

# Customer Management Report (Garden Grove) All Detection Types

01-Nov-2012 to 30-Nov-2012

Operator Id: %

|                                    | GG-BRCH-01 | GG-BROR-01 | GG-BRWE-01 | GG-BRWE-03 | GG-CHBR-01 | GG-HATR-01 | GG-MATR-01 | GG-TRBR-01 | GG-TRBR-03 | GG-TRHA-01 | GG-TRMA-01 | GG-VACH-01 | GG-VACH-03 | GG-VVLA-01 | TOTAL  |
|------------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------|
| <b>Total Processed Incidents</b>   | 132        | 173        | 114        | 108        | 11         | 57         | 65         | 9          | 28         | 63         | 39         | 35         | 45         | 213        | 1092   |
| <b>Less Uncontrollable Factors</b> |            |            |            |            |            |            |            |            |            |            |            |            |            |            |        |
| Obstruction                        | 1          | 0          | 2          | 0          | 1          | 2          | 0          | 2          | 1          | 3          | 12         | 0          | 0          | 5          | 29     |
| Driver Obstruction/Duckers         | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1      |
| Motor Cycle Helmet                 | 3          | 4          | 2          | 0          | 0          | 4          | 2          | 0          | 0          | 3          | 0          | 1          | 2          | 4          | 25     |
| Plate Obstruction                  | 0          | 2          | 6          | 1          | 0          | 1          | 0          | 0          | 0          | 2          | 0          | 1          | 0          | 2          | 15     |
| Vehicle Obstruction                | 4          | 5          | 1          | 3          | 0          | 2          | 0          | 0          | 0          | 3          | 4          | 5          | 1          | 14         | 42     |
| Driver Obstruction (PD)            | 1          | 6          | 5          | 2          | 1          | 4          | 3          | 0          | 1          | 1          | 2          | 0          | 1          | 6          | 33     |
| Driver Unidentifiable              | 0          | 1          | 3          | 3          | 0          | 0          | 1          | 0          | 1          | 1          | 1          | 0          | 1          | 1          | 16     |
| Emergency Vehicle Responding       | 0          | 0          | 0          | 0          | 0          | 0          | 2          | 0          | 1          | 0          | 0          | 0          | 1          | 0          | 4      |
| Gender Mismatch                    | 2          | 2          | 1          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 2          | 8      |
| Incorrect/incomplete DMV           | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1      |
| Invalid Offense                    | 0          | 0          | 1          | 1          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 4      |
| Multiple vehicles in frame         | 1          | 3          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 5      |
| On or Passed the Stop Bar (PD)     | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 1      |
| Police Discretion                  | 42         | 17         | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 112    |
| Safe Turn On Red                   | 0          | 0          | 0          | 1          | 0          | 0          | 1          | 0          | 1          | 3          | 0          | 0          | 0          | 1          | 7      |
| Sun Glare                          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1      |
| Weather Conditions                 | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1      |
| Policy/Weath Extended Vehicle      | 8          | 28         | 7          | 2          | 0          | 4          | 9          | 1          | 1          | 7          | 0          | 6          | 1          | 1          | 75     |
| er                                 | 0          | 0          | 2          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 3      |
| Two Vehicles in Beam               | 2          | 1          | 1          | 1          | 0          | 0          | 0          | 0          | 1          | 0          | 1          | 0          | 0          | 0          | 7      |
| Weather/Nature                     | 3          | 4          | 2          | 3          | 0          | 0          | 1          | 0          | 1          | 4          | 1          | 0          | 2          | 10         | 31     |
| Paper Plates                       | 67         | 76         | 34         | 17         | 6          | 19         | 20         | 3          | 8          | 27         | 23         | 14         | 9          | 100        | 423    |
| <b>Sub Total Violations</b>        | 65         | 97         | 80         | 91         | 5          | 38         | 45         | 6          | 20         | 36         | 16         | 21         | 36         | 113        | 669    |
| <b>Less in Progress</b>            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0      |
| <b>Available For Prosecution</b>   | 65         | 97         | 80         | 91         | 5          | 38         | 45         | 6          | 20         | 36         | 16         | 21         | 36         | 113        | 669    |
| <b>Less Rejects</b>                | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-06%      | 0-00%      | 0-00%      | 0-00%      | 1-00%  |
| Camera Face Camera Flash           | 0-00%      | 13-13%     | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-01%      | 14-02% |
| Malfunction Image Missing          | 0-00%      | 3-03%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 3-00%  |
| Misc Camera Issue                  | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-02%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-03%      | 0-00%      | 2-00%  |
| Plate Burn Out                     | 0-00%      | 0-00%      | 0-00%      | 1-01%      | 0-00%      | 1-03%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 2-00%  |
| Rear Plate Camera Blurry           | 0-00%      | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-00%  |
| Rear Plate No Flash                | 8-12%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-05%      | 0-00%      | 2-12%      | 2-10%      | 0-00%      | 0-00%      | 13-02% |
| Scene Image Flash Inappropriate    |            |            |            |            |            |            |            |            |            |            |            |            |            |            |        |

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|                       | GG-BRCH-01 | GG-BROR-01 | GG-BRWE-01 | GG-BRWE-03 | GG-CHBR-01 | GG-HATR-01 | GG-MATR-01 | GG-TRBR-01 | GG-TRBR-03 | GG-TRHA-01 | GG-TRMA-01 | GG-VACH-01 | GG-VACH-03 | GG-VVLA-01 | TOTAL   |
|-----------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|---------|
| Police                | 2-03%      | 22-23%     | 27-34%     | 4-04%      | 1-20%      | 0-00%      | 9-20%      | 2-33%      | 2-10%      | 6-22%      | 1-06%      | 3-14%      | 1-03%      | 5-04%      | 87-13%  |
| Rejects               | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 3-15%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-01%      | 4-01%   |
| Process Issues        | 1-02%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-03%      | 0-00%      | 2-00%   |
| Total                 | 11-17%     | 39-40%     | 27-34%     | 5-05%      | 1-20%      | 1-03%      | 10-22%     | 2-33%      | 6-30%      | 6-22%      | 4-25%      | 5-24%      | 3-08%      | 7-06%      | 129-19% |
| Approved Violations   | 54-83%     | 58-60%     | 53-66%     | 86-95%     | 4-80%      | 37-97%     | 35-78%     | 4-67%      | 14-70%     | 28-78%     | 12-75%     | 16-76%     | 33-92%     | 108-94%    | 540-81% |
| Total Notices Printed | 54-83%     | 58-60%     | 53-66%     | 86-95%     | 4-80%      | 37-97%     | 35-78%     | 4-67%      | 14-70%     | 28-78%     | 12-75%     | 16-76%     | 33-92%     | 108-94%    | 540-81% |

