information

Bill To:

1100 W Mallon Ave  
Spokane, Washington 99260

Ship To:

1100 W Mallon Ave  
Spokane, Washington 99260

Billing Company Name: WA - Spokane PD  
Billing Contact Name: Shawna Ernst  
Billing Email Address: sernst@spokanepolice.org  
Billing Phone: 509-625-4106  
Billing Fax:

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### Terms and Conditions

Contract Start Date: 03/31/2023  
Subscription Term: 12 Months

Billing Frequency: Annual Plan - First Year Invoiced at Signing.



**Professional Services and One-Time Purchases**

| Services and One Time Fees                          | Service Description  | Sales Price | Quantity | Total Price |
|---|--|-------------|----------|-------------|
| Professional Services - Standard Implementation Fee | One-time Professional Services engagement. Includes site and safety assessment, camera setup and testing, and shipping and handling in accordance with the Flock Safety Standard Implementation Service Brief. | \$350.00    | 13.00    | \$3,861.00  |
| Professional Services - Wing Implementation Fee     |  | \$500.00    | 2.00     | \$500.00    |

**Hardware and Software Products**

Annual recurring amounts over subscription term

| Products    | Product Description   | Product Sales Price | Product Quantity | Annual Product Price |
|-------------|---|---------------------|------------------|----------------------|
| Falcon Flex | Law enforcement grade tactical deployment (portable + LTE) license plate recognition camera with Vehicle Fingerprint™ technology (proprietary machine learning software) and real-time alerts for unlimited users.    | \$3,000.00          | 2                | \$6,000.00           |
| Falcon      | Law enforcement grade infrastructure-free (solar power + LTE) license plate recognition camera with Vehicle Fingerprint™ technology (proprietary machine learning software) and real-time alerts for unlimited users. | \$2,500.00          | 13               | \$32,500.00          |

# flock safety

|          |   |            |   |            |
|----------|---|------------|---|------------|
| Wing LPR | Wing software integration transforms traditional IP cameras into Flock Safety enabled LPR cameras. Includes Vehicle Fingerprint™ computer vision and Advanced Search Package (Convoy Analysis, Multi Geo Search, Visual Search) | \$1,500.00 | 2 | \$3,000.00 |
|----------|---|------------|---|------------|

|                                   |             |
|-----------------------------------|-------------|
| <b>Subtotal Year 1:</b>           | \$45,861.00 |
| <b>Annual Recurring Subtotal:</b> | \$41,500.00 |
| <b>Subscription Term:</b>         | 12 Months   |
| <b>Estimated Tax:</b>             | \$4,127.50  |
| <b>Contract Total:</b>            | \$45,861.00 |

*Prices shown above do not include any taxes that may apply. Any such taxes are the responsibility of Customer. This is not an invoice – this document is a non-binding proposal for providing informational purposes only. Pricing is subject to change. This proposal shall be valid until the documented expiration date.*

4.7

15 min

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## 4.7 - SBO for WRAP Restraint System

*MacConnell, Jacqui*

Demonstration and Discussion on WRAP Restraint System by SPD

| For Discussion

### **Attachments**

[Briefing Paper - SBO for WRAP restraints.pdf](#)

[SBO - Wrap Restraint System.pdf](#)

[Sole Source Justification - The WRAP.pdf](#)

## Committee Agenda Sheet

### Public Safety & Community Health Committee

|  |   |
|--|---|
| <b>Submitting Department</b>   | Police  |
| <b>Contact Name</b>  | Jacqui MacConnell   |
| <b>Contact Email &amp; Phone</b>   | <a href="mailto:jmacconnell@spokanepolice.org">jmacconnell@spokanepolice.org</a> 625-4109   |
| <b>Council Sponsor(s)</b>  | Councilmembers Kinnear & Cathcart   |
| <b>Select Agenda Item Type</b>   | <input type="checkbox"/> Consent <input checked="" type="checkbox"/> Discussion    Time Requested:  |
| <b>Agenda Item Name</b>  | SBO for Police Equipment – Restraint System   |
| <p><b>Summary (Background)</b></p> <p>*use the Fiscal Impact box below for relevant financial information</p>  | <p>The City of Spokane was awarded \$889,807 to assist with one-time costs related to law enforcement and criminal justice legislation enacted between January 1, 2020, and June 30, 2021. SPD would like to use \$76,300 of the remaining \$223,266 for an alternative restraint system to leg restraints, the WRAP restraint.</p> <div style="text-align: center;">  </div> <p>Although nothing in the RCWs prohibits the use of leg restraints, the Spokane Police Department is always looking for ways to improve the methods used to restrain individuals who are assaultive when being taken into custody. Additionally, the Attorney General’s Model Use of Force Policy addressed the use of “hobble restraints” because “restraint devices are designed to compel, control, constrain, or restrain a person’s movement.” Modifying our leg restraint system to that of primarily using the WRAP restraint would reduce the likelihood of injury to both those restrained and those restraining. The WRAP provides officers the ability to fully restrain a subject in an upright and seated position.</p> <p>This request of \$76,300 will purchase 40 WRAP restraints with a protective helmet, as well as 200 ankle straps. Purchase will be through Safe Restraints, Inc. as a sole source purchase as they are the patent holder for this particular system.</p> |
| <b>Proposed Council Action</b>   | Approval of SBO and purchase – March 20, 2023   |
| <p><b>Fiscal Impact</b></p> <p>Total Cost: <u>\$76,300</u></p> <p>Approved in current year budget?    <input type="checkbox"/> Yes    <input checked="" type="checkbox"/> No    <input type="checkbox"/> N/A</p> |   |

Funding Source       One-time       Recurring  
Specify funding source: One-time State legislation funds received in 2021

Expense Occurrence       One-time       Recurring

Other budget impacts: (revenue generating, match requirements, etc.)

**Operations Impacts** (If N/A, please give a brief description as to why)

What impacts would the proposal have on historically excluded communities?

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?

How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?

Sgt. Ryan Jamieson is overseeing the deployment of the WRAP restraint system and will be reviewing all uses of the system to ensure that this restraint system meets our goal of reducing injuries to both those being restrained and those restraining.

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

ORDINANCE NO \_\_\_\_\_

An ordinance amending Ordinance No. C36345, passed by the City Council December 12, 2022, and entitled, "An ordinance adopting the Annual Budget of the City of Spokane for 2023, making appropriations in the various funds of the City of Spokane government for the year ending December 31, 2023, and providing it shall take effect immediately upon passage," and declaring an emergency.

WHEREAS, subsequent to the adoption of the 2023 budget Ordinance No. C36345, as above entitled, and which passed the City Council December 12, 2022, it is necessary to make changes in the appropriations of the Public Safety & Judicial Grant fund, which changes could not have been anticipated or known at the time of making such budget ordinance; and

WHEREAS, this ordinance has been on file in the City Clerk's Office for five days; - Now, Therefore,

The City of Spokane does ordain:

Section 1. That in the budget of the Public Safety & Judicial Grants Fund, and the budget annexed thereto with reference to the Fund, the following changes be made:

- 1) Increase appropriation by \$76,300.
- A) Of the increased appropriation, \$76,300 is to be used for the procurement of a new restraint system.

Section 2. It is, therefore, by the City Council declared that an urgency and emergency exists for making the changes set forth herein, such urgency and emergency arising from the need to procure a new restraint system, and because of such need, an urgency and emergency exists for the passage of this ordinance, and also, because the same makes an appropriation, it shall take effect and be in force immediately upon its passage.

Passed the City Council \_\_\_\_\_

\_\_\_\_\_  
Council President

Attest: \_\_\_\_\_  
City Clerk

Approved as to form: \_\_\_\_\_  
Assistant City Attorney

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Date

\_\_\_\_\_  
Effective Date



**CITY OF  
SPOKANE**  
808 W Spokane  
Falls Blvd  
Spokane WA  
99201

## **SOLE SOURCE JUSTIFICATION**

Description of Product/Service: \_\_\_\_\_

Requisition Number: \_\_\_\_\_

Estimated amount of this purchase: \$ \_\_\_\_\_

Contract Period \_\_\_\_\_

Department: \_\_\_\_\_ Contact Person: \_\_\_\_\_ Phone: \_\_\_\_\_

Due Date: \_\_\_\_\_ Work must be completed by: \_\_\_\_\_

Date Material/Equipment/Supplies must be delivered by: \_\_\_\_\_

Location: \_\_\_\_\_

Date Service must begin by: \_\_\_\_\_

*Please provide the following information in order to document justification of a sole source purchase.*

1. Explain why the product/service requested is the only product/service that can satisfy your requirements, and explain why alternatives are unacceptable. Be specific with regard to specifications, features, characteristics, requirements, capabilities, and compatibility. Describe what steps have been undertaken to make this determination.

2. Explain why this service provider, supplier, or manufacturer is the only practicably available source from which to obtain this product or service, and describe the efforts that were made to verify and confirm whether, or not, this is so. (Obtain and include a letter from the manufacturer confirming claims made by distributors or exclusive distributorships regarding the product or service, if that is cited as a reason for this Sole Source.)
  
3. Will this purchase obligate us to a particular vendor for future purchases (either in terms of maintenance that only this vendor will be able to perform and/or if we purchase this item, will we need more "like" items in the future to match this one)?
  
4. Explain why the price for this product or service is considered to be fair and reasonable.
  
5. Describe the negotiation efforts, if any, that have been made with the supplier to obtain the best possible price.
  
6. Explain the consequence(s) to the city or public, including a dollar estimate of the financial impact, if this Sole Source is not approved.

Requested Vendor: \_\_\_\_\_

Vendor's Address: \_\_\_\_\_

Vendor Contact: \_\_\_\_\_ Phone: \_\_\_\_\_

If the cost of the sole source procurement is greater than the appropriate procurement threshold for department action, immediately contact the Purchasing Division or City Attorney's Office as appropriate.

My department's recommendation for sole source is based upon an objective review of the good/service being required and appears to be in the best interest of the City. I know of no conflict of interest on my part or personal involvement in any way with this request. No gratuities, favor, or compromising action have taken place. Neither has my personal familiarity with particular brands, types of equipment, materials or firms been a deciding influence on my request to sole source this purchase when there are other known suppliers to exist.

\_\_\_\_\_  
Signature of Requestor  
(must be an authorized Department Buyer)

\_\_\_\_\_  
Date

\_\_\_\_\_  
Signature of Department Head or Designee

\_\_\_\_\_  
Date

\_\_\_\_\_  
Approval by Purchasing (Over \$50,000)

\_\_\_\_\_  
Date

\_\_\_\_\_  
Approval by Grants Management  
(Required for grant funded purchases)

\_\_\_\_\_  
Date

.....  
Rev. 8/2017

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## 4.8 - Clinical Management of the Opioid Overdose Public Health Crisis

*Schaeffer, Brian*

This pilot is to establish whether targeted EMS response with a Behavioral Health Unit can successfully initiate Medication for Opioid Use Disorder (MOUD) with buprenorphine and facilitate enrollment with community rehabilitation programs for ongoing MOUD.

| For Discussion

### **Attachments**

[Briefing Paper - 2023 MOUD Program.pdf](#)

## Committee Agenda Sheet

### Public Safety & Community Health Committee

|  |  |
|--|--|
| <b>Submitting Department</b>   | Fire   |
| <b>Contact Name</b>  | Brian Schaefer   |
| <b>Contact Email &amp; Phone</b>   | <a href="mailto:bschaeffer@spokanefire.org">bschaeffer@spokanefire.org</a> 509-625-7001  |
| <b>Council Sponsor(s)</b>  | Wilkerson, Cathcart  |
| <b>Select Agenda Item Type</b>   | <input type="checkbox"/> Consent <input checked="" type="checkbox"/> Discussion    Time Requested: 15  |
| <b>Agenda Item Name</b>  | <b>Clinical Management of the Opioid Overdose Public Health Crisis</b>   |
| <b>Summary (Background)</b><br><br>*use the Fiscal Impact box below for relevant financial information | <p>The Opioid crisis was declared a public health emergency in 2017, with renewal of that determination in April 2022. The age-adjusted rate of drug overdose deaths rose by more than 14% from 2020 through 2021 in the United States. The largest increase in drug related overdoses during that time was attributed to synthetic opioids other than methadone which rose 22%. Fentanyl has outpaced prescription opioid overdose by 550% and was responsible for 42,700 overdoses in 2020.</p> <p>Medication for Opioid Use Disorder (MOUD) has proven to be one of the most effective strategies for preventing death from Opioid Use Disorder (OUD). This survival benefit includes those enrolled in MOUD after a nonfatal overdose, which is a population associated with increased mortality. Several novel approaches involving EMS for initiation of MOUD and linkage to treatment have been demonstrated. These programs capitalize on the vulnerable population of patients with OUD that frequently refuse transportation to Emergency Departments where linkage to treatment has become more readily available and therefore miss opportunities for harm reduction strategies. Additionally, successful rapid transition of Buprenorphine following Naloxone have been demonstrated to be safe and effective in EMS as well as in established MOUD programs.</p> <p>Several barriers exist that prevent EMS administration of Buprenorphine. Currently, Buprenorphine requires standard controlled substance restrictions outlined by the DEA as well as the need for an "X-waiver" when prescribed for OUD treatment. The Ryan Haight Act allows for providers, during a public health emergency, to conduct their initial interaction with a patient by means of an audio-visual, real-time, two-way interactive communication system" in lieu of an in-person examination. While this was initially intended for expanded use during the Covid Pandemic, there certainly is framework for its use in the Opioid Epidemic since its renewal as a public health emergency in 2022.</p> <p>The intention of this pilot is to establish whether targeted EMS response with a Behavioral Health Unit can successfully initiate MOUD with buprenorphine and facilitate enrolment with community rehabilitation programs for ongoing MOUD. Primary outcome would be retention in treatment at 30 days.</p> |

The Behavioral Health Unit is a 2-person apparatus, dispatched through 911 and staffed by a Spokane Fire Department Paramedic and Licensed Social Worker. The BRU is staffed Monday through Thursday 1000-2200. This novel arrangement allows for Spokane Fire Department EMS system to better integrate with community mental health resources and provide more focused and appropriate care for mental health patients than the traditional EMS model. They are familiar with the impact of OUD in that population and recognize the need for integration with established community resources for this target population. Additionally, the specialized care provided by a single Paramedic and LSW ensures that the required education prior to implementation can be focused and continuously modified as needed.

EMS agencies that have successfully implemented Buprenorphine programs have accomplished training in an 8-hour Curriculum which includes didactic and psychomotor testing divided over 2 days. It will include but is not limited to pharmacology focusing on opioids including natural and synthetic versions, psychology of addiction, The Clinical Opioid Withdrawal Score (COWS), and motivational interviewing.

The pilot design will include three arms. 1) Education and engagement of persons with OUD and linkage to treatment with MOUD programs. This will include appropriate resources and dispensing of intranasal naloxone as well as education regarding risk reduction education. 2) Persons with opioid use disorder who are in active withdrawal with a COWS >7 who receive Buprenorphine 3) Persons with Opioid Use Disorder with acute opioid overdose successfully reversed with naloxone with COWS >7 who receive Buprenorphine. All arms will receive the education, information regarding risk reduction and intranasal naloxone as well as linkage to treatment. Participants will be required to provide reliable contact information from 30-day follow-up which will be conducted by a telephone interview.

Patients that meet enrollment criteria and consent to Buprenorphine will be presented to the Medical Control Physician for clinical review and approval prior to the administration of Buprenorphine. The Medical Control Physicians are all "x-waivered" for use of Buprenorphine in the treatment of OUD and linkage to treatment will be provided by one of several available participants of the Spokane Hub and Spoke Treatment partners.

**Proposed Council Action**

**Fiscal Impact**

Total Cost: [\\_Click or tap here to enter text.](#)

Approved in current year budget?  Yes  No  N/A

Funding Source  One-time  Recurring

Specify funding source: Fire/EMS budget

Expense Occurrence  One-time  Recurring

Other budget impacts: (revenue generating, match requirements, etc.)

**Operations Impacts** (If N/A, please give a brief description as to why)

What impacts would the proposal have on historically excluded communities?

A significant correlation exists between vulnerable communities and exposure to opioids. Overdoses to these medications and illicit forms of the drug class are identified at a priority in the SFD's Community Risk Assessment: <http://SpokaneFire.org/CommunityRiskAssessment>.

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?

The SFD Behavioral Response Unit will track key performance indicators and demographic information under the supervision of the principal investing Physicians, Dr. Edminster and Dr. Layton

How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?

The pre-hospital treatment of all critical medical situations are under constant review by the SFD's Integrated Medical Program's quality improvement program and its Physician leadership. This pilot will contribute to the practical and academic improvement efforts throughout the US..

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

SFD Strategic Plan Goal #1 Reduce the number and severity of emergency incidents. Goal #2 Foster an environment conducive to the safety and health of us all. Goal #3 Protect life, property, and the environment through the community risk reduction initiative.

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## 4.9 - Pre-Approval for Purchase of Seven (7) Small Response Vehicles

*Schaeffer, Brian*

Originally pre-approved in 2022 when vehicle availability was very limited, this updated request is to purchase of seven (7) small response vehicles to replace current small response vehicles that have reached the end of their programmed, frontline service life.

| For Information

### **Attachments**

[Briefing Paper - Small response Pre Approval.docx](#)

## Committee Agenda Sheet

### PUBLIC SAFETY AND COMMUNITY HEALTH

|  |  |
|--|--|
| <b>Submitting Department</b>               | Fire   |
| <b>Contact Name &amp; Phone</b>            | Brian Schaeffer (509) 435-7001   |
| <b>Contact Email</b>                       | bschaeffer@spokanecity.org   |
| <b>Council Sponsor(s)</b>                  | CM Kinnear, CM Cathcart  |
| <b>Select Agenda Item Type</b>             | <input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion    Time Requested:   |
| <b>Agenda Item Name</b>                    | Pre-Approval for purchase of (7) Small Response Vehicles   |
| <b>Summary (Background)</b>                | <p>A prior, pre-approval request was granted by Council (OPR 2022-0730) in late 2022 but vehicle availability was very limited. Purchasing has requested that SFD obtain an updated approval from Council for CY2023. The prior-approved cost estimate was \$515,000. The estimate has been increased to \$565,000 to allow for annual price increases.</p> <p>Due to short order-bank windows, SFD is requesting pre-approval for the purchase of (4) Chevy Silverado 2500, or similar, diesel, crew cab, AWD pickup trucks and (3) Chevrolet Tahoe/GMC Yukon, or similar, diesel, AWD sport utility vehicles. These new vehicles will replace current small response vehicles that have reached the end of their programmed, frontline service life. The current units will be reassigned within the SFD as reserve or non-response units. Purchase details:</p> <ul style="list-style-type: none"> <li>• <b>Cost --\$565,000</b> – Estimated cost for these (7) vehicles, including 9.1% WA State motor vehicle tax.</li> <li>• <b>Delivery</b> – Late 2023/early 2024, depending on supply chain interruptions.</li> </ul> |
| <b>Proposed Council Action &amp; Date:</b> | Approval by 3/27/2023  |
| <b>Fiscal Impact:</b>                      | <p>Total Cost: \$565,000 estimated.</p> <p>Approved in current year budget?    <input checked="" type="checkbox"/> Yes    <input type="checkbox"/> No    <input type="checkbox"/> N/A</p> <p>Funding Source            <input checked="" type="checkbox"/> One-time    <input type="checkbox"/> Recurring</p> <p>Specify funding source: Fire SIP Capital Reserves</p> <p>Expense Occurrence    <input checked="" type="checkbox"/> One-time    <input type="checkbox"/> Recurring</p> <p>Other budget impacts: (revenue generating, match requirements, etc.) None.</p>   |
| <b>Operations Impacts</b>                  | <p>What impacts would the proposal have on historically excluded communities?</p> <p>These vehicles will be utilized in all areas of the City of Spokane.</p>  |
|  | <p>How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?</p>  |

Collected data will primarily focus on response time and number of patients transported. These metrics apply to all groups equally.