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|------------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------|
| <b>Total Processed Incidents</b>   | 175        | 167        | 115        | 112        | 10         | 191        | 71         | 8          | 23         | 120        | 51         | 29         | 84         | 256        | 1412   |
| <b>Less Uncontrollable Factors</b> |            |            |            |            |            |            |            |            |            |            |            |            |            |            |        |
| Obstruction                        | 1          | 3          | 2          | 5          | 0          | 15         | 2          | 2          | 1          | 2          | 14         | 0          | 1          | 4          | 62     |
| Motor Cycle Helmet                 | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1      |
| Plate Obstruction                  | 1          | 1          | 1          | 0          | 0          | 3          | 0          | 0          | 0          | 1          | 2          | 0          | 0          | 3          | 12     |
| Signal Obstruction                 | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1      |
| Vehicle Obstruction                | 3          | 0          | 2          | 0          | 0          | 1          | 0          | 0          | 1          | 0          | 1          | 0          | 0          | 0          | 8      |
| Police Rejects                     | 5          | 2          | 4          | 3          | 1          | 14         | 1          | 1          | 1          | 3          | 3          | 2          | 5          | 12         | 57     |
| Driver Unidentifiable              | 5          | 7          | 9          | 4          | 0          | 15         | 5          | 0          | 0          | 2          | 0          | 0          | 8          | 10         | 65     |
| Emergency Vehicle Responding       | 1          | 2          | 1          | 4          | 1          | 3          | 0          | 4          | 0          | 1          | 1          | 1          | 0          | 2          | 21     |
| Gender Mismatch                    | 0          | 0          | 1          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 3      |
| Incorrect/Incomplete DMV           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 2          | 2      |
| Invalid Offense                    | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 2      |
| Multiple vehicles in frame         | 0          | 0          | 3          | 0          | 0          | 2          | 1          | 0          | 0          | 0          | 0          | 1          | 2          | 1          | 10     |
| On or Passed the Stop Bar (PD)     | 0          | 0          | 0          | 0          | 0          | 2          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 3      |
| Plate Obstruction (PD)             | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1      |
| Safe Turn On Red                   | 55         | 22         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 5          | 0          | 0          | 0          | 78         | 160    |
| Sun Glare                          | 0          | 2          | 4          | 0          | 0          | 1          | 0          | 0          | 1          | 2          | 0          | 1          | 2          | 1          | 14     |
| Policy/Weather                     | 0          | 1          | 0          | 0          | 0          | 3          | 0          | 0          | 0          | 0          | 0          | 1          | 1          | 2          | 8      |
| Extended Vehicle                   | 1          | 25         | 5          | 0          | 2          | 7          | 11         | 0          | 4          | 18         | 0          | 2          | 0          | 1          | 76     |
| Weather/ature                      | 3          | 2          | 0          | 0          | 0          | 3          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 2          | 10     |
| Registration Issues                | 0          | 1          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 2      |
| Out of Country Plate               | 6          | 2          | 4          | 2          | 0          | 5          | 2          | 0          | 1          | 3          | 1          | 2          | 1          | 6          | 35     |
| Paper Plates                       | 82         | 70         | 37         | 18         | 5          | 76         | 24         | 7          | 9          | 37         | 23         | 10         | 20         | 125        | 543    |
| <b>Sub Total Violations</b>        | 93         | 97         | 78         | 94         | 5          | 115        | 47         | 1          | 14         | 83         | 28         | 19         | 64         | 131        | 869    |
| <b>Less in Progress</b>            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0      |
| <b>Available For Prosecution</b>   | 93         | 97         | 78         | 94         | 5          | 115        | 47         | 1          | 14         | 83         | 28         | 19         | 64         | 131        | 869    |
| <b>Less Rejects</b>                |            |            |            |            |            |            |            |            |            |            |            |            |            |            |        |
| Camera Malfunction                 | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 2-07%      | 0-00%      | 0-00%      | 0-00%      | 2-00%  |
| Face Camera No Flash               | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 2-02%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 2-00%  |
| Face Not in Frame                  | 0-00%      | 1-01%      | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-05%      | 0-00%      | 0-00%      | 3-00%  |
| Image Missing                      | 2-02%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-01%      | 4-00%  |
| Misc Camera Issue                  | 0-00%      | 0-00%      | 17-22%     | 1-01%      | 0-00%      | 1-01%      | 1-02%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-01%      | 21-02% |
| Plate Not in Frame                 | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-04%      | 0-00%      | 0-00%      | 0-00%      | 1-00%  |
| Rear Plate Flash Inappropriate     | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-00%  |
| Scene Image Flash Inappropriate    | 6-06%      | 0-00%      | 0-00%      | 3-03%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 3-11%      | 1-05%      | 0-00%      | 0-00%      | 13-01% |

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|--------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|---------|
| Scene Image No Flash     | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-00%   |
| Police                   | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 1-01%      | 2-00%   |
| Rejects                  | 5-05%      | 14-14%     | 12-15%     | 0-00%      | 1-20%      | 9-08%      | 1-02%      | 0-00%      | 0-00%      | 10-12%     | 1-04%      | 1-05%      | 0-00%      | 3-02%      | 57-07%  |
| Red-light not visible in | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-07%      | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 2-00%   |
| Process Issues           | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-00%   |
| Total                    | 15-16%     | 15-15%     | 30-38%     | 4-04%      | 1-20%      | 11-10%     | 2-04%      | 0-00%      | 1-07%      | 15-18%     | 7-25%      | 3-16%      | 0-00%      | 6-05%      | 110-13% |
| Approved Violations      | 78-84%     | 82-85%     | 48-62%     | 90-95%     | 4-80%      | 104-90%    | 45-96%     | 1-100%     | 13-93%     | 68-82%     | 21-75%     | 16-84%     | 64-100%    | 125-95%    | 759-87% |
| Total Notices Printed    | 78-84%     | 82-85%     | 48-62%     | 90-95%     | 4-80%      | 104-90%    | 45-96%     | 1-100%     | 13-93%     | 68-82%     | 21-75%     | 16-84%     | 64-100%    | 125-95%    | 759-87% |

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02-Jul-2012 to 31-Jul-2012

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|                                    | GG-BRCH-01 | GG-BROR-01 | GG-BRWE-01 | GG-BRWE-03 | GG-CHBR-01 | GG-HATR-01 | GG-MATR-01 | GG-TRBR-01 | GG-TRBR-03 | GG-TRHA-01 | GG-TRMA-01 | GG-VACH-01 | GG-VACH-03 | GG-VVLA-01 | TOTAL  |
|------------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------|
| <b>Total Processed Incidents</b>   | 178        | 230        | 143        | 105        | 14         | 127        | 80         | 3          | 31         | 154        | 53         | 77         | 64         | 342        | 1601   |
| <b>Less Uncontrollable Factors</b> |            |            |            |            |            |            |            |            |            |            |            |            |            |            |        |
| Obstruction                        | 3          | 3          | 1          | 1          | 0          | 11         | 1          | 0          | 2          | 3          | 10         | 0          | 1          | 7          | 43     |
| Motor Cycle Helmet                 | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1      |
| Plate Obstruction                  | 1          | 1          | 2          | 2          | 0          | 7          | 1          | 1          | 0          | 1          | 1          | 1          | 0          | 3          | 21     |
| Vehicle Obstruction                | 1          | 0          | 1          | 3          | 0          | 1          | 0          | 0          | 0          | 2          | 0          | 0          | 0          | 1          | 9      |
| Police                             | 5          | 4          | 4          | 7          | 1          | 16         | 1          | 0          | 1          | 5          | 5          | 4          | 0          | 17         | 70     |
| Reflects                           | 11         | 7          | 10         | 5          | 0          | 9          | 4          | 0          | 1          | 6          | 2          | 4          | 3          | 15         | 77     |
| Emergency Vehicle Responding       | 0          | 4          | 0          | 1          | 0          | 2          | 1          | 0          | 0          | 7          | 1          | 3          | 0          | 8          | 27     |
| Gender Mismatch                    | 0          | 2          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 3      |
| Incorrect/Incomplete DMV           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 1          | 2          | 4      |
| Invalid Offense                    | 2          | 2          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 1          | 2          | 0          | 0          | 4          | 12     |
| Multiple vehicles in frame         | 1          | 0          | 4          | 3          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 8      |
| On or Passed the Stop Bar (PD)     | 0          | 4          | 3          | 0          | 0          | 1          | 3          | 0          | 0          | 0          | 0          | 3          | 2          | 5          | 21     |
| Plate Obstruction (PD)             | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 1      |
| Police Discretion                  | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1      |
| Safe Turn On Red                   | 58         | 32         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 2          | 0          | 1          | 0          | 86         | 179    |
| Sun Glare                          | 3          | 4          | 5          | 2          | 2          | 3          | 4          | 0          | 2          | 4          | 0          | 4          | 3          | 6          | 42     |
| Policy/Weather                     | 1          | 0          | 0          | 0          | 0          | 3          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 2          | 7      |
| Extended Vehicle                   | 2          | 27         | 5          | 1          | 0          | 11         | 10         | 1          | 5          | 47         | 1          | 8          | 3          | 9          | 130    |
| Sun Glare                          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 1      |
| Out of Country Plate               | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 1      |
| Paper Plates                       | 8          | 12         | 3          | 1          | 1          | 4          | 4          | 0          | 1          | 6          | 3          | 2          | 3          | 13         | 61     |
| Wrong or No DMV                    | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 1      |
| <b>Total</b>                       | 96         | 102        | 38         | 27         | 6          | 68         | 29         | 2          | 13         | 86         | 25         | 31         | 17         | 179        | 719    |
| <b>Sub Total Violations</b>        | 82         | 128        | 105        | 78         | 8          | 59         | 51         | 1          | 18         | 68         | 28         | 46         | 47         | 163        | 882    |
| Less in Progress                   | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0      |
| <b>Available For Prosecution</b>   | 82         | 128        | 105        | 78         | 8          | 59         | 51         | 1          | 18         | 68         | 28         | 46         | 47         | 163        | 882    |
| <b>Less Rejects</b>                |            |            |            |            |            |            |            |            |            |            |            |            |            |            |        |
| Camera                             | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-04%      | 0-00%      | 0-00%      | 0-00%      | 1-00%  |
| Malfunction                        | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-00%  |
| Face Camera Focus Blurry           | 0-00%      | 0-00%      | 4-04%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-02%      | 1-01%      | 6-01%  |
| Face Not in Frame                  | 0-00%      | 0-00%      | 11-10%     | 0-00%      | 0-00%      | 0-00%      | 1-02%      | 0-00%      | 0-00%      | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 1-01%      | 14-02% |
| Misc Camera Issue                  | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-02%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-04%      | 0-00%      | 0-00%      | 1-01%      | 3-00%  |
| Plate Not in Frame                 | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-00%  |
| Rear Plate Camera Blurry           | 0-00%      | 0-00%      | 0-00%      | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-00%  |
| Rear Plate Flash Inappropriate     | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-02%      | 0-00%      | 0-00%      | 1-00%  |
| Scene Image Flash Inappropriate    | 2-02%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 2-00%  |

Generated By:  
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# Customer Management Report (Garden Grove) All Detection Types

02-Jul-2012 to 31-Jul-2012

Operator Id: %

|                          | GG-BRCH-01 | GG-BROR-01 | GG-BRWE-01 | GG-BRWE-03 | GG-CHBR-01 | GG-HATR-01 | GG-MATR-01 | GG-TRBR-01 | GG-TRBR-03 | GG-TRHA-01 | GG-TRMA-01 | GG-VACH-01 | GG-VACH-03 | GG-VVLA-01 | TOTAL   |
|--------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|---------|
| Police                   | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-00%   |
| Rejects                  | 10-12%     | 24-19%     | 9-09%      | 4-05%      | 3-38%      | 10-17%     | 8-10%      | 0-00%      | 2-11%      | 22-32%     | 1-04%      | 6-13%      | 5-11%      | 30-18%     | 134-15% |
| Red-light not visible in | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-00%   |
| Too Old                  | 0-00%      | 2-02%      | 2-02%      | 3-04%      | 0-00%      | 3-05%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-02%      | 1-01%      | 12-01%  |
| Issues                   | 13-16%     | 26-20%     | 26-25%     | 8-10%      | 3-38%      | 14-24%     | 9-18%      | 0-00%      | 2-11%      | 24-35%     | 3-11%      | 7-15%      | 8-17%      | 34-21%     | 177-20% |
| Total                    | 69-84%     | 102-80%    | 79-75%     | 70-90%     | 5-62%      | 45-76%     | 42-82%     | 1-100%     | 16-89%     | 44-66%     | 25-85%     | 39-85%     | 39-83%     | 129-79%    | 705-80% |
| Approved Violations      | 69-84%     | 102-80%    | 79-75%     | 70-90%     | 5-62%      | 45-76%     | 42-82%     | 1-100%     | 16-89%     | 44-66%     | 25-85%     | 39-85%     | 39-83%     | 129-79%    | 705-80% |
| Total Notices Printed    | 69-84%     | 102-80%    | 79-75%     | 70-90%     | 5-62%      | 45-76%     | 42-82%     | 1-100%     | 16-89%     | 44-66%     | 25-85%     | 39-85%     | 39-83%     | 129-79%    | 705-80% |

# Customer Management Report (Garden Grove) All Detection Types

01-Sep-2012 to 30-Sep-2012

Operator Id: %

|                                    | GG-BRCH-01 | GG-BROR-01 | GG-BRWE-01 | GG-BRWE-03 | GG-CHBR-01 | GG-HATR-01 | GG-MATR-01 | GG-TRBR-01 | GG-TRBR-03 | GG-TRHA-01 | GG-TRMA-01 | GG-VACH-01 | GG-VACH-03 | GG-VVLA-01 | TOTAL  |
|------------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------|
| <b>Total Processed Incidents</b>   | 124        | 193        | 122        | 121        | 9          | 199        | 88         | 10         | 29         | 64         | 56         | 36         | 78         | 292        | 1421   |
| <b>Less Uncontrollable Factors</b> |            |            |            |            |            |            |            |            |            |            |            |            |            |            |        |
| Obstruction                        | 0          | 1          | 3          | 2          | 0          | 15         | 0          | 0          | 0          | 0          | 9          | 0          | 0          | 4          | 34     |
| Plate Obstruction                  | 1          | 2          | 2          | 3          | 0          | 6          | 2          | 0          | 1          | 0          | 2          | 0          | 3          | 3          | 25     |
| Signal Obstruction                 | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1      |
| Vehicle Obstruction                | 1          | 0          | 1          | 2          | 0          | 1          | 1          | 0          | 1          | 0          | 1          | 1          | 1          | 2          | 12     |
| Police Rejects                     | 3          | 4          | 1          | 1          | 1          | 18         | 1          | 1          | 2          | 2          | 4          | 2          | 2          | 11         | 53     |
| Driver Obstruction (PD)            | 8          | 6          | 2          | 2          | 0          | 10         | 2          | 0          | 1          | 1          | 2          | 0          | 2          | 6          | 42     |
| Driver Unidentifiable              | 2          | 2          | 1          | 1          | 0          | 0          | 2          | 0          | 1          | 1          | 0          | 2          | 1          | 1          | 14     |
| Emergency Vehicle Responding       | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 1          | 2      |
| Gender Mismatch                    | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 2      |
| Incorrect/Incomplete DMV           | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 2      |
| Invalid Offense                    | 2          | 2          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 2          | 7      |
| Multiple vehicles in frame         | 0          | 0          | 1          | 3          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 6      |
| On or Passed the Stop Bar (PD)     | 0          | 0          | 2          | 0          | 0          | 3          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 2          | 8      |
| Police Discretion                  | 0          | 0          | 1          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 2      |
| Safe Turn On Red                   | 26         | 15         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 68         | 109    |
| Sun Glare                          | 0          | 10         | 3          | 0          | 0          | 0          | 5          | 0          | 1          | 2          | 0          | 0          | 1          | 1          | 23     |
| Policy/Weather                     | 0          | 0          | 0          | 1          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 2          | 4      |
| Extended Vehicle                   | 0          | 28         | 5          | 1          | 2          | 5          | 11         | 0          | 2          | 21         | 2          | 2          | 1          | 2          | 82     |
| Sun Glare                          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1      |
| Out of Country Plate               | 6          | 6          | 7          | 5          | 0          | 6          | 4          | 1          | 1          | 4          | 4          | 1          | 3          | 6          | 50     |
| Paper Plates                       | 50         | 76         | 29         | 22         | 4          | 67         | 28         | 1          | 10         | 28         | 26         | 8          | 15         | 113        | 477    |
| <b>Sub Total Violations</b>        | 74         | 117        | 93         | 99         | 5          | 132        | 60         | 9          | 19         | 36         | 30         | 28         | 63         | 179        | 944    |
| Less in Progress                   | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0      |
| <b>Available For Prosecution</b>   | 74         | 117        | 93         | 99         | 5          | 132        | 60         | 9          | 19         | 36         | 30         | 28         | 63         | 179        | 944    |
| <b>Less Rejects</b>                |            |            |            |            |            |            |            |            |            |            |            |            |            |            |        |
| Camera                             | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 2-06%      | 2-07%      | 0-00%      | 0-00%      | 0-00%      | 4-00%  |
| Face Camera Flash                  | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 2-01%      | 3-00%  |
| Malfunction                        | 0-00%      | 0-00%      | 5-05%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 2-07%      | 0-00%      | 0-00%      | 7-01%  |
| Image Missing                      | 0-00%      | 1-01%      | 11-12%     | 0-00%      | 0-00%      | 2-02%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-03%      | 1-04%      | 0-00%      | 0-00%      | 16-02% |
| Misc Camera Issue                  | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 2-03%      | 0-00%      | 4-00%  |
| Plate Burn Out                     | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-02%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-02%      | 2-01%      | 4-00%  |
| Plate Not in Frame                 | 0-00%      | 0-00%      | 0-00%      | 1-01%      | 0-00%      | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 2-00%  |
| Rear Plate Camera Blurry           | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-00%  |
| Rear Plate Flash Inappropriate     | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 2-00%  |
| Scene Image Flash Inappropriate    | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-00%  |
| Scene Image No Flash               | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-00%  |