How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?

Fuel expense data and maintenance costs will be monitored to ensure they are meeting data projections on fleet efficiency. Patient care data is collected via Patient Care Reports.

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

SFD is proactively following State and City guidance to minimize, when operationally feasible, the purchase of conventional, fossil-fuel powered vehicles. This purchase supports the following Comprehensive Plan goals and/or policies: CFU1: Adequate Public Facilities and Services, CFU2: Concurrency, CFU4: Service Provision, CFU5: Environmental Concerns, CFU6: Multiple Objectives.

4.10

5 min

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## 4.10 - Lexipol Program

*Schaeffer, Brian*

Utilize Lexipol to update policy and procedure manuals, many which are over 20 years old, to improve performance and ensure compliance on all risks. Updating will require significant legal research and technical rewriting that SFD does not have.

| For Discussion

### **Attachments**

[Briefing Paper - 2023 Lexipro Program.pdf](#)

## Committee Agenda Sheet

### Public Safety & Community Health Committee

|   |   |
|---|---|
| <b>Submitting Department</b>  | Fire  |
| <b>Contact Name</b>   | Brian Schaefer  |
| <b>Contact Email &amp; Phone</b>  | <a href="mailto:bschaeffer@spokanefire.org">bschaeffer@spokanefire.org</a> 509-625-7001   |
| <b>Council Sponsor(s)</b>   | Wilkerson, Cathcart   |
| <b>Select Agenda Item Type</b>  | <input type="checkbox"/> Consent <input checked="" type="checkbox"/> Discussion    Time Requested: 0  |
| <b>Agenda Item Name</b>   | Lexipol Program   |
| <b>Summary (Background)</b><br><br>*use the Fiscal Impact box below for relevant financial information  | The SFD's Policy and Procedure Manuals contain over 300 pages of individual guidelines. Many are legacy documents that are over 20 years old. The manual is consistently out-of-date and places the agency at higher risk on several fronts. As the department has hired nearly 100 new personnel and promoted many mid-level managers, it has become critical that we address the doctrine and associated training for the protection of our personnel, managers, and City. To update the manual, the process will require significant legal research and technical rewriting that the department does not have. Our estimates indicate that a new re-write would take several years under perfect conditions, and a formal updating process would need outside assistance. The SFD intends to utilize an existing contract with Lexipol and begin implementation in FY2023 with anticipated rollout of FY2024. This endeavor is a Labor/Management project and is intended to improve SFDs performance and ensure compliance on all risks. The contract is comprehensive and accomplishes the current and future needs for the department. SPD is also a long-time customer of Lexipro for the identical program. |
| <b>Proposed Council Action</b>  | Approve   |
| <b>Fiscal Impact</b>  |   |
| Total Cost SourceWell Contract # is 011822-LXP – 125,382.90   |   |
| Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A   |   |
| Funding Source <input checked="" type="checkbox"/> One-time <input type="checkbox"/> Recurring  |   |
| Specify funding source: Fire/EMS budget   |   |
| Expense Occurrence <input checked="" type="checkbox"/> One-time <input checked="" type="checkbox"/> Recurring   |   |
| Other budget impacts: (revenue generating, match requirements, etc.)  |   |
| <b>Operations Impacts (If N/A, please give a brief description as to why)</b>   |   |
| What impacts would the proposal have on historically excluded communities?<br>Procedures and policies provide guidance to organizational employees that operate in high-risk environments.  |   |
| How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?<br>N/A |   |
| How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?   |   |

The contract with Lexipol requires the system to provide ongoing training throughout the year and immediate updates of policies when approved through administration. Policies are sent out to the entire department, reviewed, and acknowledged by individuals for compliance reporting.

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others? SFD Strategic Plan Goal #1 Reduce the number and severity of emergency incidents. Goal #2 Foster an environment conducive to the safety and health of us all.



# SOLUTIONS PROPOSAL



**PREPARED FOR:**

Spokane Fire Department  
Fire Chief Brian Schaeffer  
bschaeffer@spokanecity.org  
(509) 625-7000

**PREPARED BY:**

Jeff Hopper  
jhopper@lexipol.com  
(816) 788-6644

2611 Internet Blvd, Ste 100  
Frisco, Texas 75034  
(844) 312-9500  
www.lexipol.com

## Executive Summary

Public safety agencies and local government organizations today face challenges of keeping personnel safe and healthy, reducing risk and maintaining a positive reputation. Add to that the dynamically changing legislative landscape and evolving best practices, and even the most progressive, forward-thinking departments can struggle to keep up.

Lexipol's solutions are designed to save you time and money while protecting your personnel and your community. Our team consists of professionals with expertise in public safety law, policy, state and federal accreditation, training, mental and physical wellness and grants. We continually monitor changes and trends in legislation, case law and best practices and use this knowledge to create policies, training, wellness resources and funding services that minimize risk and help you effectively serve your community.

### **THE LEXIPOL ADVANTAGE**

Lexipol was founded by public safety experts who saw a need for a better, safer way to run a public safety agency. Since the company launch in 2003, Lexipol has grown to form an entire risk management solution for public safety and local government. Today, we serve more than 10,000 agencies and municipalities and 2 million public safety and government professionals with a range of informational and technological solutions to meet the challenges facing these dynamic industries. In addition to providing policy management, accreditation, online training, wellness resources, and grant assistance, we provide 24/7 industry news and analysis through the digital communities Police1, FireRescue1, Corrections1, EMS1 and Gov1.

Our customers choose Lexipol to make an investment in the safety and security of their personnel, their agencies and their communities. We help agencies address issues that create substantial risk, including:

- Inconsistent and outdated policies
- Lack of technology to easily update and issue policies and training electronically
- Unchecked mental health needs of staff
- Difficulty keeping up with new and changing legislation and practices
- Inability to produce policy acknowledgment and training documentation
- Unfamiliarity of city legal resources with the intricacies of public safety law
- The need to secure grant funding for critical equipment, infrastructure and personnel

Lexipol is backed by the expertise of 440 employees with more than 2,075 years of combined experience in constitutional law, civil rights, ADA and discrimination, mental health, psychology, labor negotiations, Internal Affairs, use of force, hazmat, instructional design, federal and state grants and a whole lot more. That means no more trying to figure out policy, achieve accreditation, develop training or wellness content, or secure funding on your own. You can draw on the experience of our dedicated team members who have researched, taught and lived these issues.

We look forward to working with Spokane Fire Department to address your unique challenges.

## Scope of Services

### Policy Manual

Constitutionally sound, up-to-date policies are the foundation for consistent, safe public safety operations and are key to reducing risk and enhancing personnel and community safety. Lexipol's comprehensive policy manual covers all aspects of your agency's operations.

- More than 155 policies researched and written by public safety attorneys and subject matter experts
- Policies based on State and federal laws and regulations as well as nationwide best practices
- Content customized to reflect your agency's terminology and structure

### Daily Training Bulletins (DTBs)

Even the best policy manual lacks effectiveness if it's not backed by training. Lexipol's Daily Training Bulletins are designed to help your personnel learn and apply your agency's policy content through 2-minute training exercises.

- Scenario-based training ties policy to real-world applications
- Understanding and retention of policy content is improved via a singular focus on one distinct aspect of the policy
- Each Daily Training Bulletin concludes with a question that confirms the user understood the training objective
- Daily Training Bulletins can be completed via computers or from smartphones, tablets or other mobile devices
- Reports show completion of Daily Training Bulletins by agency member and topic

### Policy Updates

Lexipol's legal and content development teams continuously review state and federal laws and regulations, court decisions and evolving best practices. When needed, we create new and updated policies and provide them to your agency, making it simple and efficient to keep your policy content up to date.

- Updates delivered to you through Lexipol's web-based content delivery platform
- Changes presented in side-by-side comparison against existing policy so you can easily identify modifications/improvements
- Your agency can accept, reject or customize each update

### Web-Based Delivery Platform and Mobile App (Knowledge Management System)

Lexipol's online content delivery platform, called KMS, provides secure storage and easy access to all your policy and training content, and our KMS mobile app facilitates staff use of policies and training completion.

- Ability to edit and customize content to reflect your agency's mission and philosophy
- Efficient distribution of policies, updates and training to staff
- Archival and easy retrieval of all versions of your agency's policy manual
- Mobile app provides in-the-field access to policy and training materials

### Reports

Lexipol's Knowledge Management System provides intuitive reporting capabilities and easy-to-read reports that enhance command staff meetings and strategic planning.

- Track and report when your personnel have acknowledged policies and policy updates
- Produce reports showing completion of Daily Training Bulletins
- Sort reports by agency member, topic and other subgroups (e.g., shift, assignment)
- Reduce the time your supervisors spend verifying policy acknowledgement and training completion

### Supplemental Publication Service

Lexipol's Supplemental Publication Service (SPS) streamlines the storage of your agency's content, giving you one place to access procedures, guidelines, general orders, training guides or secondary policy manuals.

- Electronically links department-specific procedural or supplemental content to your policy manual
- Provides electronic issuance and tracking for your agency's procedural or supplemental content
- Allows you to create Daily Training Bulletins against your procedural content
- Designed for standard operating guidelines, procedures, general orders or field guides

### Fire Procedures

Clear and accessible procedures are imperative to ensure safe, effective and consistent emergency response and personnel interactions. Lexipol's fire procedures, based on national best practices, give you critical operational and administrative procedures as well as a template to build on.

- More than 35 best practice procedures designed to support safe and effective operations
- Tactical procedures address the operations most often cited as contributing to firefighter injury or death as well as the most common call types
- Administrative procedures address the areas of highest legal liability as well as best practices for organizational success
- Scenario-based training reinforces live training
- Mobile-friendly decision trees and checklists prevent essential steps from being missed

### **Full Implementation**

Lexipol's Full Implementation Service is individually tailored for agencies who want a start-to-finish, comprehensive policy adoption assistance. Lexipol's experienced Professional Services staff will:

- Streamline the process of policy adoption
- Assist your agency in developing a policy manual that meets your unique needs, philosophy and project timeline
- Integrate pre-existing agency content into appropriate sections within the policy manual
- Use a proven structure of policy editing and content merging, which will provide a framework to expedite subsequent policy updates and Daily Training Bulletin administration

# Proposal

Prepared By: Jeff Hopper  
 Phone: (816) 788-6644  
 Email: jhopper@lexipol.com

Quote #: Q-55878-1  
 Date: 2/21/2023  
 Valid Through: 5/22/2023

## Overview

Lexipol empowers first responders and public servants to best meet the needs of their residents safely and responsibly. We are the experts in policy, training and wellness support, committed to improving the quality of life for all community members. Our solutions include state-specific policies, online learning, behavioral health resources, funding assistance, and industry news and information offered through the websites Police1, FireRescue1, EMS1 and Corrections1. Lexipol serves more than 2 million public safety and government professionals in over 10,000 agencies and municipalities. The services proposed below are designed to meet your agency's specific goals and needs.

| QTY | DESCRIPTION  | UNIT PRICE     | DISC | DISC AMT            | EXTENDED              |
|-----|--|----------------|------|---------------------|-----------------------|
| 1   | Annual Fire Policy Manual & Daily Training Bulletins w/Supplemental Publication Service w/Fire Operations Procedures (12 Months) | USD 29,382.00  | 5%   | USD 1,469.10        | USD 27,912.90         |
|     | <b>Subscription Line Items Total</b>   |                |      | <b>USD 1,469.10</b> | <b>USD 27,912.90</b>  |
| 1   | Fire Full Implementation   | USD 102,600.00 | 5%   | USD 5,130.00        | USD 97,470.00         |
|     | <b>One-Time Line Items Total</b>   |                |      | <b>USD 5,130.00</b> | <b>USD 97,470.00</b>  |
|     |  |                |      | <b>USD 6,599.10</b> | <b>USD 125,382.90</b> |
|     |  |                |      | <b>Discount:</b>    | USD 6,599.10          |
|     |  |                |      | <b>TOTAL:</b>       | USD 125,382.90        |

\*Fire pricing is based on 330 Fire Authorized Staff.

### Discount Notes

5% Sourcewell Discount

# ACCELERATE YOUR NEW POLICY SOLUTION

## Assistance Tailored For Your Agency

You're committed to adopting a new policy manual. But are you prepared?

A policy rewrite and update project requires dedicated time and effort. You'll be faced with difficult questions about your current policies and procedures, and you'll need to conduct a critical analysis of every aspect of your operations.

At the same time, adopting and customizing new policies is an opportunity to bring your personnel together around a shared vision, and redefine your organizational culture.

You want to get it right. But many departments can't do it alone.

## Optimize Your Policy Investment

Lexipol's Professional Services provide:

- Flexible policy customization assistance designed to fit your specific needs
- Guidance from policy consultants who average 30 years of experience in public safety
- A proven structure of policy review & approval developed from our experience with more than 575 implementation projects
- Project management assistance to help you meet your timeline & avoid common policy adoption pitfalls

### **5X FASTER**

Customers who take advantage of our help typically complete their manuals 5 times faster than those who go it alone.

With Lexipol Professional Services, you'll:

- Spend less time and fewer resources on policy review and customization
- Avoid the frustration of making foreseeable mistakes and having to redo work
- Benefit from efficient project management strategies
- Lay a foundation for policy consistency and accountability

## Lexipol's Professional Services Options Include:



### Policy Cross-Reference

An annotated analysis of your existing policies against the Lexipol master content, identifying gaps in your current policies and agency-specific content you'll want to retain.



### Implementation Policy Tiers

Benefit from our proven, systematic approach to implementing policies. Each tier represents about 20% of the manual and includes one-on-one collaborative assistance to help you review, customize and adopt the policies efficiently and effectively. Choose one or more tiers to jumpstart your new manual or combine all five for the quickest implementation.

**Tier 1 – High-Risk Policies:** Foundational policies necessary to provide structure and authority to your policy manual, as well as policies addressing high-risk, low-frequency and high-risk, high-frequency incidents.

**Tier 2 – High-Liability Policies:** Policies that relate to common day-to-day calls for service that have a higher level of potential liability.

**Tier 3 – Daily Operations Policies:** Policies needed for orderly daily operations of your organization.

**Tier 4 – Defensibility Policies:** Policies essential to agency and agency member defensibility, including civil liability-related topics.

**Tier 5 – Operational Consistency Policies:** Policies needed to ensure operational consistency across your organization.



### Full Policy Implementation

Start-to-finish, comprehensive policy adoption assistance, including the Policy Cross-Reference and collaborative implementation of Tiers 1-5. We work hand-in-hand with you to meet your agency's unique needs, philosophy and project timeline.

## Not sure what service is right for your agency?

Lexipol can develop an implementation package to fit your budget and time constraints.

## What Our Customers Are Saying:



*"Departments should recognize their limitations and realize that they likely don't have the resources to do it on their own. Implementation Services is key to getting it done."*

**Major Jeff Fox**  
Vigo County (IN) Sheriff's Office



*"A lot of departments are operating in a black hole when it comes to the policy review process. Lexipol has it figured out; they have great tools they can give you. Chiefs don't have to reinvent the wheel; they can just follow the step-by-step process."*

**Assistant Chief Scott Neal**  
Bullhead City (AZ) Fire Department

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## 4.11 - Fairchild AFB Mutual Aid Agreement

**Schaeffer, Brian,  
Smithson, Lynden**

Sponsor: CP Breean Beggs There is need to modify the existing mutual aid agreement with Fairchild AFB due to changes within the Department of Defense (DOD) caused by the PFOS and PFAS contamination caused by firefighting foam surrounding DOD installations.

| For Information

### Attachments

[Briefing Paper - 2023 Fairchild Mutual Aid.pdf](#)

[Mutual Aid Agreement City of Spokane.docx](#)

[PS Briefing Paper - 2023 Fairchild Mutual Aid.docx](#)

## Committee Agenda Sheet

### Public Safety & Community Health Committee

|   |   |
|---|---|
| <b>Submitting Department</b>  | Fire  |
| <b>Contact Name</b>   | Brian Schaefer  |
| <b>Contact Email &amp; Phone</b>  | <a href="mailto:bschaeffer@spokanefire.org">bschaeffer@spokanefire.org</a> 509-625-7001   |
| <b>Council Sponsor(s)</b>   | Beggs   |
| <b>Select Agenda Item Type</b>  | <input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion    Time Requested: 0  |
| <b>Agenda Item Name</b>   | Fairchild AFB Mutual Aid Agreement  |
| <b>Summary (Background)</b><br><br>*use the Fiscal Impact box below for relevant financial information  | <p>The SFD has enjoyed a Mutual Aid Agreement with Fairchild for several decades with infrequent utilizations. However, Mutual Aid Agreements are critical to maintain operational readiness, preparation, and disaster training for the region. Recently, the Fairchild AFB Fire Chief notified the city of the need to modify the existing agreement due to changes within the Department of Defense caused by the PFOS and PFAS contamination caused by firefighting foam surrounding DOD installations.</p> <p>Prior to 2002, many fluorosurfactants used in Aqueous Film Forming Foam (AFFF) were PFOS-based, which resulted in AFFF that contained PFOS and precursors compounds that could form into PFOS, PFOA and other PFAS of concern. The SFD completely removed PFOS and PFAS containing AFFF from service during the period of 2006-2008.</p> <p>For incidents occurring in the City jurisdiction, the SFD Incident Commander is responsible for the risk management decisions and resulting tactics used during disasters.</p> |
| <b>Proposed Council Action</b>  | Approve   |
| <b>Fiscal Impact</b><br>Total Cost:– 0<br>Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A<br><br>Funding Source <input checked="" type="checkbox"/> One-time <input type="checkbox"/> Recurring<br>Specify funding source: Fire/EMS budget<br><br>Expense Occurrence <input checked="" type="checkbox"/> One-time <input checked="" type="checkbox"/> Recurring<br><br>Other budget impacts: (revenue generating, match requirements, etc.) |   |
| <b>Operations Impacts (If N/A, please give a brief description as to why)</b>   |   |
| What impacts would the proposal have on historically excluded communities?<br>The Mutual Aid Agreement guarantees assistance, talent, and specialized equipment from the Fairchild Air Force Base during disasters.   |   |
| How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?<br>N/A   |   |

How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?

Mutual Aid contracts are constantly updated based on changing conditions (mergers, after action reviews, national experience)

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others? SFD Strategic Plan Goal #1 Reduce the number and severity of emergency incidents. Goal #2 Foster an environment conducive to the safety and health of us all.

**AGREEMENT FOR MUTUAL AID  
IN FIRE AND EMERGENCY SERVICES**

This Mutual Aid Agreement (the “Agreement”), is made and entered into this \_\_\_day of \_\_\_\_\_20\_, between the Secretary of the Air Force (the “Air Force”) acting by and through the Commander (*Fairchild AFB*) pursuant to the authority of 42 U.S.C. § 1856a and the City of Spokane Fire Department located within Spokane County, State of Washington. Together the Air Force and City of Spokane Fire Department are hereinafter referred to as the “Parties”.

**\*WITNESSETH:**

WHEREAS, each of the Parties hereto maintains equipment and personnel for the suppression of fires and the management of other emergency incidents occurring within areas under their respective jurisdictions; and

WHEREAS, as set forth in 42 U.S.C. § 1856 the term ‘fire protection’ includes personal services and equipment required for fire prevention, the protection of life and property from fire, firefighting, and emergency services, including basic medical support, basic and advanced life support, hazardous material containment and confinement, and special rescue incidents involving vehicular and water mishaps, and trench, building, and confined space extractions; and

WHEREAS, the Parties hereto desire to augment the fire protection capabilities available in their respective jurisdictions by entering into this Agreement.

**NOW, THEREFORE, in consideration of the mutual covenants, obligations and agreements herein established, the Parties hereby agree as follows:**

a. The authority to enter into this Agreement is set forth in 42 U.S.C. § 1856a, and Title 15 United States Code Section 2210, the regulations implementing same at Title 44 Code of Federal Regulations Part 151 *Emergency Management and Assistance* and AFI 32-2001, *Fire and Emergency Services Program*.

b. This Agreement will serve as the agreement between the Parties for securing to each mutual aid in fire protection services as defined above.

c. On request to a representative of the Fairchild Air Force Base fire department by a representative of the City of Spokane Fire Department, fire protection equipment and personnel of the Fairchild Air Force Base fire department will be dispatched to any point within the area for which the City of Spokane Fire Department normally provides fire protection services as designated by the representatives of the City of Spokane Fire Department .

d. On request to a representative of the City of Spokane Fire Department by a representative of the Fairchild Air Force Base fire department, fire protection equipment and personnel of the

City of Spokane Fire Department will be dispatched to any point within the jurisdiction of the Fairchild Air Force Base as designated by the representative of the Fairchild Air Force Base fire department.

e. Any dispatch of equipment and personnel by the Parties pursuant to this Agreement is subject to the following conditions:

(1) Any request for aid hereunder will include a statement of the amount and type of equipment and personnel requested and will specify the location to which the equipment and personnel are to be dispatched, but the amount and type of equipment and the number of personnel to be furnished will be determined by the responding organization. The requesting organization will ensure access to site for the responding organization.

(2) The responding organization will report to the officer in charge of the requesting organization at the location to which the equipment is dispatched and will be subject to the orders of that official.

(3) The responding organization will be released by the requesting organization when the services of the responding organization are no longer required or when the responding organization is needed within the area for which it normally provides fire protection.

(4) Sharing of non-encrypted Radio Frequencies/INTEROPERABILITY capability between agencies specifically during Mutual Aids for accountability of personnel and assets, including sharing of valuable information between Incident Command and firefighters.

(5) HAZMAT incident response will include the response to, and control and containment of any release or suspected release of any material suspected to be or known to be hazardous. Where the properties of a released material are not known, it will be considered hazardous until proven otherwise by the requesting organization using all technical resources available. Cleanup and removal of contained HAZMAT will be the responsibility of the requesting organization.

(6) In the event of a crash of an aircraft owned or operated by the United States or military aircraft of any foreign nation within the area for which the City of Spokane Fire Department normally provides fire protection services, parties agree to enter into a Unified Command as outlined in the Spokane County Field Operating Guides.

(7) Each party agrees that all responding agencies have the right to assign a Duty Officer to oversee the operations of their personnel as outlined in the Spokane County Field Operating Guides.

f. Each Party hereby agrees that its intent with respect to the rendering of assistance to the other Party under this Agreement is not to seek reimbursement from the Party requesting such assistance.

(1) Notwithstanding the above, the Parties hereby recognize that pursuant to the Section 11 of the Federal Fire Prevention and Control Act of 1974 (15 U.S.C. § 2210) and Federal regulations issued there under (44 Code of Federal Regulations Part 151), City of Spokane Fire Department is permitted to seek reimbursement for all or any part of its direct expenses and losses (defined as additional firefighting costs over normal operational costs) incurred in fighting fires on property under the jurisdiction of the United States. Furthermore, under the authority of 42 U.S.C. § 1856a, and pursuant to any applicable state or local IAW each Party hereby reserves the right to seek reimbursement from the other for all or any part of the costs (defined as additional firefighting costs over normal operational costs) incurred by it in providing fire protection services to the other Party in response to a request for assistance.

(2) Furthermore, City of Spokane Fire Department agrees to indemnify and hold harmless the United States from any liability that may arise from the use of firefighting foams, chemicals, or other materials by the Air Force in providing fire protection services to the City of Spokane Fire Department, which agreement to indemnify and hold harmless includes, but is not limited to, such uses that may result in hazardous substance exposure or pollution of or contamination to air, land, water, person or property or such uses that may result in response actions under CERCLA, RCRA, or any other federal, state, or local laws. Notwithstanding any other provision of this Agreement, termination of this Agreement shall in no way affect City of Spokane Fire Department's obligation under this paragraph to indemnify and hold harmless the United States from any liability that may arise from the use of fire-fighting foams, chemicals, or other materials by the Air Force in providing fire protection services to the City of Spokane Fire Department, which obligation shall survive such termination.

g. Both Parties agree to implement the Incident Command System IAW Spokane County Field Operating Guides

h. Each Party waives all claims against the other Party for compensation for any loss, damage, personal injury, or death occurring as a consequence of the performance of this Agreement. This provision does not waive any right of reimbursement pursuant to paragraph f.

i. All equipment used by City of Spokane Fire Department in carrying out this Agreement will, at the time of action hereunder, be owned by it; and all personnel acting for City of Spokane Fire Department under this Agreement will, at the time of such action, be an employee or volunteer member of City of Spokane Fire Department

j. The rendering of assistance under the terms of this Agreement will not be mandatory; however, the Party receiving a request for assistance will endeavor to immediately inform the requesting Party if the requested assistance cannot be provided and, if assistance can be provided, the quantity of such resources as may be dispatched in response to such request.

k. Neither Party will hold the other Party liable or at fault for failing to respond to any request for assistance or for failing to respond to such a request in a timely manner or with less than optimum equipment and/or personnel, it being the understanding of the Parties that each is primarily and ultimately responsible for the provision of fire protection services needed within their own jurisdictions.

## I. Disputes.

(1) Parties to Negotiate. If a dispute should arise, the Parties agree to first attempt to resolve the dispute using unassisted negotiation techniques (i.e., without the assistance of a neutral third party). Either Party may request in writing that unassisted negotiations commence. As part of the unassisted negotiation, the Parties shall consider employing joint fact-finding, if material factual disputes are involved, and shall use other early resolution techniques appropriate to the circumstances. If the dispute involves material issues of fact, the Parties may employ a neutral third party to provide a confidential evaluation of the issues of fact.

### m. Alternative Dispute Resolution.

(1) If the dispute is not resolved within sixty (60) days after the request for unassisted negotiations, and the Parties do not mutually agree to continue the unassisted negotiations, the Parties shall employ alternative dispute resolution procedures involving nonbinding mediation of the dispute by a neutral third party. The alternative dispute resolution procedures employed shall include a confidential evaluation of both the facts and the law and the issuance of confidential recommendations by the neutral third party.

(2) By entering into this Agreement, the Parties have voluntarily adopted alternative dispute resolution procedures IAW 5 United States Code. § 572(c). These procedures shall not be employed if determined by either Party to be inappropriate after taking into consideration the factors enumerated at 5 United States Code. § 572(b). A Party rejecting alternative dispute resolution as inappropriate shall document its reasons in writing and deliver them to the other Party. The Parties shall enter into a master written alternative dispute resolution Agreement governing alternative dispute resolution proceedings that may be amended as needed to fit individual proceedings. (A template of an acceptable alternative dispute resolution agreement may be found at [www.adr.af.mil](http://www.adr.af.mil)).

(3) The Government's obligation to make any payment arising out of an agreement resolving a dispute under this Agreement is contingent upon the availability of funds proper for such payment. The City of Spokane Fire Departments obligation to make any payment arising out of an agreement resolving a dispute under this Agreement is contingent upon the availability of funds proper for such payment.

n. All notices, requests, demands, and other communications which may or are required to be delivered hereunder will be in writing and will be delivered by messenger, by a nationally recognized overnight mail delivery service or by certified mail, return receipt requested, at the following addresses:

For the Air Force:  
Fairchild Air Force Base  
Cassius T. Bentley III  
1 East Bong Street, Suite 228  
Fairchild AFB, WA 99011

And:

Department of the Air Force  
Air Force Civil Engineer Center/CXF  
139 Barnes Dr, Suite 1  
Tyndall AFB FL 32403-5319

And:

Fairchild Air Force Base  
Jason Rudy  
1001 Boston Ave  
Fairchild AFB, WA 99011

For Spokane City Fire Department  
Attention to: Brian Shaeffer, Fire Chief  
44 W Riverside Ave  
Spokane, WA 99201

## **TERMS OF THE AGREEMENT**

o. This Agreement will become effective on the date of the last signature to the Agreement and will remain in effect for five years (insert date) from that date (the “Term”). The Parties to this agreement shall conduct an annual review for currency to respective regulatory and policy guidance and shall acknowledge review by cover letter signature from both Parties’ senior fire officers. Either Party may unilaterally terminate this Agreement during the Term by sending notification of its intent to terminate to the other Party at 180 days in advance of the proposed date of termination. Such notification will be in the form of a written submission to the other Party.

p. Upon becoming effective, this Agreement will supersede and cancel all previous agreements between the Parties concerning the rendering of assistance from one to the other for the purposes stated in this Agreement.

q. The modification or amendment of this Agreement, or any of the provisions of this Agreement, will not become effective unless executed in writing by both Parties.

r. This Agreement may be executed in one or more counterparts, each of which will be deemed an original.

IN WITNESS WHEREOF, The Parties have caused this Agreement to be executed by their duly authorized representatives on the dates shown below:

FIRE DEPARTMENT  
For City of Spokane Fire Department

THE UNITED STATES OF  
AMERICA  
by the Secretary of the Air Force

By: \_\_\_\_\_

By: \_\_\_\_\_

Name: \_\_\_\_\_  
FIRE CHIEF, Spokane, WA

Name: \_\_\_\_\_  
*COMMANDER*, Fairchild Air Force Base

Date: \_\_\_\_\_

Date: \_\_\_\_\_

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And:

Department of the Air Force  
Air Force Civil Engineer Center/CXF  
139 Barnes Dr, Suite 1  
Tyndall AFB FL 32403-5319

And:

Fairchild Air Force Base  
Jason Rudy  
1001 Boston Ave  
Fairchild AFB, WA 99011

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Attention to: Brian Shaeffer, Fire Chief  
44 W Riverside Ave  
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FIRE DEPARTMENT  
For City of Spokane Fire Department

THE UNITED STATES OF  
AMERICA  
by the Secretary of the Air Force

By: \_\_\_\_\_

By: \_\_\_\_\_

Name: \_\_\_\_\_  
FIRE CHIEF, Spokane, WA

Name: \_\_\_\_\_  
*COMMANDER*, Fairchild Air Force Base

Date: \_\_\_\_\_

Date: \_\_\_\_\_

## Committee Agenda Sheet

### Public Safety & Community Health Committee

|   |   |
|---|---|
| <b>Submitting Department</b>  | Fire  |
| <b>Contact Name</b>   | Brian Schaefer  |
| <b>Contact Email &amp; Phone</b>  | <a href="mailto:bschaeffer@spokanefire.org">bschaeffer@spokanefire.org</a> 509-625-7001   |
| <b>Council Sponsor(s)</b>   | C.P. Beggs  |
| <b>Select Agenda Item Type</b>  | <input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion    Time Requested: 0  |
| <b>Agenda Item Name</b>   | Fairchild AFB Mutual Aid Agreement  |
| <b>Summary (Background)</b><br><br>*use the Fiscal Impact box below for relevant financial information  | <p>The SFD has enjoyed a Mutual Aid Agreement with Fairchild for several decades with infrequent utilizations. However, Mutual Aid Agreements are critical to maintain operational readiness, preparation, and disaster training for the region. Recently, the Fairchild AFB Fire Chief notified the city of the need to modify the existing agreement due to changes within the Department of Defense caused by the PFOS and PFAS contamination caused by firefighting foam surrounding DOD installations.</p> <p>Prior to 2002, many fluorosurfactants used in Aqueous Film Forming Foam (AFFF) were PFOS-based, which resulted in AFFF that contained PFOS and precursors compounds that could form into PFOS, PFOA and other PFAS of concern. The SFD completely removed PFOS and PFAS containing AFFF from service during the period of 2006-2008.</p> <p>For incidents occurring in the City jurisdiction, the SFD Incident Commander is responsible for the risk management decisions and resulting tactics used during disasters.</p> |
| <b>Proposed Council Action</b>  | Approve   |
| <b>Fiscal Impact</b><br>Total Cost:— 0<br>Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A<br><br>Funding Source <input checked="" type="checkbox"/> One-time <input type="checkbox"/> Recurring<br>Specify funding source: Fire/EMS budget<br><br>Expense Occurrence <input checked="" type="checkbox"/> One-time <input checked="" type="checkbox"/> Recurring<br><br>Other budget impacts: (revenue generating, match requirements, etc.) |   |
| <b>Operations Impacts (If N/A, please give a brief description as to why)</b>   |   |
| What impacts would the proposal have on historically excluded communities?<br>The Mutual Aid Agreement guarantees assistance, talent, and specialized equipment from the Fairchild Air Force Base during disasters.   |   |
| How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?<br>N/A   |   |

How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?

Mutual Aid contracts are constantly updated based on changing conditions (mergers, after action reviews, national experience)

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others? SFD Strategic Plan Goal #1 Reduce the number and severity of emergency incidents. Goal #2 Foster an environment conducive to the safety and health of us all.

4.12

5 min

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4.12 - NAPA Parts Proposal

*Giddings, Richard*

| For Discussion

**Attachments**

[NAPA IBS Briefing Paper.docx](#)

[NAPA IBS Powerpoint.pdf](#)

[NAPA IBS Sourcewell Contract 110520-GPC .docx](#)

## Committee Agenda Sheet

### Public Safety & Community Health Committee

|  |  |
|--|--|
| <b>Submitting Department</b>   | Fleet Services   |
| <b>Contact Name</b>  | Rick Giddings  |
| <b>Contact Email &amp; Phone</b>   | 509-625-7706 <a href="mailto:rgiddings@spokanecity.org">rgiddings@spokanecity.org</a>  |
| <b>Council Sponsor(s)</b>  |  |
| <b>Select Agenda Item Type</b>   | <input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion    Time Requested:   |
| <b>Agenda Item Name</b>  | 5100- Contract with NAPA IBS for Parts Management  |
| <b>Summary (Background)</b><br><br>*use the Fiscal Impact box below for relevant financial information   | Fleet Services is seeking contract approval with NAPA Integrated Business Solutions using a Sourcewell Contract for parts sourcing, part issuance, and inventory management within our Parts Department. |
| <b>Proposed Council Action</b>   | Approval   |
| <b>Fiscal Impact</b><br>Total Cost: <u>\$3,500,000</u><br>Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A<br><br>Funding Source <input type="checkbox"/> One-time <input checked="" type="checkbox"/> Recurring<br>Specify funding source: Fleet Services Fund<br><br>Expense Occurrence <input type="checkbox"/> One-time <input checked="" type="checkbox"/> Recurring<br><br>Other budget impacts: (revenue generating, match requirements, etc.) Revenue Generating, Operational and Capital Cost Saving |  |
| <b>Operations Impacts (If N/A, please give a brief description as to why)</b>  |  |
| What impacts would the proposal have on historically excluded communities?<br>No impact identified   |  |
| How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities? Data will not be collected.   |  |
| How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution? Cost data and performance metrics will be collected via our FIMS to ensure cost savings and performance improvement over current procedures.   |  |
| Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others? Aligns with Comprehensive Plan and Centralized Fleet Policy by saving operational and capital costs and improving service to departments.   |  |

# Streamlining Parts Processes

## Background:

- City Funded Studies from Assetworks in 2015 and PFA in 2018 both listed closing our parts room to safeguard our inventory and reduce shrinkage as one of the top priorities for Fleet Services.
- We invited Internal Audit to analyze our operation in 2022. Securing the Parts Department was again one of the main recommendations.

The logo for AssetWORKS, featuring the word "Asset" in a dark blue sans-serif font, "WORKS" in a red sans-serif font, and a red gear icon replacing the letter "O" in "WORKS".

AssetWORKS

The logo for the City of Spokane, featuring the word "SPOKANE" in a blue serif font above a stylized blue archway with a white interior, all within a white circular border.

SPOKANE

The logo for the Public Fleet Advisor (PFA), featuring the letters "PFA" in a large, bold, blue sans-serif font, with "PUBLIC FLEET ADVISOR" in a smaller, red sans-serif font below it. To the left is a blue globe icon, and below the text is a red wavy line.