Generated By:

Generated On:

# Customer Management Report (Garden Grove) All Detection Types

01-Sep-2012 to 30-Sep-2012

Operator Id: %

|                       | GG-BRCH-01 | GG-BROR-01 | GG-BRWE-01 | GG-BRWE-03 | GG-CHBR-01 | GG-HATR-01 | GG-MATR-01 | GG-TRBR-01 | GG-TRBR-03 | GG-TRHA-01 | GG-TRMA-01 | GG-VACH-01 | GG-VACH-03 | GG-VVLA-01 | TOTAL   |
|-----------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|---------|
| Police                | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-00%   |
| Rejects               | 8-11%      | 11-09%     | 5-05%      | 1-01%      | 1-20%      | 8-06%      | 2-03%      | 1-11%      | 0-00%      | 13-36%     | 2-07%      | 1-04%      | 2-03%      | 1-01%      | 56-06%  |
| Process Issues        | 7-09%      | 8-07%      | 2-02%      | 3-03%      | 1-20%      | 16-12%     | 3-05%      | 1-11%      | 0-00%      | 3-08%      | 5-17%      | 3-11%      | 6-10%      | 19-11%     | 77-08%  |
| Total                 | 16-24%     | 20-17%     | 23-25%     | 5-05%      | 2-40%      | 31-23%     | 6-10%      | 2-22%      | 0-00%      | 18-50%     | 11-37%     | 7-25%      | 11-17%     | 24-13%     | 178-19% |
| Approved Violations   | 56-75%     | 97-83%     | 70-75%     | 94-95%     | 3-60%      | 101-77%    | 54-90%     | 7-78%      | 19-100%    | 18-50%     | 19-63%     | 21-75%     | 52-83%     | 155-87%    | 765-81% |
| Total Notices Printed | 56-75%     | 97-83%     | 70-75%     | 94-95%     | 3-60%      | 101-77%    | 54-90%     | 7-78%      | 19-100%    | 18-50%     | 19-63%     | 21-75%     | 52-83%     | 155-87%    | 765-81% |



# Customer Management Report (Garden Grove) All Detection Types

01-Jun-2012 to 30-Jun-2012

Operator Id: %

|                                    | GG-BRCH-01 | GG-BROR-01 | GG-BRWE-01 | GG-BRWE-03 | GG-CHBR-01 | GG-HATR-01 | GG-MATR-01 | GG-TRBR-01 | GG-TRBR-03 | GG-TRHA-01 | GG-TRMA-01 | GG-VACH-01 | GG-VACH-03 | GG-VVLA-01 | TOTAL  |
|------------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------|
| <b>Total Processed Incidents</b>   | 190        | 224        | 109        | 86         | 14         | 155        | 94         | 4          | 24         | 132        | 54         | 71         | 51         | 306        | 1514   |
| <b>Less Uncontrollable Factors</b> |            |            |            |            |            |            |            |            |            |            |            |            |            |            |        |
| Obstruction                        | 3          | 7          | 0          | 1          | 0          | 25         | 1          | 0          | 0          | 5          | 8          | 4          | 0          | 15         | 69     |
| Motor Cycle Helmet                 | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1      |
| Plate Obstruction                  | 6          | 5          | 2          | 0          | 0          | 3          | 2          | 0          | 2          | 1          | 3          | 3          | 1          | 8          | 36     |
| Signal Obstruction                 | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1      |
| Vehicle Obstruction                | 6          | 3          | 2          | 0          | 0          | 1          | 1          | 0          | 0          | 2          | 3          | 0          | 0          | 1          | 19     |
| Citation Issued manually           | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1      |
| Driver Obstruction (PD)            | 2          | 1          | 5          | 0          | 0          | 14         | 0          | 0          | 1          | 3          | 5          | 2          | 0          | 9          | 42     |
| Driver Unidentifiable              | 8          | 12         | 5          | 2          | 0          | 14         | 6          | 0          | 0          | 6          | 0          | 3          | 7          | 14         | 77     |
| Emergency Vehicle Responding       | 3          | 1          | 1          | 2          | 2          | 2          | 1          | 0          | 0          | 3          | 1          | 1          | 0          | 5          | 22     |
| Incorrect Plate on Vehicle         | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1      |
| Incorrect/Incomplete DMV           | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 1          | 0          | 0          | 2          | 4      |
| Invalid Offense                    | 0          | 5          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 1          | 4          | 0          | 0          | 0          | 11     |
| Multiple vehicles in frame         | 0          | 0          | 1          | 0          | 0          | 1          | 1          | 0          | 0          | 2          | 0          | 1          | 0          | 0          | 6      |
| On or Passed the Stop Bar (PD)     | 0          | 5          | 2          | 1          | 0          | 4          | 0          | 0          | 1          | 0          | 0          | 2          | 0          | 3          | 18     |
| Police Discretion                  | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 1      |
| Safe Turn On Red                   | 54         | 20         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 5          | 0          | 0          | 0          | 94         | 173    |
| Sun Glare                          | 2          | 8          | 2          | 1          | 2          | 2          | 1          | 0          | 1          | 3          | 1          | 1          | 1          | 8          | 33     |
| Policy/Weath er                    | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 1          | 3      |
| Registration Issues                | 8          | 32         | 5          | 4          | 0          | 15         | 15         | 0          | 1          | 28         | 4          | 5          | 5          | 18         | 140    |
| Paper Plates                       | 8          | 4          | 2          | 3          | 2          | 7          | 2          | 0          | 1          | 2          | 1          | 4          | 2          | 8          | 46     |
| <b>Total</b>                       | 103        | 103        | 27         | 14         | 6          | 89         | 32         | 0          | 7          | 61         | 31         | 28         | 16         | 187        | 704    |
| <b>Sub Total Violations</b>        | 87         | 121        | 82         | 72         | 8          | 66         | 62         | 4          | 17         | 71         | 23         | 43         | 35         | 119        | 810    |
| <b>Less in Progress</b>            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0      |
| <b>Available For Prosecution</b>   | 87         | 121        | 82         | 72         | 8          | 66         | 62         | 4          | 17         | 71         | 23         | 43         | 35         | 119        | 810    |
| <b>Less Rejects</b>                |            |            |            |            |            |            |            |            |            |            |            |            |            |            |        |
| Camera Malfunction                 | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-04%      | 0-00%      | 0-00%      | 0-00%      | 1-00%  |
| Face Camera Flash                  | 0-00%      | 0-00%      | 4-05%      | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-01%      | 2-09%      | 0-00%      | 0-00%      | 2-02%      | 10-01% |
| Face Not in Frame                  | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-03%      | 0-00%      | 1-00%  |
| Image Missing                      | 1-01%      | 2-02%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-01%      | 4-00%  |
| Misc Camera Issue                  | 2-02%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 3-00%  |
| Plate Burn Out                     | 0-00%      | 0-00%      | 0-00%      | 2-03%      | 0-00%      | 0-00%      | 3-05%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 5-01%  |
| Plate Not in Frame                 | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-00%  |
| Rear Plate Flash Inappropriate     | 2-02%      | 0-00%      | 0-00%      | 3-04%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 5-01%  |
| Scene Image Flash Inappropriate    |            |            |            |            |            |            |            |            |            |            |            |            |            |            |        |

Generated By:

Generated On:

# Customer Management Report (Garden Grove) All Detection Types

01-Jun-2012 to 30-Jun-2012

Operator Id: %

|                              | GG-BRCH-01 | GG-BROR-01 | GG-BRWE-01 | GG-BRWE-03 | GG-CHBR-01 | GG-HATR-01 | GG-MATR-01 | GG-TRBR-01 | GG-TRBR-03 | GG-TRHA-01 | GG-TRMA-01 | GG-VACH-01 | GG-VACH-03 | GG-VVLA-01 | TOTAL   |
|------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|---------|
| Police Rejects               | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 2-00%   |
| Insufficient Strobe Lighting | 8-09%      | 17-14%     | 6-07%      | 3-04%      | 1-12%      | 12-18%     | 6-10%      | 1-25%      | 1-06%      | 19-27%     | 2-09%      | 1-02%      | 4-11%      | 12-10%     | 93-11%  |
| Poor Photo Quality           | 0-00%      | 0-00%      | 0-00%      | 22-31%     | 1-12%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 23-03%  |
| Red-light not visible in     | 18-21%     | 16-13%     | 16-20%     | 9-12%      | 3-38%      | 14-21%     | 9-15%      | 0-00%      | 2-12%      | 10-14%     | 4-17%      | 5-12%      | 5-14%      | 20-17%     | 131-16% |
| Too Old                      | 32-37%     | 35-29%     | 26-32%     | 40-56%     | 5-62%      | 26-39%     | 18-29%     | 1-25%      | 3-18%      | 31-44%     | 9-39%      | 6-14%      | 10-29%     | 37-31%     | 279-34% |
| Total                        | 55-53%     | 86-71%     | 56-68%     | 32-44%     | 3-39%      | 40-61%     | 44-71%     | 3-75%      | 14-82%     | 40-55%     | 14-61%     | 37-86%     | 25-71%     | 82-69%     | 531-66% |
| Approved Violations          | 55-53%     | 86-71%     | 56-68%     | 32-44%     | 3-39%      | 40-61%     | 44-71%     | 3-75%      | 14-82%     | 40-55%     | 14-61%     | 37-86%     | 25-71%     | 82-69%     | 531-66% |
| Total Notices Printed        | 55-53%     | 86-71%     | 56-68%     | 32-44%     | 3-39%      | 40-61%     | 44-71%     | 3-75%      | 14-82%     | 40-55%     | 14-61%     | 37-86%     | 25-71%     | 82-69%     | 531-66% |

# Customer Management Report (Garden Grove) All Detection Types

01-May-2012 to 31-May-2012

Operator Id: %

|                                    | GG-BRCH-01 | GG-BROR-01 | GG-BRWE-01 | GG-BRWE-03 | GG-CHBR-01 | GG-HATR-01 | GG-MATR-01 | GG-TRBR-01 | GG-TRBR-03 | GG-TRHA-01 | GG-TRMA-01 | GG-VACH-01 | GG-VACH-03 | GG-VVLA-01 | TOTAL |
|------------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------|
| <b>Total Processed Incidents</b>   | 153        | 182        | 108        | 78         | 12         | 165        | 95         | 6          | 24         | 199        | 47         | 49         | 67         | 300        | 1475  |
| <b>Less Uncontrollable Factors</b> |            |            |            |            |            |            |            |            |            |            |            |            |            |            |       |
| Obstruction                        | 5          | 2          | 5          | 6          | 1          | 21         | 5          | 1          | 1          | 4          | 13         | 1          | 3          | 13         | 81    |
| Driver Obstruction/Duckers         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 1          | 1          | 3     |
| Motor Cycle Helmet                 | 0          | 0          | 3          | 0          | 1          | 3          | 7          | 0          | 0          | 0          | 0          | 0          | 0          | 3          | 17    |
| Plate Obstruction                  | 0          | 1          | 2          | 1          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 2          | 0          | 1          | 8     |
| Vehicle Obstruction                | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 1     |
| Citation Issued manually           | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 1     |
| Driver Obstruction (PD)            | 2          | 2          | 2          | 0          | 1          | 10         | 0          | 1          | 0          | 1          | 5          | 3          | 1          | 7          | 35    |
| Driver Unidentifiable              | 3          | 5          | 3          | 1          | 0          | 4          | 3          | 0          | 2          | 5          | 0          | 2          | 0          | 8          | 36    |
| Emergency Vehicle Responding       | 0          | 0          | 0          | 0          | 1          | 1          | 1          | 0          | 2          | 6          | 2          | 1          | 2          | 5          | 21    |
| Gender Mismatch                    | 2          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 3          | 0          | 1          | 0          | 2          | 9     |
| Incorrect Plate on Vehicle         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 1     |
| Incorrect/incomplete DMV           | 0          | 0          | 1          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 3     |
| Invalid Offense                    | 0          | 0          | 0          | 0          | 2          | 0          | 1          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 4     |
| Multiple vehicles in frame         | 0          | 0          | 1          | 1          | 0          | 2          | 2          | 0          | 0          | 2          | 0          | 0          | 0          | 0          | 8     |
| On or Passed the Stop Bar (PD)     | 0          | 4          | 1          | 0          | 0          | 3          | 0          | 0          | 0          | 0          | 0          | 0          | 2          | 1          | 11    |
| Police Discretion                  | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 2     |
| Safe Turn On Red                   | 52         | 17         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 4          | 0          | 0          | 0          | 78         | 151   |
| Sun Glare                          | 2          | 2          | 2          | 1          | 0          | 2          | 2          | 0          | 1          | 9          | 2          | 1          | 3          | 11         | 38    |
| Policy/Weath er                    | 1          | 0          | 0          | 0          | 0          | 5          | 1          | 0          | 0          | 0          | 0          | 0          | 1          | 3          | 11    |
| Extended Vehicle                   | 0          | 27         | 9          | 4          | 5          | 12         | 14         | 0          | 2          | 27         | 4          | 2          | 0          | 14         | 120   |
| Registration Issues                | 1          | 6          | 6          | 5          | 0          | 5          | 4          | 0          | 0          | 6          | 2          | 1          | 1          | 9          | 46    |
| Paper Plates                       | 69         | 66         | 35         | 20         | 11         | 69         | 40         | 2          | 8          | 72         | 29         | 14         | 14         | 157        | 606   |
| <b>Sub Total Violations</b>        | 84         | 116        | 73         | 58         | 1          | 96         | 45         | 4          | 16         | 127        | 18         | 35         | 53         | 143        | 869   |
| Less in Progress                   | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0     |
| <b>Available For Prosecution</b>   | 84         | 116        | 73         | 58         | 1          | 96         | 45         | 4          | 16         | 127        | 18         | 35         | 53         | 143        | 869   |
| <b>Less Rejects</b>                |            |            |            |            |            |            |            |            |            |            |            |            |            |            |       |
| Camera Malfunction                 | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-06%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-00% |
| Face Not in Frame                  | 1-01%      | 0-00%      | 1-01%      | 0-00%      | 0-00%      | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 2-01%      | 5-01% |
| Misc Camera Issue                  | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-00% |
| Plate Not in Frame                 | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-02%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-03%      | 0-00%      | 0-00%      | 2-00% |
| Rear Plate Flash Inappropriate     | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-01%      | 1-00% |
| Rear Plate No Flash                | 3-04%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 3-00% |
| Scene Image Flash Inappropriate    | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 2-00% |
| Driver Unidentifiable images poor  | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-00% |
| Incorrect Speed                    |            |            |            |            |            |            |            |            |            |            |            |            |            |            |       |

Generated By:  
Generated On:

# Customer Management Report (Garden Grove) All Detection Types

01-May-2012 to 31-May-2012

Operator Id: %

|                       | 5-06%  | 21-18% | 2-03%  | 2-03%  | 0-00%  | 6-06%  | 3-07%  | 1-25% | 1-06%  | 17-13% | 0-00%  | 1-03%  | 2-04%  | 12-08% | 73-08%  |
|-----------------------|--------|--------|--------|--------|--------|--------|--------|-------|--------|--------|--------|--------|--------|--------|---------|
| Poor Photo Quality    |        |        |        |        |        |        |        |       |        |        |        |        |        |        |         |
| Too Old               |        |        |        |        |        |        |        |       |        |        |        |        |        |        |         |
| Process Issues        | 13-15% | 17-15% | 9-16%  | 11-15% | 0-00%  | 15-16% | 14-31% | 1-25% | 2-12%  | 15-12% | 3-17%  | 4-11%  | 3-06%  | 29-20% | 136-16% |
| Total                 | 23-27% | 38-33% | 11-18% | 14-19% | 0-00%  | 24-25% | 18-40% | 2-50% | 4-25%  | 32-25% | 3-17%  | 6-17%  | 6-11%  | 44-31% | 225-26% |
| Approved Violations   | 61-73% | 76-67% | 47-61% | 59-61% | 1-100% | 72-75% | 27-60% | 2-60% | 12-75% | 95-75% | 15-63% | 29-69% | 47-69% | 99-69% | 644-74% |
| Total Notices Printed | 61-73% | 76-67% | 47-61% | 59-61% | 1-100% | 72-75% | 27-60% | 2-60% | 12-75% | 95-75% | 15-63% | 29-69% | 47-69% | 99-69% | 644-74% |

# Customer Management Report (Garden Grove) All Detection Types

01-Apr-2012 to 30-Apr-2012

Operator Id: %

|                                    | GG-BRCH-01 | GG-BROR-01 | GG-BRWE-01 | GG-BRWE-03 | GG-CHBR-01 | GG-HATR-01 | GG-MATR-01 | GG-TRBR-01 | GG-TRBR-03 | GG-TRHA-01 | GG-TRMA-01 | GG-VACH-01 | GG-VACH-03 | GG-VVLA-01 | TOTAL  |
|------------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------|
| <b>Total Processed Incidents</b>   | 149        | 164        | 115        | 87         | 18         | 143        | 58         | 3          | 21         | 218        | 39         | 33         | 41         | 302        | 1391   |
| <b>Less Uncontrollable Factors</b> |            |            |            |            |            |            |            |            |            |            |            |            |            |            |        |
| Obstruction                        | 0          | 0          | 2          | 1          | 0          | 12         | 1          | 0          | 1          | 2          | 7          | 2          | 2          | 2          | 32     |
| Driver Obstruction/Duckers         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 1      |
| Motor Cycle Helmet                 | 1          | 1          | 3          | 2          | 0          | 2          | 4          | 0          | 1          | 1          | 0          | 1          | 0          | 9          | 25     |
| Plate Obstruction                  | 3          | 0          | 0          | 2          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 1          | 3          | 10     |
| Vehicle Obstruction                | 0          | 1          | 0          | 2          | 2          | 2          | 0          | 0          | 2          | 8          | 0          | 3          | 0          | 7          | 27     |
| Emergency Vehicle Responding       | 1          | 2          | 2          | 2          | 0          | 6          | 0          | 0          | 0          | 7          | 0          | 1          | 0          | 2          | 23     |
| Gender Mismatch                    | 3          | 1          | 3          | 1          | 0          | 4          | 1          | 0          | 0          | 8          | 0          | 2          | 2          | 2          | 27     |
| Incorrect/incomplete DMV           | 0          | 0          | 0          | 1          | 3          | 0          | 1          | 0          | 0          | 1          | 6          | 0          | 0          | 0          | 12     |
| Invalid Offense                    | 0          | 0          | 11         | 4          | 0          | 2          | 0          | 0          | 0          | 1          | 1          | 0          | 0          | 0          | 19     |
| Multiple vehicles in frame         | 1          | 6          | 8          | 4          | 0          | 4          | 2          | 0          | 3          | 6          | 0          | 0          | 0          | 3          | 37     |
| On or Passed the Stop Bar (PD)     | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1      |
| Plate Unidentifiable               | 0          | 1          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 2      |
| Police Discretion                  | 54         | 28         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 18         | 0          | 0          | 0          | 126        | 226    |
| Safe Turn On Red                   | 2          | 1          | 3          | 1          | 2          | 2          | 0          | 0          | 0          | 5          | 1          | 2          | 1          | 2          | 22     |
| Sun Glare                          | 0          | 1          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 2      |
| Weather Conditions                 | 1          | 1          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 7      |
| Policy/Weather                     | 1          | 1          | 0          | 0          | 0          | 2          | 0          | 0          | 0          | 0          | 0          | 1          | 1          | 1          | 7      |
| Extended Vehicle                   | 6          | 30         | 6          | 2          | 3          | 8          | 12         | 1          | 1          | 18         | 4          | 3          | 3          | 12         | 109    |
| Sun Glare                          | 3          | 6          | 5          | 3          | 0          | 6          | 2          | 0          | 0          | 5          | 0          | 1          | 3          | 7          | 41     |
| Paper Plates                       | 75         | 79         | 43         | 25         | 10         | 52         | 24         | 1          | 9          | 81         | 19         | 16         | 13         | 176        | 623    |
| <b>Sub Total Violations</b>        | 74         | 85         | 72         | 62         | 8          | 91         | 34         | 2          | 12         | 137        | 20         | 17         | 28         | 126        | 768    |
| Less in Progress                   | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0      |
| <b>Available For Prosecution</b>   | 74         | 85         | 72         | 62         | 8          | 91         | 34         | 2          | 12         | 137        | 20         | 17         | 28         | 126        | 768    |
| <b>Less Rejects</b>                |            |            |            |            |            |            |            |            |            |            |            |            |            |            |        |
| Camera                             | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-01%      | 1-00%  |
| Face Camera Flash                  | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 2-02%      | 3-00%  |
| Malfunction                        | 1-01%      | 1-01%      | 0-00%      | 1-02%      | 0-00%      | 0-00%      | 2-05%      | 0-00%      | 0-00%      | 0-00%      | 1-05%      | 0-00%      | 1-04%      | 0-00%      | 7-01%  |
| Face Camera Focus Blurry           | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 2-02%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 4-01%  |
| Face Not in Frame                  | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-00%  |
| Image Missing                      | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-00%  |
| Misc Camera Issue                  | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-06%      | 0-00%      | 0-00%      | 2-00%  |
| Plate Burn Out                     | 0-00%      | 0-00%      | 0-00%      | 1-02%      | 0-00%      | 3-03%      | 4-12%      | 0-00%      | 0-00%      | 0-00%      | 2-10%      | 0-00%      | 0-00%      | 0-00%      | 10-01% |
| Plate Not in Frame                 | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-00%  |
| Rear Plate Flash Inappropriate     | 8-11%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 4-20%      | 0-00%      | 0-00%      | 0-00%      | 16-02% |
| Scene Image Flash Inappropriate    |            |            |            |            |            |            |            |            |            |            |            |            |            |            |        |

Generated By:  
Generated On:

# Customer Management Report (Garden Grove) All Detection Types

01-Apr-2012 to 30-Apr-2012

Operator Id: %

|                                   | GG-BRCH-01 | GG-BROR-01 | GG-BRWE-01 | GG-BRWE-03 | GG-CHBR-01 | GG-HATR-01 | GG-MATR-01 | GG-TRBR-01 | GG-TRBR-03 | GG-TRHA-01 | GG-TRMA-01 | GG-VACH-01 | GG-VACH-03 | GG-VVLA-01 | TOTAL   |
|-----------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|---------|
| Police Rejects                    | 10-14%     | 23-27%     | 11-15%     | 5-08%      | 0-00%      | 25-29%     | 4-12%      | 0-00%      | 0-00%      | 18-13%     | 1-05%      | 1-06%      | 4-14%      | 41-33%     | 144-19% |
| Driver Unidentifiable images poor | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 2-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 2-00%   |
| Incorrect Speed                   | 0-00%      | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-04%      | 0-00%      | 2-00%   |
| Poor Photo Quality                | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 2-00%   |
| Too Old                           | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-00%   |
| Process Issues                    | 22-30%     | 25-29%     | 11-15%     | 9-15%      | 0-00%      | 33-36%     | 10-29%     | 0-00%      | 0-00%      | 20-15%     | 8-40%      | 6-35%      | 6-21%      | 44-35%     | 194-25% |
| Total                             | 92-70%     | 60-71%     | 61-85%     | 53-85%     | 8-100%     | 56-64%     | 24-71%     | 2-100%     | 12-100%    | 117-85%    | 12-60%     | 11-65%     | 22-79%     | 82-65%     | 574-75% |
| Approved Violations               | 52-70%     | 60-71%     | 61-85%     | 53-85%     | 8-100%     | 56-64%     | 24-71%     | 2-100%     | 12-100%    | 117-85%    | 12-60%     | 11-65%     | 22-79%     | 82-65%     | 574-75% |
| Total Notices Printed             |            |            |            |            |            |            |            |            |            |            |            |            |            |            |         |