PFA  
PUBLIC FLEET ADVISOR



# Current Parts Snapshot

- \$1.7 million in inventory
- \$600,000 in obsolete inventory (\$75,000 per year)
- 1.5 Turns per year – Industry standard is 3-4 Turns
- ~\$30,000 average yearly shrinkage since 2016
- 4 full time positions cover 3 shifts – Vacations/time off create frequent lack of coverage.
- 70% of parts issued by mechanics. Only 30% by parts staff. 3000 hours/year of mechanic time spent in parts room. (Equivalent to 2 FTEs)
- “WFP” one of main causes of vehicle downtime
- 2 recent retirements of experienced Parts Techs (50% of staff)
- Parts positions promotional from Equipment Servicer
- Equipment Servicer position already has vacancies which are difficult to fill – Would need to hold promotions until servicer positions can be filled.
- Estimated 2 additional FTEs needed to fully close parts room. (6 total)

# NAPA Integrated Business Solutions

- **Productivity**
- Onsite Parts room maintained and operated by NAPA
- Parts purchased at 10% markup plus admin costs
- Inventory dedicated and customized for our needs
- 90% of orders filled as needed
- Regional Distribution Center 1.5 miles away
- Experienced parts professionals to meet staffing needs
- **Investment**
- NAPA IBS owns and manages the inventory
- Pay for parts only when we use them
- Write only one check for parts and supplies each month
- **Customized to Fit Our Fleet**
- NAPA parts, OE parts, tires, bulk-oil & supplies
- Whatever our fleet needs to keep operating
- **Used by many of the most respected public fleets across the US.**
  - **New York, Chicago, Sacramento, Kansas City, Ft. Worth, Salt Lake, San Diego**



# Summary

- No Inventory Costs
- Operational Savings
- 90% Fill Rate
- Reduced Downtime
- Increased Productivity
- Secured Parts Room
- Full Staffing
- Fewer Contracts to Manage
- Fewer POs and Invoices to Reconcile
- Vast Parts Sourcing Network
- Immediate Warranty Coverage
- Minimal Employee Impact – Positions Reclassified for Employee and Department Benefit

## NAPA IBS Cost Comparison

| Expense Category  | NAPA IBS<br>Operational<br>Projection | Fleet Parts<br>Operational<br>Costs | Difference         |
|---|---------------------------------------|-------------------------------------|--------------------|
| <b>Parts Costs</b>  |                                       |                                     |                    |
| Yearly Parts Purchases  | \$3,600,000                           | \$3,600,000                         | \$0                |
| <b>Operational Costs</b>  |                                       |                                     |                    |
| Payroll and Benefits - Parts Department                             | \$220,830                             | \$413,814                           | \$192,984          |
| Payroll and Benefits - Mechanics Issuing Parts                      |                                       | \$206,907                           | \$206,907          |
| Admin Expenses - Truck Exp, Accounting, Office Exp, Computers, etc. | \$65,000                              | \$65,000                            | \$0                |
| <b>Total Yearly Operational Costs</b>                               | <b>\$285,830</b>                      | <b>\$685,721</b>                    | <b>\$399,891</b>   |
| <b>Inventory Costs</b>  |                                       |                                     |                    |
| Inventory Value   | \$0                                   | \$1,700,000                         | \$1,700,000        |
| Shrinkage   | \$0                                   | \$30,000                            | \$30,000           |
| Obsolescence  | \$0                                   | \$75,000                            | \$75,000           |
| <b>Total Yearly Inventory Costs</b>                                 | <b>\$0</b>                            | <b>\$105,000</b>                    | <b>\$105,000</b>   |
|   | <b>Total Yearly Savings</b>           |                                     | <b>\$504,891</b>   |
|   | <b>One Time Savings</b>               |                                     | <b>\$1,700,000</b> |

**INTEGRATED SUPPLY AGREEMENT**  
**BY AND BETWEEN**  
**GENUINE PARTS COMPANY**  
**AND**  
**CITY OF SPOKANE, WASHINGTON**

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**THIS INTEGRATED SUPPLY AGREEMENT** (this “Agreement”) is made by and between **GENUINE PARTS COMPANY**, a Georgia corporation (d/b/a NAPA Auto Parts) (“NAPA”), and the **CITY OF SPOKANE, WASHINGTON** (“CUSTOMER”), to be effective as of the 6th day of March, 2023 (the “Effective Date”).

**WITNESSETH**

WHEREAS, pursuant to a competitive bidding and selection process by Sourcewell (f/k/a National Joint Powers Alliance) (hereinafter, “Sourcewell”), a Minnesota-based Service Cooperative created by Minnesota Legislative Statute 123A.21, Sourcewell and NAPA executed contract #110520-GPC on December 23, 2020 (hereinafter, “Sourcewell Contract”), attached hereto as Exhibit C, to establish a source of supply for certain auto, truck and bus parts as well as to provide Integrated Business Solutions services; and

WHEREAS, by becoming a participating member of Sourcewell (hereinafter, “Member”), CUSTOMER and its related entities (hereinafter, “User Agencies”) are authorized to utilize the pricing and incentives available to Sourcewell Members set forth in the Sourcewell Contract; and

WHEREAS, CUSTOMER desires to become a User Agency under such Sourcewell Contract and desires to receive integrated business solutions services from NAPA; and

WHEREAS, CUSTOMER and NAPA agree that the Sourcewell Contract is a vehicle by which CUSTOMER may contract directly with NAPA for parts and services, but that the terms and conditions of this Agreement and not the terms and conditions of the Sourcewell Contract shall govern the relationship of the parties; and

WHEREAS, NAPA desires to provide integrated business solutions services and to establish inventories in CUSTOMER’s locations to service the fleet parts needs of CUSTOMER and to serve as the primary supplier of automotive replacement parts and other supplies and/or equipment (the “Inventory” or “Products”) to serve the needs of CUSTOMER; and

WHEREAS, CUSTOMER desires to provide space for the Inventory on the premises of CUSTOMER for use by NAPA (“On Site Store”) and agrees that NAPA will be its primary supplier of the Inventory pursuant to the terms herein.

**SOURCEWELL CONTRACT**

**NOW THEREFORE**, in consideration of the mutual promises and covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which are acknowledged, the parties hereto agree as follows:

### **AGREEMENT**

**1. DEFINITIONS.** For purposes of this Agreement, the following terms shall have the meanings set forth below:

- (a) ***Primary Supplier*** shall mean the parts supplier that provides a minimum of ninety percent (90%) of the Inventory needs of CUSTOMER.
- (b) ***NAPA Owned Store*** shall mean an auto parts store lawfully using the tradename or trademark “NAPA” which is wholly owned by NAPA.
- (c) ***NAPA Jobber*** shall mean an auto parts store lawfully using the tradename or trademark “NAPA” with respect to which NAPA maintains no ownership interest.
- (d) ***Current NAPA Jobber Acquisition Cost*** shall mean NAPA’s current gold price as set forth on NAPA’s Confidential Jobber Cost and Suggested Resales price list.

**2. CUSTOMER’S CURRENT LOCATIONS.** NAPA will establish On Site Store(s) at the CUSTOMER’S following location(s):

Department of Fleet Services  
915 N. Nelson Street  
Spokane, WA 99202

Additional locations of the CUSTOMER may be added to this Agreement but only by a written amendment executed and agreed to by both the CUSTOMER and NAPA.

**3. TERM.** Subject to the terms and conditions set forth below, this Agreement shall begin on the Effective Date and shall end when the Sourcewell Contract terminates or expires or when terminated earlier in accordance with the applicable terms and conditions stated herein. As the Sourcewell Contract is renewed or extended, this Agreement may be renewed or extended for a period of time equal to or shorter than the period of time the Sourcewell Contract is renewed or extended upon the mutual written agreement of the parties. Notwithstanding the foregoing, should the parties desire to extend this Agreement past the termination or expiration date of the Sourcewell Contract, the parties may do so by entering into a mutually agreed upon written amendment to this Agreement. Further, as Sourcewell awards new successive agreements to NAPA

Sourcewell Contract

following expiration of the Sourcewell Contract, any new contract number and/or new terms and conditions may be added with mutual agreement via a written amendment to this Agreement. Either party may terminate this Agreement at any time for its convenience by giving the other party sixty (60) days prior written notice of such termination.

**4. DUTIES AND RESPONSIBILITIES OF NAPA.** NAPA shall have the following duties and responsibilities during the term of this Agreement:

(a) NAPA will operate the On Site Store(s) and provide the Inventory to CUSTOMER's now existing locations. NAPA shall provide all personnel required to operate the On Site Store(s).

(b) In those circumstances when delivery is required by CUSTOMER, NAPA will provide parts to CUSTOMER's locations on a daily route basis. In addition, NAPA will accelerate delivery on those items CUSTOMER requires to be delivered on an expedited basis. NAPA will make all reasonable efforts to ensure prompt delivery to the CUSTOMER's location(s) requesting part(s).

(c) NAPA shall provide all computers and reports necessary to monitor monthly expenses as they pertain to the daily operation of the On Site Store(s). NAPA shall provide computer ordering and cataloging to each On Site Store.

(d) NAPA shall provide a profit and loss statement of the parts operations to the CUSTOMER on approximately the 25th of each month for each On Site Store.

(e) NAPA shall provide back-up emergency service during non-working hour contingencies. This overtime expense (calculated at time and one half) will be charged on a cost basis to CUSTOMER and must be pre-approved by CUSTOMER. The parties shall mutually agree upon the pre-approval process for such emergency situations. NAPA will provide a list of personnel, including telephone numbers, who will respond to emergency service requests.

**5. DUTIES AND RESPONSIBILITIES OF CUSTOMER.** CUSTOMER shall have the following duties and responsibilities during the term of this Agreement:

(a) CUSTOMER shall provide, at its sole expense, usable space for NAPA's On Site Store(s) and the Inventory. CUSTOMER shall provide access to restroom facilities for NAPA employees. Further, CUSTOMER shall furnish, at its sole expense, all utilities for the On Site Store(s) including: water, sanitation, sewer, light, telephone, heat, gas, electricity, power, fuel, janitorial and all other utilities and services rendered or delivered to the On Site Store(s) whatsoever. CUSTOMER shall provide NAPA a safe work environment that is free from hostility, violence, or discrimination. NAPA reserves the right to terminate the contract immediately should NAPA encounter a hostile, violent, discriminatory, or unsafe work environment.

(b) CUSTOMER shall use NAPA as its Primary Supplier of the Inventory under this Agreement. CUSTOMER reserves the right to purchase any item outside this Agreement where it is determined to be more economical or timely so long as the purchase of aforesaid part or parts does not result in NAPA no longer being CUSTOMER'S Primary Supplier in which case NAPA may terminate this Agreement.

(c) Each On Site Store location shall be appropriately secured or otherwise maintained separate and apart from the business of CUSTOMER. There shall be no intermingling of CUSTOMER'S parts or other inventory with NAPA'S parts or inventory. Access to the secured On Site Store(s) shall be restricted to NAPA employees and authorized NAPA representatives only. CUSTOMER'S employees, contractors or agents shall not be permitted to enter the secured On-Site Store area unless accompanied by a NAPA employee or other authorized NAPA representative. CUSTOMER hereby assumes and shall bear any and all risk of loss or damage from any cause to the Inventory and other personal property located in the On Site Store(s), except for loss or damage arising out of the acts, errors or omissions of NAPA. NAPA shall invoice CUSTOMER for any such loss of or damage to the Inventory and/or other personal property located in the On Site Store(s), and CUSTOMER shall pay such invoiced amount to NAPA in accordance with the payment terms set forth in Section 7 below.

(d) CUSTOMER shall, at all times during the term of this Agreement, at CUSTOMER'S sole expense, maintain in good condition and repair (so as to prevent any damage or injury to NAPA'S employees, the Inventory or other personal property located in the On Site Store(s)) the roof, exterior walls, foundation, and structural portions of the On Site Store(s) and all portions of the electrical and plumbing systems lying outside of the On Site Store(s) but serving the On Site Store(s).

(e) CUSTOMER shall provide information regarding fleet changes to NAPA as soon as possible. Fleet changes include but are not limited to the removal of types of vehicles from the fleet and the addition of new vehicles to the fleet.

**6. ALTERNATIVE SUPPLIERS.** Each On Site Store may be serviced by a NAPA Owned Store or a NAPA Jobber. CUSTOMER acknowledges that whether it will be serviced by a NAPA Owned Store or a NAPA Jobber will be determined by NAPA, in its sole discretion, and that if CUSTOMER is to be serviced by a NAPA Jobber, then such NAPA Jobber must evidence its desire to abide by the terms of this Agreement by entering into an Assignment in the form of Exhibit A hereto.

**7. PAYMENT TERMS/PRICING.** NAPA shall invoice the CUSTOMER for all Inventory purchased pursuant to this Agreement on a monthly basis according to the pricing plan below. CUSTOMER agrees to pay the entire amount of all statements received from NAPA by the 25<sup>th</sup> day of the month following receipt of any such statement. If CUSTOMER has not paid the entire amount of all statements received from NAPA within 10 days of the 25<sup>th</sup> day of the month following receipt of such invoice, CUSTOMER shall be put on COD until such amount is paid in full. No prompt pay discount is available under this Agreement.

There are three pricing options available to CUSTOMER. Those pricing options are Pricing Option #1 (Management Fee), Pricing Option #2a (10% Gross Profit on Products/Monthly Operating Expenses), and Pricing Option #2b (Higher Gross Profit on Products/No Monthly Operating Expenses). The pricing option for *this* Agreement must be indicated by CUSTOMER initials, below.

### **PRICING OPTION #1 (MANAGEMENT FEE)**

**CUSTOMER INITIALS:** \_\_\_\_\_

The overall objective of CUSTOMER's pricing plan is for: (i) NAPA to provide Products in accordance with the Pricing Plan Summary set forth below, (ii) NAPA to provide Outside Services in accordance with the Pricing Plan Summary set forth below, (iii) reimbursement by CUSTOMER of each On Site Store's operating expenses, and (iv) payment by CUSTOMER of the Management Fee (as defined below). By billing CUSTOMER for these four categories, NAPA's On Site Store(s) will achieve its target ten percent (10%) net profit for the Agreement (the "Net Profit Target"). These categories are defined as follows:

- (a) **Product Price.** The pricing of the Products to be supplied to CUSTOMER by NAPA pursuant to this Agreement shall be divided into: 1) "**NAPA Product Price**," which is the pricing of NAPA branded or NAPA cataloged supplier manufactured products; and 2) "**Non-NAPA Product Price**," which is the pricing of products which have not been manufactured by NAPA suppliers or do not exist in NAPA's proprietary catalog system but which have been acquired for CUSTOMER by NAPA pursuant to this Agreement. The pricing of NAPA Product and Non-NAPA Product shall be billed in accordance with the Pricing Plan Summary defined below.
- (b) **Outside Services Price.** Outside Services are those services not traditionally performed by NAPA. The pricing of Outside Services shall be billed in accordance with the Pricing Plan Summary defined below.
- (c) **Operational Expenses.** Any and all costs and expenses associated with the operation of the On Site Store(s), including, but not limited to, vehicle gas and maintenance costs, salary and benefits payable to NAPA employees at the On Site Store(s), worker's compensation benefits and insurance, unemployment insurance, personal property insurance for the On Site Store(s) and Inventory, any deductible for losses covered under the personal property, automobile liability, or general liability insurance policies of NAPA, all equipment supplied by NAPA, Corporate Allocation Expenses (as defined below), inventory investment expense, obsolescence expense, pension funding costs, accounting fees, general office expenses,

and shared service expenses. An example of a profit and loss statement reflecting such costs and expenses is attached hereto as Exhibit B. CUSTOMER acknowledges and agrees that the costs and expenses reflected on the profit and loss statement set forth on Exhibit B are subject to change based on actual monthly costs, expenses or Corporate Allocation Expenses incurred relative to the operation of the On Site Store(s). To achieve economies of scale, NAPA utilizes certain headquarter and corporate personnel to assist in the performance of this Agreement. As a result, each On Site Store location is charged certain corporate allocation expenses for various line items shown on Exhibit B (“Corporate Allocation Expenses”) which are calculated as a percentage of total Product sales for each month. As such, there is not a supportive invoice for such expenses other than a monthly allocation rate statement. These Corporate Allocation Expenses allow NAPA to have fewer employees performing routine general administrative tasks such as paper work and filing at the On Site Store(s), allowing NAPA counter personnel to focus more attention on serving the On-Site Store operations, and maximizing on-site cost efficiency.

- (d) **Management Fee.** CUSTOMER shall be billed a Management Fee (as defined below) on a monthly basis in accordance with the terms below.

**PRICING PLAN SUMMARY**

|                        |   |
|------------------------|---|
| NAPA Product Price     | Billed to CUSTOMER at the Current NAPA Jobber Acquisition Cost  |
| Non-NAPA Product Price | Billed to CUSTOMER at NAPA’s current product acquisition cost   |
| Outside Services Price | Billed to CUSTOMER at NAPA’s cost   |
| Operational Expenses   | Billed to CUSTOMER in accordance with Section 7(c) above.   |
| Management Fee         | Billed to CUSTOMER in accordance with the terms below   |
| Net Profit Target      | 10% net profit for the NAPA On Site Store(s) after Products, Outside Services, Operational Expenses, and Management Fee are billed to CUSTOMER. |

NAPA Product shall be billed to CUSTOMER at the Current NAPA Jobber Acquisition Cost. Non-NAPA Product shall be billed to CUSTOMER at NAPA’s current product

acquisition cost, and Outside Services shall be billed to CUSTOMER at NAPA's cost. CUSTOMER is solely responsible for improper or inappropriate instructions by CUSTOMER's employees to NAPA regarding NAPA's purchases of nontraditional parts or services, unless CUSTOMER provided prior written notice to NAPA of parts or services that may not be procured by NAPA in relation to this Agreement. Operational Expenses will be charged to CUSTOMER in accordance with Section 7(c) above, with all such charges for Operational Expenses to be included in CUSTOMER's monthly billing statement. CUSTOMER will be billed at the end of each month for Operational Expenses on an "in arrears" basis.

CUSTOMER shall pay to NAPA on a monthly basis a management fee equal to ten percent (10%) of the Total Monthly Net Sales (as defined below) during the preceding month (the "Management Fee"). For purposes hereof, "Total Monthly Net Sales" means the total dollar amount of all Products (both NAPA and Non-NAPA) and Outside Services sold to the CUSTOMER during the preceding month at the prices set forth in the pricing plan summary above less purchase returns.

CUSTOMER and NAPA mutually agree that CUSTOMER'S maximum annual payment obligation for all Products, Outside Services, Operational Expenses and Management Fees billed to CUSTOMER pursuant to this Section 7 shall be set at \$\_\_\_\_\_ per annum; and CUSTOMER has encumbered such amount to cover this potential liability. The parties agree to mutually work together to adjust the amount if such amount must be increased during the term of the contract. **CUSTOMER INITIALS** \_\_\_\_\_

**PRICING OPTION #2a (10% GROSS PROFIT ON PRODUCTS / MONTHLY OPERATING EXPENSES)**

**CUSTOMER INITIALS:** \_\_\_\_\_

The overall objective of CUSTOMER's pricing plan is for NAPA to provide Products in accordance with the agreed upon Pricing Plan Summary set forth below and reimbursement by CUSTOMER of each On Site Store's operating expenses. By billing CUSTOMER for these two categories, NAPA's On Site Store(s) will achieve its target ten percent (10%) net profit for the Agreement (the "Net Profit Target"). These categories are defined as follows:

- (a) **Product Price.** The pricing of the Products to be supplied to CUSTOMER by NAPA pursuant to this Agreement shall be divided into: 1) "**NAPA Product Price**," which is the pricing of NAPA branded or NAPA cataloged supplier manufactured products; and 2) "**Non-NAPA Product Price**," which is the pricing of products which have not been manufactured by NAPA suppliers or do not exist in NAPA's proprietary catalog system but which have been acquired for CUSTOMER by NAPA pursuant to this Agreement. The pricing of NAPA Product and Non-

NAPA Product shall be billed in accordance with the Pricing Plan Summary defined below.