# Customer Management Report (Garden Grove) All Detection Types

01-Feb-2012 to 29-Feb-2012

Operator Id: %

|                                    | GG-BRCH-01 | GG-BROR-01 | GG-BRWE-01 | GG-BRWE-03 | GG-CHBR-01 | GG-HATR-01 | GG-MATR-01 | GG-TRBR-01 | GG-TRBR-03 | GG-TRHA-01 | GG-TRMA-01 | GG-VACH-01 | GG-VACH-03 | GG-VWLA-01 | TOTAL |
|------------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------|
| <b>Total Processed Incidents</b>   | 137        | 134        | 79         | 82         | 12         | 152        | 67         | 7          | 13         | 159        | 37         | 43         | 41         | 188        | 1151  |
| <b>Less Uncontrollable Factors</b> |            |            |            |            |            |            |            |            |            |            |            |            |            |            |       |
| Obstruction                        | 2          | 6          | 2          | 2          | 0          | 18         | 0          | 0          | 0          | 8          | 10         | 1          | 2          | 5          | 56    |
| Plate Obstruction                  | 5          | 0          | 2          | 1          | 0          | 3          | 6          | 1          | 0          | 0          | 4          | 2          | 0          | 3          | 27    |
| Vehicle Obstruction                | 1          | 1          | 1          | 0          | 0          | 0          | 2          | 0          | 1          | 0          | 0          | 0          | 0          | 1          | 7     |
| Police Rejects                     | 1          | 1          | 2          | 0          | 1          | 1          | 1          | 0          | 0          | 1          | 0          | 1          | 0          | 2          | 11    |
| Emergency Vehicle Responding       | 1          | 2          | 2          | 1          | 0          | 0          | 2          | 0          | 1          | 2          | 0          | 0          | 0          | 0          | 11    |
| Gender Mismatch                    | 0          | 1          | 0          | 0          | 0          | 3          | 0          | 0          | 0          | 1          | 0          | 1          | 1          | 0          | 7     |
| Incorrect/Incomplete DMV           | 28         | 26         | 6          | 10         | 2          | 30         | 5          | 0          | 3          | 29         | 9          | 1          | 6          | 27         | 182   |
| Invalid Offense                    | 0          | 3          | 6          | 0          | 0          | 0          | 0          | 0          | 0          | 2          | 0          | 1          | 0          | 3          | 15    |
| Multiple vehicles in frame         | 0          | 1          | 4          | 2          | 0          | 4          | 0          | 0          | 0          | 0          | 0          | 3          | 0          | 0          | 14    |
| On or Passed the Stop Bar (PD)     | 8          | 9          | 6          | 17         | 3          | 18         | 9          | 1          | 2          | 20         | 2          | 3          | 3          | 12         | 113   |
| Police Discretion                  | 50         | 5          | 1          | 1          | 0          | 0          | 0          | 0          | 0          | 32         | 0          | 0          | 0          | 72         | 161   |
| Safe Turn On Red                   | 0          | 1          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 3          | 0          | 0          | 0          | 0          | 5     |
| Sun Glare                          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1     |
| Weather Conditions                 | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1     |
| Policy/Weather                     | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1     |
| Extended Vehicle                   | 8          | 47         | 11         | 0          | 0          | 7          | 15         | 0          | 1          | 14         | 0          | 2          | 2          | 7          | 114   |
| Sun Glare                          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 1     |
| Weather/Nature                     | 3          | 4          | 0          | 3          | 0          | 7          | 0          | 1          | 0          | 4          | 0          | 0          | 5          | 10         | 37    |
| Paper Plates                       | 107        | 107        | 44         | 38         | 6          | 92         | 40         | 3          | 8          | 116        | 25         | 16         | 19         | 142        | 763   |
| <b>Total</b>                       | 30         | 27         | 35         | 44         | 6          | 60         | 27         | 4          | 5          | 43         | 12         | 27         | 22         | 46         | 388   |
| <b>Sub Total Violations</b>        | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0     |
| Less in Progress                   | 30         | 27         | 35         | 44         | 6          | 60         | 27         | 4          | 5          | 43         | 12         | 27         | 22         | 46         | 388   |
| <b>Available For Prosecution</b>   |            |            |            |            |            |            |            |            |            |            |            |            |            |            |       |

Generated By:

Generated On:

# Customer Management Report (Garden Grove) All Detection Types

01-Feb-2012 to 29-Feb-2012

Operator Id: %

|                                   | GG-BRCH-01 | GG-BROR-01 | GG-BRWE-01 | GG-BRWE-03 | GG-CHBR-01 | GG-HATR-01 | GG-MATR-01 | GG-TRBR-01 | GG-TRBR-03 | GG-TRHA-01 | GG-TRMA-01 | GG-VACH-01 | GG-VACH-03 | GG-VVLA-01 | TOTAL   |
|-----------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|---------|
| <b>Less Rejects</b>               |            |            |            |            |            |            |            |            |            |            |            |            |            |            |         |
| Camera Malfunction                | 0-00%      | 0-00%      | 0-00%      | 1-02%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-00%   |
| Face Camera Flash                 | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-02%      | 0-00%      | 0-00%      | 0-00%      | 2-05%      | 0-00%      | 0-00%      | 0-00%      | 1-02%      | 4-01%   |
| Face Camera Focus Blurry          | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-00%   |
| Face Not in Frame                 | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-04%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-04%      | 0-00%      | 0-00%      | 1-00%   |
| Image Missing                     | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-02%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 3-11%      | 0-00%      | 3-07%      | 8-02%   |
| Misc Camera Issue                 | 0-00%      | 0-00%      | 0-00%      | 1-02%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-04%      | 0-00%      | 0-00%      | 2-01%   |
| Rear Plate Camera Blurry          | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-02%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-00%   |
| Rear Plate Flash Inappropriate    | 0-00%      | 0-00%      | 1-03%      | 0-00%      | 0-00%      | 0-00%      | 1-04%      | 0-00%      | 0-00%      | 1-02%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 3-01%   |
| Rear Plate No Flash               | 0-00%      | 1-04%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 2-07%      | 0-00%      | 0-00%      | 3-01%   |
| Scene Image Flash Inappropriate   | 0-00%      | 0-00%      | 0-00%      | 9-20%      | 0-00%      | 1-02%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 7-26%      | 0-00%      | 0-00%      | 17-04%  |
| Driver Unidentifiable images poor | 7-23%      | 5-19%      | 5-14%      | 1-02%      | 3-50%      | 12-20%     | 6-22%      | 0-00%      | 1-20%      | 14-33%     | 3-25%      | 2-07%      | 1-05%      | 13-28%     | 73-19%  |
| Incorrect Speed                   | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-02%      | 1-00%   |
| Red-light not visible in          | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-02%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-00%   |
| Too Old                           | 0-00%      | 0-00%      | 1-03%      | 2-05%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-05%      | 0-00%      | 4-01%   |
| <b>Process Issues</b>             |            |            |            |            |            |            |            |            |            |            |            |            |            |            |         |
| <b>Total</b>                      | 7-23%      | 6-22%      | 7-20%      | 14-32%     | 3-50%      | 16-27%     | 8-30%      | 0-00%      | 1-20%      | 18-42%     | 3-25%      | 16-59%     | 2-09%      | 18-39%     | 119-31% |
| <b>Approved Violations</b>        | 23-77%     | 21-78%     | 28-60%     | 30-68%     | 3-50%      | 44-73%     | 19-70%     | 4-100%     | 4-80%      | 25-58%     | 9-75%      | 11-41%     | 20-91%     | 28-61%     | 269-69% |
| <b>Total Notices Printed</b>      | 23-77%     | 21-78%     | 28-60%     | 30-68%     | 3-50%      | 44-73%     | 19-70%     | 4-100%     | 4-80%      | 25-58%     | 9-75%      | 11-41%     | 20-91%     | 28-61%     | 269-69% |