- (b) **Operational Expenses.** Any and all costs and expenses associated with the operation of the On Site Store(s), including, but not limited to, vehicle gas and maintenance costs, salary and benefits payable to NAPA employees at the On Site Store(s), worker’s compensation benefits and insurance, unemployment insurance, personal property insurance for the On Site Store(s) and Inventory, any deductible for losses covered under the personal property, automobile liability, or general liability insurance policies of NAPA, all equipment supplied by NAPA, Corporate Allocation Expenses (as defined below), inventory investment expense, obsolescence expense, pension funding costs, accounting fees, general office expenses, and shared service expenses. An example of a profit and loss statement reflecting such costs and expenses is attached hereto as Exhibit B. CUSTOMER acknowledges and agrees that the costs and expenses reflected on the profit and loss statement set forth on Exhibit B are subject to change based on actual monthly costs, expenses or Corporate Allocation Expenses incurred relative to the operation of the On Site Store(s). To achieve economies of scale, NAPA utilizes certain headquarter and corporate personnel to assist in the performance of this Agreement. As a result, each On Site Store location is charged certain corporate allocation expenses for various line items shown on Exhibit B (“Corporate Allocation Expenses”) which are calculated as a percentage of total Product sales for each month. As such, there is not a supportive invoice for such expenses other than a monthly allocation rate statement. These Corporate Allocation Expenses allow NAPA to have fewer employees performing routine general administrative tasks such as paper work and filing at the On Site Store(s), allowing NAPA counter personnel to focus more attention on serving the On-Site Store operations, and maximizing on-site cost efficiency.

**PRICING PLAN SUMMARY**

|                        |   |
|------------------------|---|
| NAPA Product Price     | Billed to CUSTOMER at a 10% gross profit rate<br>(The formula for NAPA Product Price for CUSTOMER is the Current NAPA Jobber Acquisition Cost divided by .90) This formula will achieve the gross profit rate set forth above. Example: Current NAPA Jobber Acquisition Cost is \$1.00. CUSTOMER’s price would be $\$1.00/.90=\$1.11$ |
| Non-NAPA Product Price | Billed to CUSTOMER at a 10% gross profit rate<br>(The formula for Non-NAPA Product Price for CUSTOMER is NAPA’s current product acquisition cost divided by .90) This formula will achieve the gross profit rate set forth above. Example: current product acquisition  |

|                      |  |
|----------------------|--|
|                      | cost is \$1.00. CUSTOMER's price would be \$1.00/.90=\$1.11  |
| Operational Expenses | Billed to CUSTOMER in accordance with Section 7(b) above.  |
| Net Profit Target    | 10% net profit for the NAPA On Site Store(s) after Products and Operational Expenses are billed to CUSTOMER. |

Both NAPA Product and Non-NAPA Product shall be set by NAPA to yield a gross profit of ten percent (10%). Operational Expenses will be charged to CUSTOMER in accordance with Section 7(b) above, with all such charges for Operational Expenses to be included in CUSTOMER's monthly billing statement. CUSTOMER will be billed at the end of each month for Operational Expenses on an "in arrears" basis.

CUSTOMER and NAPA mutually agree that CUSTOMER'S maximum annual payment obligation for all Products and Operational Expenses billed to CUSTOMER pursuant to this Section 7 shall be set at \$\_\_\_\_\_ per annum; and CUSTOMER has encumbered such amount to cover this potential liability. The parties agree to mutually work together to adjust the amount if such amount must be increased during the term of the contract. **CUSTOMER INITIALS** \_\_\_\_\_

In addition, NAPA may use any sub-contractor for the procurement of "outside" services (i.e., those services not traditionally performed by NAPA), and CUSTOMER will be billed an additional charge for any such purchases so as to yield NAPA a ten percent (10%) gross profit on such purchases. CUSTOMER must provide pre-approval in writing of such outside service purchases. CUSTOMER is solely responsible for improper or inappropriate instructions by CUSTOMER's employees to NAPA regarding NAPA's purchases of nontraditional parts or services, unless CUSTOMER provided prior written notice to NAPA of parts or services that may not be procured by NAPA in relation to this Agreement.

**PRICING OPTION #2b (HIGHER GROSS PROFIT ON PRODUCTS / NO MONTHLY OPERATING EXPENSES)**

**CUSTOMER INITIALS:** \_\_\_\_\_

The overall objective of CUSTOMER's pricing plan is for NAPA to provide Products in accordance with the agreed upon Pricing Plan Summary set forth below. By billing CUSTOMER for the Products, NAPA's On Site Store(s) will achieve its target ten percent (10%) net profit for the Agreement (the "Net Profit Target"). CUSTOMER's pricing plan is comprised of the following elements:

- (a) **Product Price.** The pricing of the Products to be supplied to CUSTOMER by NAPA pursuant to this Agreement shall be divided into: 1) “**NAPA Product Price**,” which is the pricing of NAPA branded or NAPA cataloged supplier manufactured products; and 2) “**Non-NAPA Product Price**,” which is the pricing of products which have not been manufactured by NAPA suppliers or do not exist in NAPA’s proprietary catalog system but which have been acquired for CUSTOMER by NAPA pursuant to this Agreement. The pricing of NAPA Product and Non-NAPA Product shall be billed in accordance with the Pricing Plan Summary defined below.
- (b) **Operational Expenses.** Any and all costs and expenses associated with the operation of the On Site Store(s), including, but not limited to, vehicle gas and maintenance costs, salary and benefits payable to NAPA employees at the On Site Store(s), worker’s compensation benefits and insurance, unemployment insurance, personal property insurance for the On Site Store(s) and Inventory, any deductible for losses covered under the personal property, automobile liability, or general liability insurance policies of NAPA, all equipment supplied by NAPA, Corporate Allocation Expenses (as defined below), inventory investment expense, obsolescence expense, pension funding costs, accounting fees, general office expenses, and shared service expenses. An example of a profit and loss statement reflecting such costs and expenses is attached hereto as Exhibit B. CUSTOMER acknowledges and agrees that the costs and expenses reflected on the profit and loss statement set forth on Exhibit B are subject to change based on actual monthly costs, expenses or Corporate Allocation Expenses incurred relative to the operation of the On Site Store(s). To achieve economies of scale, NAPA utilizes certain headquarter and corporate personnel to assist in the performance of this Agreement. As a result, each On Site Store location is charged certain corporate allocation expenses for various line items shown on Exhibit B (“Corporate Allocation Expenses”) which are calculated as a percentage of total Product sales for each month. As such, there is not a supportive invoice for such expenses other than a monthly allocation rate statement. These Corporate Allocation Expenses allow NAPA to have fewer employees performing routine general administrative tasks such as paper work and filing at the On Site Store(s), allowing NAPA counter personnel to focus more attention on serving the On-Site Store operations, and maximizing on-site cost efficiency.

**PRICING PLAN SUMMARY**

|                        |  |
|------------------------|--|
| NAPA Product Price     | Billed to CUSTOMER on a “9074 NAPA Pricing Profile”  |
| Non-NAPA Product Price | Billed to CUSTOMER at a 25% gross profit rate<br>(The formula for Non-NAPA Product Price for |

|                      |   |
|----------------------|---|
|                      | CUSTOMER is NAPA's current product acquisition cost divided by .75) This formula will achieve the gross profit rate set forth above. Example: current product acquisition cost is \$1.00. CUSTOMER's price would be \$1.00/.75=\$1.33 |
| Operational Expenses | Paid entirely by NAPA   |
| Net Profit Target    | Amounts will be refunded or charged based on the failure or achievement of an overall 10% net profit for the previous month.  |

NAPA Product shall be billed to CUSTOMER based on a "9074 NAPA Pricing Profile" which has been provided to CUSTOMER in connection with this Agreement. Non-NAPA Product shall be billed by NAPA to yield a gross profit of twenty-five percent (25%). All Operational Expenses shall be borne by NAPA.

Sales at each On Site Store location will be reviewed after the first ninety (90) days of operation and on a month by month basis thereafter to ensure a ten percent (10%) net profit for NAPA. If monthly sales at each On Site Store, independently as opposed to in the aggregate, are producing more than a ten percent (10%) net profit for NAPA, NAPA will pay to CUSTOMER, via a refund check, the overage. Conversely, if NAPA's net profit for the preceding month is less than ten percent (10%), NAPA will bill CUSTOMER for the deficiency.

CUSTOMER and NAPA mutually agree that CUSTOMER'S maximum annual payment obligation for Products billed to CUSTOMER pursuant to this Section 7 shall be set at \$\_\_\_\_\_ per annum; and CUSTOMER has encumbered such amount to cover this potential liability. The parties agree to mutually work together to adjust the amount if such amount must be increased during the term of the contract.

**CUSTOMER INITIALS \_\_\_\_\_**

In addition, NAPA may use any sub-contractor for the procurement of "outside" services (i.e., those services not traditionally performed by NAPA), and CUSTOMER will be billed an additional charge for any such purchases so as to yield NAPA a twenty-five percent (25%) gross profit on such purchases. CUSTOMER must provide pre-approval in writing for such outside service purchases. CUSTOMER is solely responsible for improper or inappropriate instructions by CUSTOMER's employees to NAPA regarding NAPA's purchases of nontraditional parts or services, unless CUSTOMER provided prior written notice to NAPA of parts or services that may not be procured by NAPA in relation to this Agreement.

**8. INSURANCE.**

(a) CUSTOMER shall maintain during the term of this Agreement workers' compensation insurance for its employees and general liability insurance covering its

property. NAPA acknowledges that CUSTOMER may elect to self-insure such obligations.

(b) NAPA shall maintain during the term of this Agreement workers' compensation insurance coverage for its employees located at the On Site Store(s) in amounts required by law. In addition, NAPA shall maintain personal property insurance during the term of this Agreement in an amount sufficient to cover any loss or damage to the Inventory and any other personal property owned by NAPA that is located at the On Site Store(s).

**9. NO LIENS.** CUSTOMER warrants that it shall take no action, including but not limited to the granting of a security interest, or fail to take any action, which would operate or does operate in any way to encumber the Inventory of NAPA located in the On Site Store(s).

**10. PERSONNEL.** NAPA and CUSTOMER shall attempt in good faith to mutually agree upon the identity of the persons that will be selected to staff the On Site Store(s). In the event that CUSTOMER for any reason wishes to remove or replace any of the NAPA personnel in the On Site Store(s), the parties will attempt to resolve CUSTOMER's request by mutual agreement.

**11. WARRANTY/LIABILITY DISCLAIMER.** All Products supplied pursuant to this Agreement are subject to the terms of written warranties provided by the manufacturer of each Product, and NAPA shall use reasonable commercial efforts to assist the CUSTOMER in processing all warranty claims that the CUSTOMER may have against a manufacturer. The manufacturer's warranty will be the sole and exclusive remedy of the CUSTOMER in connection with any claims concerning the Products supplied to CUSTOMER pursuant to this Agreement. ALL OTHER WARRANTIES, BOTH EXPRESS AND IMPLIED, INCLUDING ANY IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, ARE HEREBY EXCLUDED. Copies of the manufacturers' warranties are available to CUSTOMER upon request.

For suppliers (or categories of suppliers) of Non-NAPA Products that CUSTOMER instructs NAPA to utilize or consider for future purchases, NAPA is under no obligation to (and NAPA disclaims all liability in connection with) investigate product quality, management, ownership, reputation, certifications, qualifications, price competitiveness, or any other related characteristics of the products, individuals or entities at issue.

**12. TERMINATION FOR CAUSE.** This Agreement may be terminated immediately, unless otherwise stated in this Section 12, by either party for cause:

(a) In the event that the other party fails or refuses to pay any amounts due under this Agreement and such failure continues for ten (10) days;

(b) In the event that the other party fails or refuses to perform any other obligation required under this Agreement, and such failure or refusal continues for thirty (30) days after written notice thereof; or

(c) In the event that the other party files any bankruptcy petition, has any bankruptcy petition filed against it, makes any assignment of its assets for the benefit of creditors, or admits in writing its inability to pay its debts as they become due.

**13. EFFECT OF TERMINATION.** Immediately upon termination, expiration, or non-renewal of this Agreement for any reason:

(a) All duties, responsibilities and other obligations of each party hereunder shall terminate, except for the payment of any amounts due and owing to NAPA at the time of termination, expiration, or non-renewal.

(b) Each party shall immediately return to the other party all equipment, software, books, records, tools and any other personal property owned by the other party that are in such party's possession. CUSTOMER shall allow NAPA full and unrestricted access to enter into the On Site Store(s) and immediately remove all equipment and other items of personal property owned by NAPA without being deemed guilty of trespass or any other violation of the law. All inventory records, sales history, sales analysis and all other information generated by NAPA under this Agreement will be returned to CUSTOMER.

Nothing contained in this Section shall be deemed a waiver of, or in any other manner impair or prejudice, any other legal rights that either party may have against the other party for any breach of this Agreement. The provisions and obligations of Sections 9, 11, 13, 14, 15, 16, and 22 shall survive the termination, expiration, or non-renewal of this Agreement for any reason.

**14. BUY-BACK OF INVENTORY.** Upon termination, expiration, or non-renewal of this Agreement, NAPA shall have the option to require CUSTOMER to purchase all non-NAPA Inventory owned by NAPA and located in each On Site Store at NAPA's On Site Store's current product acquisition cost, and CUSTOMER shall have the option to purchase all NAPA Inventory, owned by NAPA and located in each On Site Store at the Current NAPA Jobber Acquisition Cost. Upon CUSTOMER's request, NAPA shall provide CUSTOMER with a listing of all NAPA and non-NAPA Inventory owned by NAPA and located in the On Site Store(s).

**CUSTOMER INITIALS:** \_\_\_\_\_

**15. INDEMNIFICATION.** NAPA shall be responsible for and shall indemnify and hold CUSTOMER harmless from and against all damages, claims or demands that may, during the term of this Agreement, arise or be occasioned by the negligent or intentional acts of NAPA or NAPA's employees.

**16. NOTICES.** Whenever any notice, demand or request is required or permitted hereunder, such notice, demand or request shall be hand-delivered in person or sent by overnight mail through a reputable service, or by certified mail, return receipt requested, to the addresses set forth below:

As to NAPA:                   2999 Wildwood Parkway  
Atlanta, GA 30339  
Attn: General Counsel

As to CUSTOMER:           City of Spokane  
Department of Fleet Services  
915 N. Nelson Street  
Spokane, WA 99202  
Attn: Richard Giddings

Each such notice shall be deemed delivered (i) on the date of receipt if delivered by hand or overnight courier service or (ii) on the date three (3) business days after depositing with the United States Postal Service if mailed by registered or certified mail. Either party may change its address specified for this notice by giving the other party at least ten (10) days written notice in accordance with this Section 16.

**17. FORCE MAJEURE / DAMAGE OF PREMISES.**

(a) Whenever performance by either party of any of their respective obligations (other than the obligation to make payment of money due hereunder) is substantially prevented by reason of any act of God, other industrial or transportation disturbance, fire, floods, riots, acts of enemies, national emergencies, pandemics, or by any other cause not within the reasonable control of such party and not occasioned by its negligence, then such performance shall be excused and the performance of such obligations under this Agreement shall be suspended for the duration of such prevention and for a reasonable time thereafter; provided that the foregoing in this Section 17 shall not apply to obligations relating to the payment of money.

(b) NAPA may terminate this Agreement immediately in the event that the CUSTOMER's premises are damaged by any casualty, or such portion of the premises is condemned by any legally constituted authority, such as will make the CUSTOMER's premises unusable for the On Site Store(s) in the reasonable judgment of NAPA.

**18. SUCCESSORS AND ASSIGNS.** The provisions of this Agreement shall be binding upon and shall inure to the benefit of the parties hereto and their respective officers, directors, employees, successors and assigns. Notwithstanding the foregoing, the rights and obligations of either party to this Agreement may not be assigned without the prior written consent of the other party hereto, which consent shall not be unreasonably withheld.

19. **AMENDMENTS.** No amendment to this Agreement shall be binding on either party hereto unless such amendment is in writing and executed by both parties with the same formality as this Agreement is executed.

20. **NO WAIVER OF RIGHTS.** No failure of either party hereto to exercise any power given such party hereunder or to insist upon strict compliance by the other party to its obligations hereunder, and no custom or practice of the parties in variance with the terms hereof, shall constitute a waiver of either party's right to demand exact compliance with the terms hereof. Notwithstanding the same, only waivers made in writing shall be valid and enforceable.

21. **LIMITATIONS ON RIGHTS OF THIRD PARTIES.** All obligations of a party under this Agreement are imposed solely and exclusively for the benefit of the parties, and no other person shall, under any circumstances, be deemed to be a beneficiary of such obligations.

22. **LIMITATION OF LIABILITY.** WHILE NOT APPLICABLE TO BREACHES OF CONFIDENTIALITY PROVISIONS, THE PARTIES HEREBY DISCLAIM ANY CONSEQUENTIAL, INCIDENTAL, INDIRECT, EXEMPLARY, PUNITIVE, OR SPECIAL DAMAGES IN ANY WAY RELATED TO THIS AGREEMENT, THEIR OTHER BUSINESS RELATIONSHIPS, OR THE TRANSACTIONS CONTEMPLATED HEREIN.

23. **INDEPENDENT CONTRACTOR.** The parties hereto are independent contractors. Nothing in this Agreement shall create or shall be deemed to create any fiduciary relationship or the relationship of principal and agent, partnership, joint venturers or any other similar or representative relationship between the parties hereto.

24. **CHOICE OF LAW.** This Agreement shall be construed and interpreted under the laws of the State of Washington.

25. **COUNTERPARTS.** This Agreement may be executed in one or more counterparts and each counterpart shall, for all purposes, be deemed an original, but all such counterparts shall together constitute but one and the same instrument.

26. **SECTION HEADINGS.** Section titles or captions contained herein are inserted only as a matter of convenience for reference and in no way define, limit, extend, or describe the scope hereof or the intent of any provision hereof.

27. **SEVERABILITY.** In the event any part of this Agreement shall be finally determined by a court of law to be illegal or unenforceable for any reason, then that illegal or unenforceable part shall be severed from the Agreement, and the remaining terms shall continue in full force and effect.

28. **ENTIRE AGREEMENT.** This Agreement constitutes the entire agreement of the parties hereto and no prior representation, inducement, promise or

agreement, oral or written, between the parties not embodied herein shall be of any force and effect.

**[Signatures Appear on Next Page]**

**IN WITNESS WHEREOF**, the parties hereto cause their hands and seals to be affixed by their duly-authorized representatives effective as of the date and year first above written.

GENUINE PARTS COMPANY

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

CITY OF SPOKANE, WASHINGTON

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

**EXHIBIT A**  
**ASSIGNMENT**

See attached.

**ASSIGNMENT**

FOR GOOD AND VALUABLE CONSIDERATION, the receipt and sufficiency of which are hereby acknowledged, GENUINE PARTS COMPANY, a Georgia corporation (hereinafter “Assignor”), hereby assigns, transfers, sets over and delivers to [JOBBER], a \_\_\_\_\_ (hereinafter “Assignee”), all of Assignor’s rights, obligations and interest, including any options to renew or extend the contract term, in those certain location(s) as set forth below, as governed by the Integrated Supply Agreement dated \_\_\_\_\_ by and between Genuine Parts Company and \_\_\_\_\_ [CUSTOMER] (the “Integrated Supply Agreement”).

Location(s): \_\_\_\_\_

Assignee hereby accepts the assignment of the Integrated Supply Agreement, agrees to provide the services and perform all other obligations required to be performed by “NAPA” in said Integrated Supply Agreement at the times and in the manner set forth in said Integrated Supply Agreement, and shall be bound by all other terms, covenants and conditions of said Integrated Supply Agreement with regard to the location(s) set forth above, all with the same force and effect as if Assignee were originally named as “NAPA” therein.

[CUSTOMER] hereby consents to the above assignment of the Integrated Supply Agreement on the terms set forth herein and hereby agrees to release and discharge Assignor from any further obligation or liability under the Integrated Supply Agreement and to look solely to Assignee as the responsible party under the Integrated Supply Agreement for all liabilities or obligations arising from and after the effective date of this assignment.

The parties hereto agree that the assignment as set forth herein shall be effective as of 12:01 a.m. on \_\_\_\_\_.

[Signatures appear on following page]

**IN WITNESS WHEREOF**, the undersigned have set their hands this \_\_\_\_ day of \_\_\_\_, 20\_\_\_\_.

ASSIGNOR:

ASSIGNEE:

GENUINE PARTS COMPANY

\_\_\_\_ [JOBBER]

By: \_\_\_\_\_

By: \_\_\_\_\_

Name: \_\_\_\_\_

Name: \_\_\_\_\_

Its: \_\_\_\_\_

Its: \_\_\_\_\_

Agreed and acknowledged:

\_\_\_\_ [CUSTOMER]

By: \_\_\_\_\_

Name: \_\_\_\_\_

Its: \_\_\_\_\_

**EXHIBIT B**

**SAMPLE PROFIT AND LOSS STATEMENT**

See attached.

**EXHIBIT C**

**SOURCEWELL CONTRACT**

A copy of the Sourcewell Contract can be found at: <https://www.sourcewell-mn.gov/cooperative-purchasing/110520-gpc>.

4.13

20 min

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4.13 - TRAC and Cannon Shelter Discussion

*Perkins, Johnnie*

Discussion and updates from The Salvation Army and ReVive.

| For Discussion

4.14

5 min

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## 4.14 - Housing Navigators Contract

*Cerecedes, Jennifer*

Request permission to distribute Department of Commerce ROW funding to the Housing Navigators

| For Discussion

### **Attachments**

[Briefing Paper Template 3.6.23 Navigators.docx](#)

## Committee Agenda Sheet

### Public Safety & Community Health Committee

|   |   |
|---|---|
| <b>Submitting Department</b>  | CHHS  |
| <b>Contact Name</b>   | Jenn Cerecedes/ Kim McCollim  |
| <b>Contact Email &amp; Phone</b>  | 509-625-6055  |
| <b>Council Sponsor(s)</b>   | Stratton and Beggs  |
| <b>Select Agenda Item Type</b>  | <input checked="" type="checkbox"/> Consent <input checked="" type="checkbox"/> Discussion    Time Requested: 15  |
| <b>Agenda Item Name</b>   | ROW Housing Navigators  |
| <b>Summary (Background)</b><br><br>*use the Fiscal Impact box below for relevant financial information  | <p>The Department of Commerce has provided \$506,625 to the Housing Navigators to manage landlord outreach and engagement strategies, develop private market rental housing provider partnerships and relationships to quickly identify appropriate permanent housing vacancies, administer incentive fund payments that lower barriers to permanent housing accessibility, coordinate showings and inspections with homelessness service providers, coordinate and administer financial assistance with providers for essential needs and move-in costs, administer rental and utility assistance payments to landlords, and provide accurate data reporting to successfully and rapidly provide permanent housing units that accommodate the needs and preferences of approximately 30 unsheltered individuals who are certified as being displaced from the Washington State Department of Transportation's Right of Way, commonly referred to as Camp Hope.</p> <p>This is a reduction from the original contract as \$150,000 will be pulled and go to Empire Health Foundation for supportive services. The City will not manage the Empire Health Foundation Contract.</p> |
| <b>Proposed Council Action</b>  | Please approve disbursement of this funding   |
| <b>Fiscal Impact</b><br>Total Cost: <a href="#">Click or tap here to enter text.</a><br>Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A<br><br>Funding Source <input checked="" type="checkbox"/> One-time <input type="checkbox"/> Recurring<br>Specify funding source: <a href="#">Click or tap here to enter text.</a><br><br>Expense Occurrence <input checked="" type="checkbox"/> One-time <input type="checkbox"/> Recurring<br><br>Other budget impacts: (revenue generating, match requirements, etc.) |   |
| <b>Operations Impacts (If N/A, please give a brief description as to why)</b>   |   |
| What impacts would the proposal have on historically excluded communities?<br>This program will serve any homeless residents of Camp Hope who were initially assessed.  |   |
| How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities? Empire Health Foundation will be doing the case management and data entry into CMIS for this project.  |   |

How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution? CMIS

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others? Aligns with the 5 year plan to end homelessness and the HUD consolidated plan.

## 5 - Consent Items

# 5.1

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## 5.1 - DVITC Grant SBO

*Thompson, Sarah*

Administrative Office of the Courts – Additional DVITC Grant SBO

| For Information

### **Attachments**

[Briefing Paper DVITC Grant Additional Award.docx](#)

[DVITC Grants SBO Additional Award.docx](#)

## Committee Agenda Sheet

### Public Safety & Community Health Committee

|                                  |   |
|----------------------------------|---|
| <b>Submitting Department</b>     | Spokane Municipal Court   |
| <b>Contact Name</b>              | Sarah Thompson  |
| <b>Contact Email &amp; Phone</b> | <a href="mailto:sthompson@spokanecity.org">sthompson@spokanecity.org</a> , 309-6948   |
| <b>Council Sponsor(s)</b>        | CP Beggs  |
| <b>Select Agenda Item Type</b>   | <input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion    Time Requested:  |
| <b>Agenda Item Name</b>          | Administrative Office of the Courts – Additional DVITC Grant SBO  |
| <b>Summary (Background)</b>      | <p><b>Domestic Violence Intervention Therapeutic Court Grant</b></p> <p>On January 23, 2023, the SBO for the Domestic Violence Intervention Therapeutic Court (DVITC) program was approved. The Administrative Office of the Courts (AOC) offered additional funding to support the DVITC program.</p> <p style="text-align: center;"><b><u>Office Space</u></b></p> <p>Community Justice Services has exhausted the current footprint of the leased space of the Public Safety Building (PSB) located at 1100 W. Mallon, Spokane, WA 99260. The PSB is owned by Spokane County and all space within the complex is regularly argued over by multiple jurisdictions including Municipal Court, Spokane County District Court, Spokane County Superior Court, including both the Spokane County Sheriff Office and City of Spokane Police Department. Community Justice Services (CJS) is currently expanding services and programs offered to the Spokane community including services in the Pretrial Services Unit, Electronic Monitoring Unit, and Therapeutic Court Unit. To meet the needs of the Therapeutic Court Unit additional space was determined necessary and was successfully found at Monroe Court located at 901 North Monroe Street, Ste. 356, Spokane, WA, 99260. The lease opportunity at Monroe Court provides the necessary footprint and service capabilities for the Domestic Violence Intervention Therapeutic Court Community Justice Counselors for the duration of the pilot and program. The 1,397 square foot office space is a turnkey location being leased at the rate of \$54,147.84 for two years.</p> <p style="text-align: center;"><b><u>Training</u></b></p> <p>We will send all members of the Domestic Violence Intervention Therapeutic Team to the National Adult Drug Court Professionals annual Rise Conference on June 26<sup>th</sup>-29<sup>th</sup>, 2023. With registration, hotel, rental, airfare and per diem we expect the total cost to be \$2,500 per person for a total of \$32,500. Our current agreements allot for \$12,000 to be used for training. An additional \$14,500 was approved for this training.</p> <p>We will send the Therapeutic Court Coordinator to the Practitioner Training March 27<sup>th</sup>-March 30<sup>th</sup>, 2023, and with registration, hotel, rental, airfare, and per diem we expect the total cost to be \$2,500.</p> |

We will send one of the DVITC Judges to the Practitioner Training November 27<sup>th</sup>-December 1<sup>st</sup>, 2023, and with registration, hotel, rental, airfare, and per diem we expect the total cost to be \$2,500.

#### **Computer Software**

We will have a designated IT staff person fulltime for up to 5 months to work through our new software to create the modules and reports needed for DVITC. This will significantly increase our ability to track and provide data. The approved amount is \$25,000 for IT support.

#### **Housing**

We will provide funding assistance for housing. All sober living homes have move in costs and charge monthly rates. We would like to assist with the first 3 months of transitional living for participants engaged in treatment services to allow them to focus on rebuilding their lives without the burden of seeking immediate employment to cover housing costs. This removes the barrier of placing employment over the program. The approved amount is \$50,000 for housing.

#### **Incentives**

We will provide incentives to the DVITC participants for meeting program milestones and other personal events such as maintaining sobriety, completing assessments and treatment, obtaining, and maintaining employment, furthering education, and other events. Better outcomes are achieved in Therapeutic Courts with the use of incentives such as gift cards, sobriety tokens, journals, items with words of affirmation, snacks, etc. The approved amount is \$5,000 for incentives.

#### **Basic Needs**

We will support the participants and victims with basic needs. The DVITC program will not only focus on the perpetrator (participant) but also on the intimate partner/family. The program is projected to offer services to the participant and intimate partner/family.

Basic needs for the participant may include weather appropriate clothing, food, hygiene items, haircut, and laundry services. The anticipated amount for participant basic needs is \$5,000.

Basic needs for the victim(s) may include weather appropriate clothing, food, hygiene items, laundry services, child needs (formula, diapers, blankets, car seat, etc.), hotel voucher, cell phones, etc. The anticipated amount for victim basic needs is \$10,000.

#### **Transportation**

We will support transportation services such as bus passes, Uber rides, taxicab vouchers. The approved amount is \$10,000 for transportation services.

#### **Prosocial Activities**

We would like to partner with the YMCA to provide gym memberships on a sponsorship basis at a reduced cost to the participant/court. As part of a treatment court, participants are required to complete

prosocial activities each week. Often funding prohibits participants from seeking activities that have a financial component. The approved amount is \$5,000 for prosocial activities.

The AOC funding award includes an increase to the following:

- Community Justice Counselors Grant Award:

|  |              |
|--|--------------|
| Personnel Salaries & Benefits            | \$25,000     |
| Staff Equipment & Training               | \$19,500     |
| Treatment Services/Compliance Monitoring | No change    |
| Other Participant Services*              | \$139,147.84 |
| Total Increase in award:                 | \$183,647.84 |

**Proposed Council Action**      Approve SBO – March 20, 2023

**Fiscal Impact**  
 Total Cost: \$898,465.84 (\$183,647.84-additional award and 714,818 previously approved)  
 Approved in current year budget?       Yes    No    N/A  
 Funding Source       One-time    Recurring  
 Specify funding source: AOC DVITC Grants  
 Expense Occurrence       One-time    Recurring  
 Other budget impacts: (revenue generating, match requirements, etc.)

**Operations Impacts** (If N/A, please give a brief description as to why)

What impacts would the proposal have on historically excluded communities?

The Spokane Municipal Court and each of the existing and future therapeutic courts does not control who comes into court but does control how individuals are treated when they come into court. The Court prides itself in working toward the highest level of accessible justice ensuring an equitable, open, and fair service to the citizens and visitors of the City of Spokane. The inclusiveness of the court does not discriminate against race, age, gender, or socio-economic status. The Spokane Municipal Court includes several therapeutic courts such as the Spokane Municipal Community Court, which is a nationally recognized Mentor Court based upon the identified creative approaches to community partnership, openness to all, and provision of services.

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?

The Domestic Violence Intervention Therapeutic Court will utilize data metrics that will provide regular analysis of the effectiveness and inclusion of community members to ensure racial inequities do not present. If data analysis presents some limitation to access to the DVITC or any bias against race, age,

gender, or socio-economic status, the court may address the data and alternative methodology of services with the multi-disciplinary court team.

How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?

The Domestic Violence Intervention Therapeutic Court will utilize data metrics that will provide regular analysis of the effectiveness and inclusion of community members to ensure racial inequities do not present. If data analysis presents some limitation to access to the DVITC or any bias against race, age, gender, or socio-economic status, the court may address the data and alternative methodology of services with the multi-disciplinary court team.

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

The development and implementation of a Domestic Violence Intervention Therapeutic Court, funding to provide necessary treatment and reduce criminogenic needs and barriers is a critical element of the City's criminal justice reform efforts.

ORDINANCE NO \_\_\_\_\_

An ordinance amending Ordinance No. C36345, passed by the City Council December 12, 2022, and entitled, "An ordinance adopting the Annual Budget of the City of Spokane for 2023, making appropriations in the various funds of the City of Spokane government for the year ending December 31, 2023, and providing it shall take effect immediately upon passage," and declaring an emergency.

WHEREAS, subsequent to the adoption of the 2023 budget Ordinance No. C36345, as above entitled, and which passed the City Council December 12, 2022, it is necessary to make changes in the appropriations of the Miscellaneous Grants Fund, which changes could not have been anticipated or known at the time of making such budget ordinance; and

WHEREAS, this ordinance has been on file in the City Clerk's Office for five days; - Now, Therefore,

The City of Spokane does ordain:

Section 1. That in the budget of the Miscellaneous Grants Fund and the budget annexed thereto with reference to the Fund, the following changes be made:

- 1) Increase revenue by \$183,648.
  - A) Of the increased revenue, \$183,648 is provided by the Administrative Office of the Courts for the Domestic Violence Intervention Therapeutic Court.
- 2) Increase appropriation by \$183,648.
  - A) Of the increased appropriation, \$25,000 is provided solely for personnel salaries and benefits.
  - B) Of the increased appropriation, \$19,500 is provided solely for staff equipment and training.
  - C) Of the increased appropriation, \$139,148 is provided solely for other participant services.

Section 2. It is, therefore, by the City Council declared that an urgency and emergency exists for making the changes set forth herein, such urgency and emergency arising from the need to accept the Administrative Office of the Courts additional DVITC grant, and because of such need, an urgency and emergency exists for the passage of this ordinance, and also, because the same makes an appropriation, it shall take effect and be in force immediately upon its passage.

Passed the City Council \_\_\_\_\_

\_\_\_\_\_  
Council President

Attest: \_\_\_\_\_  
City Clerk

Approved as to form: \_\_\_\_\_  
Assistant City Attorney

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Date

\_\_\_\_\_  
Effective Date

## 5.2

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### 5.2 - Comprehensive Capital Plan Update

*Schaeffer, Brian*

Update on SFD's Capital Facilities Plan Study managed by the consultant, Integrus Architecture.

| For Information

#### **Attachments**

[Briefing Paper - 2023 Capital Plan Update.pdf](#)

## Committee Agenda Sheet

### Public Safety & Community Health Committee

|   |  |
|---|--|
| <b>Submitting Department</b>  | Fire   |
| <b>Contact Name</b>   | Brian Schaefer   |
| <b>Contact Email &amp; Phone</b>  | <a href="mailto:bschaeffer@spokanefire.org">bschaeffer@spokanefire.org</a> 509-625-7001  |
| <b>Council Sponsor(s)</b>   | Carthcart  |
| <b>Select Agenda Item Type</b>  | <input type="checkbox"/> Consent <input checked="" type="checkbox"/> Discussion    Time Requested: 0   |
| <b>Agenda Item Name</b>   | Comprehensive Capital Plan Update  |
| <b>Summary (Background)</b><br><br>*use the Fiscal Impact box below for relevant financial information  | Initial background and data collection has begun the Capital Facilities Plan managed by Integrus. The documents attached contain the update and details gathered by the consultant thus far. |
| <b>Proposed Council Action</b>  | Information only   |
| <b>Fiscal Impact</b>  |  |
| Total Cost  |  |
| Approved in current year budget? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A  |  |
| Funding Source <input type="checkbox"/> One-time <input type="checkbox"/> Recurring   |  |
| Specify funding source: Fire/EMS budget   |  |
| Expense Occurrence <input type="checkbox"/> One-time <input type="checkbox"/> Recurring   |  |
| Other budget impacts: (revenue generating, match requirements, etc.)  |  |
| <b>Operations Impacts (If N/A, please give a brief description as to why)</b>   |  |
| What impacts would the proposal have on historically excluded communities?<br>N/A Update Only   |  |
| How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?<br>N/A Update Only |  |
| How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?<br>N/A Update Only  |  |
| Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others? N/A Update Only                |  |

## Progress

- Kickoff meeting with key stakeholders held January 16, 2023 at the SFD Training Center. See attached for meeting minutes and attendance log.
- Subconsultants under contract.
- Integrus/TCA internal progress meetings.
- Initial data received from SFD.
- Darkhorse Analytics hired (provides data analysis tools specific to the Emergency Services industry. Their platform assists emergency service providers to review and test strategic decisions and processes that will impact service response times to better understand implications of various options).

## Under Development

- Apparatus and Staffing Matrix.
- Remaining SFD data gathering.
- Darkhorse data gathering - Darkhorse will be working with Brian Harris (TCA) and the SFD to collect and validate data.
- Needs Analysis framework.

## Next Steps

- Inventory Report and Analysis of Existing Capital Facilities
- Establish digital file share for team
- Stakeholder Interviews -at Integrus's offices.
- Phase 2 – Define Future Facility Needs and Budget.
  - Project Schedule.
  - Coverage Standard and Strategy (Darkhorse informed).
  - Facility Needs.
  - Itemized Costs and Improvements Budget.
- Phase 3 – Final Capital Facilities Plan.
  - Draft development.
  - Stakeholder Presentations.
  - Bond Considerations and Realistic Costs.
  - Alternative Funding Sources.
  - Adoption Process.
  - Final Capital Facilities Plan Deliverable.

## MEETING MINUTES

TO: The File

FROM: Preston Potratz, AIA, NCARB  
Principal, Integrus Architecture

DATE: January 17, 2023

SUBJECT: Minutes of the Meeting  
Held January 16, 2023  
Spokane Fire Department Capital Facilities Plan  
Integrus Project No. 22266.01

117 S. Main St., Suite 100  
Seattle, WA 98104  
206.628.3137 | office  
206.628.3138 | fax

10 S. Cedar Street  
Spokane, WA 99201  
PO Box 1482 (99210)  
50.838.8681 | office  
509.838.2194 | fax

Parties In Attendance:  
See attached list.

The following is a record of the author's understanding of comments made and direction given. Written clarifications or corrections should be directed to Integrus Architecture within seven days of the date of publication of these minutes.

This was the initial kickoff meeting to introduce the Integrus / TCA team to the city stakeholder group. The primary goal was to document the stakeholders' goals and concerns for this project; to outline the process for developing the plan; and to define roles and lines of communication. The meeting agenda and attendance log is attached to these minutes.

- I. After team introductions and a brief presentation by TCA to outline process, we asked each stakeholder present to share their goal for this plan and their biggest concern right now.
- A. Randy Marier, Local 29 President
    1. Meet NFPA 1710 for coverage and deployment of fire services throughout the city.
    2. Need a stable plan.
  - B. Lee McNamee, Local 29 Vice President
    1. Meet NFPA 1710.
    2. Expressed concern about the status of Station 6 and the need to address it in a short time frame. Station 6 is currently located on property not owned by the city.
    3. Expressed concern about lack of fire department coverage in other areas of the city – mentioned the Eagle Ridge area specifically.
  - C. Sue Raymond, SFD Admin Manager
    1. Indicated that her role is to support communications and scheduling for SFD.
    2. A goal is scheduling efficiency.

TCA  
6211 Roosevelt Way NE  
Seattle, WA 98115  
206.522.2830 | office

- D. Lance Dahl, Division Chief – Fire Prevention
  - 1. Mentioned needing decent access to / from Highway 195 – this is also near the Eagle Ridge area that Lee brought up.
  - 2. Expressed concern questioning if Stations 7 & 15 are in the best locations to provide service.
  - 3. Concerned with compliance issues with the 2021 codes (scheduled to be adopted July 1).
  - 4. Noted future-proofing as a goal.
  
- E. David Stockdill, Division Chief – Logs
  - 1. Expressed concerns over maintenance and upkeep of current facilities.
  - 2. The prototypical stations completed in the late '80s – early '90s just had significant HVAC replacements completed in the last year.
  - 3. Wants to see a plan that provides a recommended sequence for replacements or upgrades.
  - 4. Goal is to, “Do the right things, while doing things right.”
  
- F. Matt Boston, City Council Budget
  - 1. Plan should consider staffing and utilizing the best operational approach.
  - 2. Plan must provide “the science to explain the decisions.”
  - 3. Maintain an open and constant line of communication with city council.
  - 4. Need options to consider what is affordable and need to realize the “ideal model” may not be affordable.
  
- G. Brian Schaeffer, Fire Chief
  - 1. Reiterated the need for communication with council on a monthly basis.
  - 2. Process transparency is a focus.
  - 3. Need a science-based plan to take to the CFO and politicians.
  - 4. Station safety is a big concern.
    - a. Mentioned lack of fire safety systems in the stations themselves.
    - b. Concerned with toxic substances that the fire staff come into contact with and how best to manage this in the apparatus as well as the stations. Feels that they have good plans in place now but are hampered by their dated facilities and lack of space to properly manage decontamination.
  - 5. Need to provide monthly reports to the Public Safety Committee.
  
- H. Kevin Schmitt, Accounting
  - 1. Stop the “bandaid” approach.
  - 2. Need a financial roadmap.
  - 3. Develop a plan that outlines realistic costs and phasing.
  
- I. Tonya Wallace, CFO
  - 1. We lack a 20-year plan.
  - 2. This plan should be included in the city comprehensive plan.
  - 3. Plan should identify current deficiencies and growth needs separately.
    - a. Provide information that could be used to assess growth impact fees.

4. Will need to be able to explain the plan to the taxpayers and data is the best way to do this.

J. Other conversations included

1. Plan should outline the service and economic impacts of doing nothing.
2. Schedule should target a rough draft by July/August 2023 with a final report by end of '23. David Stockdill cautioned against rushing the plan noting "plan slow to move fast."
3. Station 6 – a new lease was just signed with the property owners through Dec. '25.
4. SFD uses Power BI (a Microsoft product) to maintain and track real-time data.
5. Future meetings will be held at Integrus' offices when feasible to limit distractions to the FD staff. The following interview groups were discussed:
  - a. Admin
  - b. Logistics
  - c. Operations
  - d. Training
  - e. Politicians
6. Chief noted the pandemic taught us fire stations are not community centers they are operationally focused facilities. Noted stations currently lack hardening CCTV security.
7. Communications with the Chief should also be copied to Randy Marier.

II. Next Steps

Data Collection (Chief noted IFO reports are on their website).

\\integrus.local\data\production\projects\civic\2022\22266.01 - spokane fire dept capital facilities plan\doc\4-1 meeting minutes (design phases)\minutes 1-16-22 pp.docx

Attachments: Parties In Attendance List

Routing:

|                |              |
|----------------|--------------|
| Sue Raymond,   | Spokane Fire |
| Brian Harris,  | TCA          |
| Forest Hooker, | TCA          |
| Bob Estlund,   | Integrus     |
| Steven Clark,  | Integrus     |

City of Spokane Capital Facilities Plan  
Integrus Project No. 22266.01

Kickoff

DATE: January 16, 2023

PLACE: SFD Training Center, Classroom A

PARTIES IN ATTENDANCE:

| NAME   | REPRESENTING                          | E-MAIL                      | INITIAL |
|--|---------------------------------------|-----------------------------|---------|
| Brian Schaeffer, Fire Chief                  | Fire Department – Command Staff       | bschaeffer@spokanecity.org  | BFS     |
| Tom Williams, Assistant Chief                | Fire Department – Command Staff       | tmwilliams@spokanecity.org  |         |
| Julie O'Berg, Deputy Chief Ops               | Fire Department – Command Staff       | joberg@spokanecity.org      |         |
| Rex Strickland, Deputy Chief Training        | Fire Department – Command Staff       | rstrickland@spokanecity.org |         |
| Sue Raymond, Admin Manager                   | Fire Department – Command Staff       | sraymon@spokanecity.org     | SR      |
| David Stockdill, Division Chief – Logs       | Fire Department – Primary Stakeholder | dstockdill@spokanecity.org  | DS      |
| Lance Dahl, Division Chief – Fire Prevention | Fire Department – Primary Stakeholder | idahl@spokanecity.org       | LD      |
| Randy Marler, Local 29 President             | Fire Department – Primary Stakeholder | presidentiaffl29@gmail.com  | RM      |
| Lee McNamee, Local 29 Vice President         | Fire Department – Primary Stakeholder | vicepresiaffl29@gmail.com   | RL      |
| Dan Renner, Local 29 Chief's Union           | Fire Department – Primary Stakeholder | drenner@spokanecity.org     |         |
| Matt Boston, Council Budget                  | City of Spokane Stakeholder           | mboston@spokanecity.org     | MB      |
| Mike Carthcart, Council Public Safety Chair  | City of Spokane Stakeholder           | mcathcart@spokanecity.org   |         |
| Johnnie Perkins, City Administrator          | City of Spokane Stakeholder           | jperkins@spokanecity.org    |         |
| Collin Tracy, Mayor Policy Advisor           | City of Spokane Stakeholder           | ctracy@spokanecity.org      |         |
| Tonya Wallace, CFO                           | City of Spokane Stakeholder           | twallace@spokanecity.org    | TW      |
| Preston Potratz, Principal                   | Integrus Architecture                 | ppotratz@integrusarch.com   |         |
| Bob Estlund, Project Manager                 | Integrus Architecture                 | bestlund@integrusarch.com   |         |
| Brian Harris, Principal                      | TCA                                   | brian@tca-inc.com           | BH      |
| Forest Hooker, Principal PM                  | TCA                                   | forest@tca-inc.com          | FH      |

Kevin Schmitt, Accounting  
document3

kschmitt@spokanecity.org KS

## AGENDA

City of Spokane Capital Facilities Plan  
Integrus Project No. 22266.01  
SFD Training Center  
Classroom A  
January 16, 2023  
10:00am – 12:00pm

### DISCUSSION ITEMS

1. Today's Purpose
2. Introductions
3. Coming Together Exercise
  - a. Goals
  - b. Concerns
  - c. Risks
  - d. Opportunities
4. Schedule
5. Scope Overview
  - a. Phase 1: Inventory & Needs Analysis (Baseline of current situation)
  - b. Phase 2: Future Needs Defined
  - c. Phase 3: Final Capital Facilities Plan (Recommendations, Timeline, Funding)
6. PHASE 1: Inventory & Needs Analysis (Baseline of current situation)
  - a. Phase 1A: Baseline Condition- Facilities
    - i. Detailed inventory existing capital facilities
    - ii. Detailed analysis of existing capital facilities
      1. Existing programmatic accommodations
      2. Physical condition
      3. Systems
      4. Code and standards compliance
      5. Maintenance
  - b. Phase 1B: Baseline Deployment
    - i. Personnel
    - ii. Apparatus
    - iii. Neighboring Jurisdictions- Automatic and Mutual Aid
  - c. Phase 1C: Baseline response
    - i. All incidents
    - ii. Incidents by type
    - iii. Travel time

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509.838.2194 | fax

TCA  
6211 Roosevelt Way NE  
Seattle, WA 98115  
206.522.2830 | office

7. PHASE 2: Future Facility Needs Defined
  - a. Phase 2A
    - i. Planning horizon
    - ii. Operational change
    - iii. Long-term facility needs
      1. Renovation, replacement, new
      2. Support facilities
    - iv. Gap analysis
    - v. Test-to-fits
    - vi. Pricing and alternatives
    - vii. Alternatives
  - b. Phase 2B: Service Projections
    - i. Growth and Population
    - ii. Demographics
    - iii. Incident Forecasting
    - iv. Conclusions and findings
8. PHASE 3: Final Capital Facilities Plan
  - a. Phase 3
    - i. Final capital facilities need overview
    - ii. Capital facility cost/Financial plan
    - iii. Master implementation schedule
    - iv. Funding
9. Protocols/Procedures
  - a. Communication– Points of Contact
  - b. Committees
  - c. Standing Meetings
  - d. Meeting Minutes / Format
10. Data Collection
  - a. As-built drawings
  - b. Studies
  - c. Maintenance schedule and records
  - d. Strategic plans
  - e. Other
11. Open Discussion

## NEXT STEPS

## HANDOUTS:

### Agenda

## 5.3

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### 5.3 - Intterra Software Renewal

*Childs, Brandon*

Renewal of the Intterra software contract that will enable first responders to receive information to make accurate decisions on incidents. Intterra contains everything needed to manage an all-risk incident. It connects to CAD, to the county through NIFC for large incident management and to the local DNR for fuels treatment.

| For Information

#### **Attachments**

[Briefing Paper - 2023 Intterra renewal.docx](#)

[23-025 Intterra LLC Renewal OPR 2020-0732.docx](#)

## Committee Agenda Sheet

### Public Safety & Community Health Committee

|   |   |
|---|---|
| <b>Submitting Department</b>  | Fire  |
| <b>Contact Name</b>   | Brandon Childs  |
| <b>Contact Email &amp; Phone</b>  | <a href="mailto:bchilds@spokanecity.org">bchilds@spokanecity.org</a> 625-7072   |
| <b>Council Sponsor(s)</b>   | Lori Kinnear and Breean Beggs   |
| <b>Select Agenda Item Type</b>  | <input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion    Time Requested:  |
| <b>Agenda Item Name</b>   | Intterra software renewal   |
| <b>Summary (Background)</b>   | <p>Knowledge is power and when seconds count, our firefighters need the most recent and revealing information available at their fingertips- before they arrive. Prior to the SFD implementing Intterra, the information was silo'ed, often in manilla folders or books and antiquated. Intterra amalgamates the information onto a standard platform that integrates with current programs within the City, County, Public Health and Federal/National Programs. Without this "heads-up" and planning tool, our field personnel run a higher risk of making poor decisions based on a lack of information (building characteristics, dangers, hazmat storage, etc.) and exposure to contagious diseases that can impact families, employees, and other patients.</p> <p>Estimated renewal costs are \$67,124.38, including sales tax.</p> <p>Intterra contains the City building fire pre-plan system, evac plans, event plans, and everything we need to manage an all-risk incident. Everyone from inspectors in Prevention, Battalion Chiefs in Ops, and Wildland Programs use it daily. Intterra connects us to CAD, to the Country through NIFC for large incident management, and to the local DNR for fuels treatments. The program was added to the SFD budget several years ago, however was removed in FY2023.</p> |
| <b>Proposed Council Action</b>  |   |
| <b>Fiscal Impact</b>  | <p>Total Cost: <u>\$67,124.38</u></p> <p>Approved in current year budget?    <input checked="" type="checkbox"/> Yes    <input type="checkbox"/> No    <input type="checkbox"/> N/A</p> <p>Funding Source    <input type="checkbox"/> One-time    <input checked="" type="checkbox"/> Recurring</p> <p>Specify funding source: Fire/EMS budget</p> <p>Expense Occurrence    <input type="checkbox"/> One-time    <input checked="" type="checkbox"/> Recurring</p> <p>Other budget impacts: (revenue generating, match requirements, etc.)</p>  |
| <b>Operations Impacts (If N/A, please give a brief description as to why)</b> |   |
|   | <p>What impacts would the proposal have on historically excluded communities?</p> <p>A significant correlation exists between vulnerable communities and the threat from fire, injury, assaults, and illness. Intterra helps us visualize the data and create Community Risk Reduction (CRR) techniques to prevent untoward impacts to our community</p> <p><a href="http://SpokaneFire.org/CommunityRiskAssessment">http://SpokaneFire.org/CommunityRiskAssessment</a>.</p>  |

How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?

Intterra collects and integrates data from several sources including Homeless Outreach and Census. Like the statement above, the knowledge gained allows us to concentrate very limited resources that exist in CRR to the most effective areas. <http://SpokaneFire.org/CommunityRiskAssessment>

How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?

Through regular daily use of the application, feedback collected from users and regional partners will ensure the application is performing to the expected standard.

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

SFD Strategic Plan Goal #7 Provide a high state of readiness of apparatus and equipment to ensure response to the needs of our customers in a safe and efficient manner.



**CITY OF SPOKANE**  
**FIRE DEPARTMENT**

**CONTRACT RENEWAL**

**Title: COVID DEPLOYMENT SOFTWARE  
AND IMPLEMENTATION**

This Contract Renewal is made and entered into by and between the **CITY OF SPOKANE FIRE DEPARTMENT** as (“City”), a Washington municipal corporation, and **INTTERRA, INC.**, whose address is 3740 Dacoro Lane, Suite 200, Castle Roc, Colorado 80109 as (“Company”), individually hereafter referenced as a “party”, and together as the “parties”.

*WHEREAS, the parties entered into a Contract wherein the Company agreed to provide COVID Deployment Software and Implementation; and*

*WHEREAS, the original Contract needs to be formally renewed by this written Contract Renewal Document.*

*NOW, THEREFORE, in consideration of these terms, the parties mutually agree as follows:*

**1. CONTRACT DOCUMENTS.**

The original Contract, dated October 5, 2020, any previous amendments, renewals and / or extensions / thereto, are incorporated by reference into this document as though written in full and shall remain in full force and effect except as provided herein.

**2. EFFECTIVE DATE.**

This Contract Renewal shall become effective on January 1, 2023 and shall run through December 31, 2023.

**3. COMPENSATION.**

The City shall pay an additional amount not to exceed **SIXTY ONE THOUSAND FIVE HUNDRED EIGHTY-TWO AND NO/100 DOLLARS (\$61,582.00)**, plus applicable tax, in accordance with Company’s Invoice No. 1108, attached as Attachment B, for everything furnished and done under this Contract Renewal. This is the maximum amount to be paid under this Renewal, and shall not be exceeded without the prior written authorization of the City, memorialized with the same formality as the original Contract and this Renewal document.

**4. DEBARMENT AND SUSPENSION.**

The Contractor has provided its certification that it is in compliance with and shall not contract with individuals or organizations which are debarred, suspended, or otherwise excluded from or

ineligible from participation in Federal Assistance Programs under Executive Order 12549 and “Debarment and Suspension”, codified at 29 CFR part 98.

IN WITNESS WHEREOF, in consideration of the terms, conditions and covenants contained, or attached and incorporated and made a part, the parties have executed this Contract Renewal by having legally-binding representatives affix their signatures below.

**INTTERRA, INC.**

**CITY OF SPOKANE FIRE DEPARTMENT**

By \_\_\_\_\_  
Signature                      Date

By \_\_\_\_\_  
Signature                      Date

\_\_\_\_\_  
Type or Print Name

\_\_\_\_\_  
Type or Print Name

\_\_\_\_\_  
Title

\_\_\_\_\_  
Title

Attest:

Approved as to form:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Assistant City Attorney

**Attachments that are part of this Agreement:**

- Attachment A – Certification Regarding Debarment
- Attachment B - Company’s Quote No. 1108

23-025

**ATTACHMENT A  
CERTIFICATION REGARDING DEBARMENT, SUSPENSION,  
INELIGIBILITY AND VOLUNTARY EXCLUSION**

1. The undersigned (i.e., signatory for the Subrecipient / Contractor / Consultant) certifies, to the best of its knowledge and belief, that it and its principals:
  - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
  - b. Have not within a three-year period preceding this contract been convicted or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, receiving stolen property, making false claims, or obstruction of justice;
  - c. Are not presently indicted or otherwise criminally or civilly charged by a government entity (federal, state, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and,
  - d. Have not within a three-year period preceding this contract had one or more public transactions (federal, state, or local) terminated for cause or default.
  
2. The undersigned agrees by signing this contract that it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction.
  
3. The undersigned further agrees by signing this contract that it will include the following clause, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions:

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions

1. The lower tier contractor certified, by signing this contract that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency.
  
  2. Where the lower tier contractor is unable to certify to any of the statements in this contract, such contractor shall attach an explanation to this contract.
4. I understand that a false statement of this certification may be grounds for termination of the contract.

|   |  |
|---|--|
| _____<br>Name of Subrecipient / Contractor / Consultant (Type or Print) | _____<br>Program Title (Type or Print) |
| _____<br>Name of Certifying Official (Type or Print)                    | _____<br>Signature                     |
| _____<br>Title of Certifying Official (Type or Print)                   | _____<br>Date (Type or Print)          |

**ATTACHMENT B**

## 5.4

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### 5.4 - MacKay Meters, Inc. Contract

**Garcia, Luis**

Council Sponsor: CP Beggs. Parking Services contract amendment with cost for MacKay Meters, Inc. (OPR 2021-0502)

| For Information

#### **Attachments**

[Public Safety and Community Health Briefing Paper MacKay Meters 3.6.2023.docx](#)

[Costs and Fees for 2023 \(Exhibit H\) Amendment FINAL.docx](#)

[Mackay Meters Amendment OPR 2021-0502 FINAL.docx](#)

## Committee Agenda Sheet

### Public Safety & Community Health Committee

|   |  |
|---|--|
| <b>Submitting Department</b>  | Parking Services   |
| <b>Contact Name</b>   | Luis Garcia  |
| <b>Contact Email &amp; Phone</b>  | <a href="mailto:lgarcia@spokanecity.org">lgarcia@spokanecity.org</a> , 509-625-6850  |
| <b>Council Sponsor(s)</b>   | Council President Beggs  |
| <b>Select Agenda Item Type</b>  | <input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion    Time Requested:   |
| <b>Agenda Item Name</b>   | Contract Amendment – Mackay Meters, Inc.   |
| <b>Summary (Background)</b><br><br>*use the Fiscal Impact box below for relevant financial information  | <p>Parking Services contract OPR 2021-0502 allowed Parking Services to purchase 126 single space and 400 dual space meters up to this point.</p> <p>This contract amendment with cost allows the City to purchase an additional 880 single and 205 dual space meters in addition to spares and meters needed due to attrition or damage. The amendment also adds items to the cost and fees document (exhibit H) that were not on the original contract but keeps all other costs and fees the same.</p> <p>Adding more meters to the Paid Parking Zone will save Parking Services a minimum of \$500,000 in cost savings from the purchase of more meters instead of kiosks.</p> <p>Parking Services will be placing meters in the central area of the City. Kiosks will go north of the Spokane River and south of I-90.</p> |
| <b>Proposed Council Action</b>  | March 20, 2023   |
| <b>Fiscal Impact</b><br>Total Cost: <u>\$1,850,000</u><br>Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A<br><br>Funding Source <input checked="" type="checkbox"/> One-time <input checked="" type="checkbox"/> Recurring<br>Specify funding source: SIP and 1460<br><br>Expense Occurrence <input checked="" type="checkbox"/> One-time <input checked="" type="checkbox"/> Recurring<br><br>Other budget impacts: (revenue generating, match requirements, etc.) Devices generate revenue since they accept payment for parking on-street. |  |
| <b>Operations Impacts</b><br>What impacts would the proposal have on historically excluded communities?<br><br>N/A  |  |
| How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities?<br><br>N/A - Parking does not collect data on race, ethnicity, gender, income level, etc.  |  |
| How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?   |  |

Parking Services follows the City's established procurement regulations. Parking records maintenance issues, customer complaints, and any errors in addition to asking for product enhancements working with the vendor.

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

This project implements recommendations from the 2019 Downtown Parking Study.

## Costs and Fees for Mackay Meters, Inc.

| Item                                       | Description  | Price       | Unit or Period |
|--|--|-------------|----------------|
| <b>1. Hardware</b>                         |  |             |                |
| mkBeacon                                   | New Single Space Parking Meter, EMV compliant, including dome and mechanism. MacKay offers EMV payment via Contactless payment. Quantity 1-799*  | \$470.00    | Each           |
|  | New Single Space Parking Meter, EMV compliant, including dome and mechanism. MacKay offers EMV payment via Contactless payment. Quantity 800 +*  | \$460.00    | Each           |
| mkBeacon 2Bay                              | New Dual Space Parking Meter, EMV compliant, including dome and mechanism. MacKay offers EMV payment via Contactless payment. Quantity 1-499*  | \$650.00    | Each           |
|  | New Dual Space Parking Meter, EMV compliant, including dome and mechanism. MacKay offers EMV payment via Contactless payment. Quantity 500 -2499*  | \$625.00    | Each           |
|  | New Dual Space Parking Meter, EMV compliant, including dome and mechanism. MacKay offers EMV payment via Contactless payment. Quantity 2500 +*   | \$605.00    | Each           |
|  | * The following items are included   |             |                |
|  | 1) Credit Card Processing / PCI Gateway Fee (per transaction),   |             |                |
|  | 2) Back Office/Management System Fee (Sentinel and mkAnalytics)  |             |                |
|  | 3) Training  |             |                |
|  | 4) Download parameters to mkBeacon to set up rate structure, etc.  |             |                |
|  | 5) Decals (initial to go on newly purchased device)  |             |                |
|  | 6) New lock combination as well as a number of corresponding keys.   |             |                |
|  | 7) One mkBeacon 4 channel Lithium-Ion Battery Charger  |             |                |
| Near-Field Communication (NFC) Card Reader | MacKay offers EMV (Europay, Mastercard, and Visa) payment via contactless card reader payment. Can be added at any time.   | \$100.00    | Each           |
| MKH4500 Vault                              | New Iron Housing comes with a closed coin can and key  | \$75.00     | Each           |
| Pole                                       | Cost for a new pole which goes under the mkBeacon or mkBeacon 2Bay   | \$75.00     | Each           |
| <b>2. Software</b>                         |  |             |                |
| mkBeacon                                   | Ongoing monthly fee for mkBeacon software (per device)   | \$6.00      | Each           |
| mkBeacon 2Bay                              | Ongoing monthly fee for mkBeacon 2Bay software (per device)  | \$10.00     | Each           |
| <b>3. Warranty</b>                         |  |             |                |
| mkBeacon or mkBeacon 2Bay                  | 1 Year Warranty (per device)   | Included    | Each           |
|  | 2 Year Warranty (per device)   | Included    | Each           |
|  | 3 Year Warranty (per device). Billed at time of purchase.  | \$40.00     | Each           |
|  | 4 Year Warranty (per device). Billed at time of purchase.  | \$80.00     | Each           |
|  | 5 Year Warranty (per device). Billed at time of purchase.  | \$120.00    | Each           |
| <b>4. Additional Costs</b>                 |  |             |                |
| Passport Payment Display                   | Fee to display Passport Pay by Phone payment transaction on mkBeacon or mkBeacon 2Bay  | \$.10       | Each           |
| Installation                               | Install mkBeacon or mkBeacon 2Bay parking meter at an existing location. Installation is on pre-prepared locations. No civil work is included. Pole preparation is responsibility of the City. Removal, hauling and recycling of existing single space meters is the responsibility of the City. | \$25.00     | Each           |
| Development                                | Cost to develop and set-up new interfaces and reports  | \$2,500.00  | Each           |
| System Integration                         | Cost to integrated with third party vendor (system)  | \$3,000.00  | Each           |
| Field Work and Programming                 | Cost for one (1) technician to do field work and programming (8-5)   | \$ 1,000.00 | Day            |
| Meter Bag                                  | Meter Bag with clear top for mkBeacon or mkBeacon 2Bay   | \$95.00     | Each           |
| Faceplate Decal                            | Purple, Blue and Green   | \$20.00     | Each           |
| Brow Decal                                 | Purple, Blue and Green (Single and Dual)   | \$5.00      | Each           |
| Disabled Parking Decal                     | Purple, Blue and Green   | \$5.00      | Each           |
| <b>5. Spare Parts or Items</b>             |  |             |                |
| 37MM0520100                                | mkBeacon - Rear Cover Assembly   | \$74.95     | Each           |
| 15MM0000000                                | mkBeacon MCB   | \$189.95    | Each           |
| 20GD0000025                                | Smart Coin Chute Assembly  | \$48.95     | Each           |
| 30MM0000100                                | 1x6 Front Panel Keypad w/ ribbon cable assembly  | \$99.95     | Each           |
| 30MM0000500                                | LCD Module - 128x64  | \$34.95     | Each           |
| 37MM0520300                                | mkBeacon Solar Top Cap Assembly  | \$34.95     | Each           |
| 15MM0520100                                | mkBeacon Cell Drawer Assembly  | \$209.95    | Each           |
| 15MM0520275                                | mkBeacon Card Reader Assembly  | \$74.95     | Each           |
| 30GD4000400                                | 6XA-3.6V Lithium-Ion Rechargeable Battery Pack   | \$29.95     | Each           |
| 37MM0000500                                | mkBeacon Vault Saddle (MKH4000)  | \$12.95     | Each           |
| 50MM0510100                                | mkBeacon Lock Assembly   | \$18.50     | Each           |
| UICCCREADER                                | Contactless Card Reader  | \$100.00    | Each           |
| Medeco                                     | MKH4000 Housing Electronic Lock (optional)   | \$140.00    | Each           |
| 70HH0001800                                | mkBeacon 4 channel Lithium-Ion Battery Charger   | \$550.00    | Each           |
| 37HS0520090                                | Extended Sealed Coin Can – “L” Series Lock – State Combination   | \$26.50     | Each           |
| 75CC0520000                                | Regular Collection Cart  | \$995.00    | Each           |
| 75CC0520040                                | Coin Can – Sealed Receptacle c   | \$359.75    | Each           |

|                           |   |          |      |
|---------------------------|---|----------|------|
| 75CC0520038               | Coin Can - Sealed Receptacle c/w Nylon Inner Sleeve | \$179.95 | Each |
| 75CC0000015               | Coin Can – Regular Can                              | \$275.00 | Each |
|                           | Maintenance Card                                    | \$5.00   | Each |
| 15MM0520101               | Radio – LTE Cell Drawer Assembly                    | \$250.00 | Each |
| <b>6. Shipping</b>        |   |          |      |
| mkBeacon or mkBeacon 2Bay | Cost to ship each single or dual space meter        | \$5.00   | Each |
| Iron Housing              | Cost to ship each iron housing                      | \$5.00   | Each |



**City of Spokane**  
**CONTRACT AMENDMENT**  
Title: **PAID PARKING EQUIPMENT**

This Contract Amendment is made and entered into by and between the **CITY OF SPOKANE** as ("City"), a Washington municipal corporation, and **MACKAY METERS, INC.**, whose address is 1342 Abercrombie Road, PO Box 338, New Glasgow, Nova Scotia, Canada B2H 5E3, as ("Company"), individually hereafter referenced as a "party", and together as the "parties".

*WHEREAS, the parties entered into a Contract wherein the Company agreed to provide Paid Parking Equipment – Single-Dual Space Meters; and*

*WHEREAS, additional meters with installation are needed and subsequently additional funds are required, thus, the original Contract needs to be formally amended by this written document; and*

*NOW, THEREFORE, in consideration of these terms, the parties mutually agree as follows:*

**1. CONTRACT DOCUMENTS.**

The Contract, dated October 7, 2021 and October 8, 2021, any previous amendments, addendums and / or extensions / renewals thereto, are incorporated by reference into this document as though written in full and shall remain in full force and effect except as provided herein.

**2. EFFECTIVE DATE.**

This Contract Amendment shall become effective on March 1, 2023.

**3. AMENDMENT.**

The original Contract is hereby amended as follows:

- The City will be adding 205 dual and 880 single meters in the Paid Parking Zone and is adding money to the contract for those devices and installation, in accordance with the amended Exhibit H – Costs and Fees; and
- The City is adding money for spares as well as damage and attrition; and

- The City is adding additional items to the cost and fees document that were not on the original contract but leaving all other costs and fees the same.

**4. COMPENSATION.**

The City shall pay an additional amount not to exceed **ONE MILLION EIGHT HUNDRED FIFTY THOUSAND AND NO/100 DOLLARS (\$1,850,000.00)**, plus applicable sales tax, for everything furnished and done under this Contract Amendment, in accordance with Exhibit H, attached hereto. This is the maximum amount to be paid under this Amendment, and shall not be exceeded without the prior written authorization of the City, memorialized with the same formality as the original Contract and this document.

IN WITNESS WHEREOF, in consideration of the terms, conditions and covenants contained, or attached and incorporated and made a part, the parties have executed this Contract Amendment by having legally-binding representatives affix their signatures below.

**MACKAY METERS, INC.**

**CITY OF SPOKANE**

By \_\_\_\_\_  
Signature Date

By \_\_\_\_\_  
Signature Date

\_\_\_\_\_  
Type or Print Name

\_\_\_\_\_  
Type or Print Name

\_\_\_\_\_  
Title

\_\_\_\_\_  
Title

Attest:

Approved as to form:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Assistant City Attorney

**Attachments:**

Amended Exhibit H – Costs and Fees

22-231a

## 5.5

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### 5.5 - Purchase Cisco Network Switches

*Ernst, Shawna*

Purchase from CompuNet – Cisco network switches

#### **Attachments**

[Cisco Network Switches SPD.pdf](#)

[Cisco Switches Briefing Paper.docx](#)

## ACI CCB Pod to PSB

Contract Information  
 WA, NASPO, AR3227 #05819

**Quote Information:**

**Quote #: JJW204745**

Version: 2  
 Quote Date: 02/09/2023  
 Expiration Date: 02/28/2023

**Prepared for:**

**City of Spokane**  
 Phillip Jenkins  
 (509) 625-6956  
 pjenkins@spokanecity.org

**Bill To:**

**City of Spokane**  
 IT Admin  
 808 W Spokane Falls Blvd  
 Spokane, WA 99201-3301  
 itadmin@spokanecity.org

**Ship To:**

**City of Spokane**  
 Phillip Jenkins  
 808 W Spokane Falls Blvd  
 Spokane, WA 99201-3301

N9K-C93180YC-FX - 35 day lead time

| Manufacturer Part Number | Product Details   | Qty | List Price  | Price       | Ext. Price  |
|--------------------------|---|-----|-------------|-------------|-------------|
| N9K-C93180YC-FX          | Nexus 9300 with 48p 1/10/25G, 6p 40/100G, MACsec  | 2   | \$30,437.78 | \$13,240.43 | \$26,480.86 |
| CON-SNT-N93YCFX          | 12 Months SNTC-8X5XNBD Nexus 9300 with 48p  | 2   | \$1,423.00  | \$1,166.86  | \$2,333.72  |
| MODE-ACI-LEAF            | Dummy PID for mode selection  | 2   | \$0.00      | \$0.00      | \$0.00      |
| NXK-AF-PE                | Dummy PID for Airflow Selection Port-side Exhaust   | 2   | \$0.00      | \$0.00      | \$0.00      |
| ACI-N9KDK9-15.2          | Nexus 9500 or 9300 ACI Base Software NX-OS Rel 15.2   | 2   | \$0.00      | \$0.00      | \$0.00      |
| NXK-ACC-KIT-1RU          | Nexus 3K/9K Fixed Accessory Kit, 1RU front and rear removal   | 2   | \$0.00      | \$0.00      | \$0.00      |
| NXA-PAC-500W-PE          | Nexus NEBs AC 500W PSU - Port Side Exhaust  | 4   | \$0.00      | \$0.00      | \$0.00      |
| CAB-9K12A-NA             | Power Cord, 125VAC 13A NEMA 5-15 Plug, North America  | 4   | \$0.00      | \$0.00      | \$0.00      |
| NXA-FAN-30CFM-F          | Nexus Fan, 30CFM, port side exhaust airflow   | 8   | \$0.00      | \$0.00      | \$0.00      |
| C1A1TN9300XF-5Y          | DCN Advantage Term N9300 XF, 5Y - Initial Term - 60.00 Months   Auto Renewal Term - 0 Months   Billing Model - Prepaid Term | 2   | \$28,221.00 | \$12,276.14 | \$24,552.28 |

### N9K-C93180YC-FX - 35 day lead time

| Manufacturer Part Number | Product Details   | Qty | List Price | Price            | Ext. Price         |
|--------------------------|---|-----|------------|------------------|--------------------|
| SVS-B-N9K-ADV-XF         | EMBEDDED SOLN SUPPORT SWSS FOR ACI NEXUS 9K - Initial Term - 60.00 Months   Auto Renewal Term - 0 Months   Billing Model - Prepaid Term | 2   | \$0.00     | \$0.00           | \$0.00             |
| SFP-10G-SR=              | 10GBASE-SR SFP Module   | 24  | \$1,220.52 | \$530.93         | \$12,742.32        |
|                          |   |     |            | <b>Subtotal:</b> | <b>\$66,109.18</b> |

### Cisco Learning Credits

| Manufacturer Part Number | Product Details        | Qty | List Price | Price            | Ext. Price    |
|--------------------------|------------------------|-----|------------|------------------|---------------|
| TRN-CLC-000              | Cisco learning credits | 3   | \$1,000.00 | \$0.00           | \$0.00        |
|                          |                        |     |            | <b>Subtotal:</b> | <b>\$0.00</b> |

### Shipping

| Product Description                                | Quantity | Price  | Ext. Price |
|--|----------|--------|------------|
| Ground Shipping To Be Determined, Billed As Actual | 1        | \$0.00 | \$0.00     |

### Quote Summary

| Description                        | Amount             |
|------------------------------------|--------------------|
| N9K-C93180YC-FX - 35 day lead time | \$66,109.18        |
| Cisco Learning Credits             | \$0.00             |
| <b>Total:</b>                      | <b>\$66,109.18</b> |

Taxes, shipping, handling and other fees may apply. We reserve the right to cancel any order arising from pricing or other errors. If Customer is purchasing a subscription-based product, Customer agrees to pay all charges for the complete term of the subscription. By signing below or issuing a Purchase Order, Customer agrees to CompuNet's standard terms and conditions, which can be reviewed [here](#), provided, that if Customer and CompuNet are parties to a currently effective Master Product Purchase and Services Agreement (MSA), the terms and conditions of such MSA shall control and shall supersede these standard terms and conditions. Your electronic signature, per the Electronic Signature Act, is considered equivalent to your signed and faxed signature, and allows you to accept and place your order. This Quote becomes binding and noncancelable upon Customer's return to CompuNet of acceptance. A copy of this acceptance and the attached proposal document will be sent to your email address to complete your order acceptance. You are NOT required to electronically sign your order, you may fax or email your signed proposal to your Account Executive.

### City of Spokane

Signature: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

PO Number: \_\_\_\_\_

## Committee Agenda Sheet

### Finance and Administration

|  |   |
|--|---|
| <b>Submitting Department</b>   | Spokane Police Department   |
| <b>Contact Name &amp; Phone</b>  | Shawna Ernst – 509-625-4106   |
| <b>Contact Email</b>   | sernst@spokanepolice.org  |
| <b>Council Sponsor(s)</b>  | CM Cathcart   |
| <b>Select Agenda Item Type</b>   | <input checked="" type="checkbox"/> Consent <input type="checkbox"/> Discussion    Time Requested:  |
| <b>Agenda Item Name</b>  | Purchase from CompuNet – Cisco network switches   |
| <b>Summary (Background)</b>  | Spokane Police Department requires network switches for the Dell PowerShare purchased in 2022. This purchase will allow for encrypted network communication from the Dell PowerShare to Detectives. The PowerShare is used to securely house digital forensic evidence. |
| <b>Proposed Council Action &amp; Date:</b>   | Approval on March 20 <sup>th</sup> , 2023.  |
| <b>Fiscal Impact:</b>  |   |
| Total Cost: \$66,109.18 in 2023, future replacement costs integrated into the ITSD replacement plan.   |   |
| Approved in current year budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A  |   |
| Funding Source <input checked="" type="checkbox"/> One-time <input type="checkbox"/> Recurring   |   |
| Specify funding source: SPD 2023 Capital Funds   |   |
| Expense Occurrence <input checked="" type="checkbox"/> One-time <input type="checkbox"/> Recurring   |   |
| Other budget impacts: (revenue generating, match requirements, etc.)   |   |
| <b>Operations Impacts</b>  |   |
| What impacts would the proposal have on historically excluded communities?   |   |
| N/A  |   |
| How will data be collected, analyzed, and reported concerning the effect of the program/policy by racial, ethnic, gender identity, national origin, income level, disability, sexual orientation, or other existing disparities? |   |
| N/A  |   |
| How will data be collected regarding the effectiveness of this program, policy or product to ensure it is the right solution?  |   |
| N/A  |   |

Describe how this proposal aligns with current City Policies, including the Comprehensive Plan, Sustainability Action Plan, Capital Improvement Program, Neighborhood Master Plans, Council Resolutions, and others?

N/A

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## 6 - Executive Session

Executive Session may be held or reconvened during any committee meeting.

7

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7 - Adjournment

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## 8 - Next Meeting

The next meeting of the Public Safety & Community Health Committee will be held at 1:15 p.m. on May 1, 2023.