Generated By:  
Generated On:



# Customer Management Report (Garden Grove) All Detection Types

01-Mar-2012 to 31-Mar-2012

Operator Id: %

|                                    | GG-BRCH-01 | GG-BROR-01 | GG-BRWE-01 | GG-BRWE-03 | GG-CHBR-01 | GG-HATR-01 | GG-MATR-01 | GG-TRBR-01 | GG-TRBR-03 | GG-TRHA-01 | GG-TRMA-01 | GG-VACH-01 | GG-VACH-03 | GG-VVLA-01 | TOTAL   |
|------------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|---------|
| <b>Total Processed Incidents</b>   | 148        | 180        | 107        | 67         | 10         | 151        | 74         | 7          | 33         | 215        | 63         | 48         | 57         | 289        | 1429    |
| <b>Less Uncontrollable Factors</b> |            |            |            |            |            |            |            |            |            |            |            |            |            |            |         |
| Obstruction                        | 3          | 4          | 4          | 0          | 1          | 18         | 0          | 0          | 1          | 9          | 18         | 2          | 1          | 5          | 66      |
| Plate Obstruction                  | 3          | 1          | 3          | 0          | 1          | 9          | 3          | 0          | 1          | 4          | 4          | 0          | 2          | 8          | 39      |
| Vehicle Obstruction                | 5          | 2          | 2          | 0          | 0          | 2          | 0          | 0          | 1          | 1          | 1          | 0          | 0          | 3          | 17      |
| Police                             | 0          | 4          | 2          | 1          | 0          | 2          | 0          | 0          | 1          | 6          | 1          | 0          | 2          | 4          | 23      |
| Rejects                            | 1          | 4          | 6          | 3          | 0          | 3          | 6          | 0          | 3          | 2          | 0          | 0          | 4          | 5          | 37      |
| Gender Mismatch                    | 1          | 1          | 2          | 1          | 2          | 2          | 2          | 0          | 0          | 6          | 0          | 0          | 4          | 2          | 22      |
| Incorrect/Incomplete DMV           | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 4          | 1          | 0          | 0          | 7       |
| Invalid Offense                    | 0          | 0          | 2          | 3          | 0          | 1          | 0          | 0          | 1          | 1          | 1          | 0          | 1          | 0          | 10      |
| Multiple vehicles in frame         | 0          | 1          | 3          | 1          | 0          | 8          | 1          | 0          | 0          | 1          | 0          | 0          | 2          | 0          | 17      |
| On or Passed the Stop Bar (PD)     | 1          | 7          | 4          | 3          | 0          | 9          | 2          | 1          | 0          | 3          | 1          | 2          | 3          | 6          | 42      |
| Police Discretion                  | 58         | 19         | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 44         | 0          | 1          | 0          | 115        | 238     |
| Safe Turn On Red                   | 0          | 0          | 2          | 0          | 1          | 0          | 0          | 1          | 0          | 3          | 0          | 0          | 0          | 0          | 7       |
| Sun Glare                          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1       |
| Policy/Weather                     | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 2          | 4       |
| Extended Vehicle                   | 7          | 49         | 12         | 3          | 0          | 9          | 14         | 1          | 4          | 31         | 4          | 5          | 1          | 14         | 154     |
| Sun Glare                          | 1          | 2          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 1          | 0          | 0          | 1          | 1          | 7       |
| Weather/Nature                     | 6          | 7          | 4          | 2          | 0          | 6          | 2          | 0          | 1          | 5          | 0          | 4          | 2          | 9          | 48      |
| Paper Plates                       | 86         | 102        | 46         | 18         | 4          | 71         | 30         | 3          | 13         | 118        | 34         | 15         | 24         | 174        | 738     |
| <b>Sub Total Violations</b>        | 62         | 78         | 91         | 49         | 6          | 80         | 44         | 4          | 20         | 97         | 29         | 33         | 33         | 95         | 691     |
| Less in Progress                   | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0       |
| <b>Available For Prosecution</b>   | 62         | 78         | 91         | 49         | 6          | 80         | 44         | 4          | 20         | 97         | 29         | 33         | 33         | 95         | 691     |
| <b>Less Rejects</b>                |            |            |            |            |            |            |            |            |            |            |            |            |            |            |         |
| Camera                             | 0-00%      | 1-01%      | 0-00%      | 1-02%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 2-02%      | 0-00%      | 0-00%      | 0-00%      | 1-01%      | 5-01%   |
| Face Camera Flash                  | 0-00%      | 0-00%      | 4-07%      | 1-02%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 1-01%      | 7-01%   |
| Face Camera Focus Blurry           | 0-00%      | 0-00%      | 0-00%      | 1-02%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-00%   |
| Face Camera No Flash               | 0-00%      | 1-01%      | 1-02%      | 0-00%      | 1-17%      | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-03%      | 2-06%      | 0-00%      | 2-02%      | 9-01%   |
| Face Not in Frame                  | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 2-02%      | 3-00%   |
| Image Missing                      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-03%      | 0-00%      | 0-00%      | 1-01%      | 3-00%   |
| Misc Camera Issue                  | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-03%      | 0-00%      | 0-00%      | 1-01%      | 3-00%   |
| Plate Not in Frame                 | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-01%      | 4-09%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-03%      | 0-00%      | 0-00%      | 6-01%   |
| Rear Plate Camera Blurry           | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-03%      | 0-00%      | 0-00%      | 0-00%      | 2-00%   |
| Scene Image Flash Inappropriate    | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 4-14%      | 1-03%      | 0-00%      | 0-00%      | 5-01%   |
| Driver Unidentifiable Images poor  | 9-15%      | 17-22%     | 8-13%      | 2-04%      | 1-17%      | 27-34%     | 10-23%     | 0-00%      | 3-15%      | 27-28%     | 8-28%      | 9-27%      | 4-12%      | 20-21%     | 145-21% |
| Police Rejects                     | 4-06%      | 13-17%     | 4-07%      | 4-09%      | 0-00%      | 9-11%      | 3-07%      | 1-25%      | 1-05%      | 6-06%      | 1-03%      | 4-12%      | 2-06%      | 8-06%      | 60-09%  |
| Process Issues                     |            |            |            |            |            |            |            |            |            |            |            |            |            |            |         |
| <b>Generated By:</b>               |            |            |            |            |            |            |            |            |            |            |            |            |            |            |         |
| <b>Generated On:</b>               |            |            |            |            |            |            |            |            |            |            |            |            |            |            |         |

# Customer Management Report (Garden Grove) All Detection Types

01-Mar-2012 to 31-Mar-2012

Operator Id: %

| Category              | GG-BRCH-01 | GG-BROR-01 | GG-BRWE-01 | GG-BRWE-03 | GG-CHBR-01 | GG-HATR-01 | GG-MATR-01 | GG-TRBR-01 | GG-TRBR-03 | GG-TRHA-01 | GG-TRMA-01 | GG-VACH-01 | GG-VACH-03 | GG-VVLA-01 | TOTAL   |
|-----------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|---------|
| Total                 | 13-21%     | 32-41%     | 17-28%     | 9-18%      | 2-33%      | 41-51%     | 17-39%     | 1-25%      | 4-20%      | 36-37%     | 16-55%     | 16-48%     | 7-21%      | 35-37%     | 246-36% |
| Approved Violations   | 49-79%     | 46-59%     | 44-72%     | 40-82%     | 4-67%      | 39-49%     | 27-61%     | 3-75%      | 16-80%     | 61-63%     | 13-45%     | 17-52%     | 26-79%     | 60-63%     | 445-64% |
| Total Notices Printed | 49-79%     | 46-59%     | 44-72%     | 40-82%     | 4-67%      | 39-49%     | 27-61%     | 3-75%      | 16-80%     | 61-63%     | 13-45%     | 17-52%     | 26-79%     | 60-63%     | 445-64% |

# Customer Management Report (Garden Grove) All Detection Types

01-Aug-2012 to 31-Aug-2012

Operator Id: %

|                                    | GG-BRCH-01 | GG-BROR-01 | GG-BRWE-01 | GG-BRWE-03 | GG-CHBR-01 | GG-HATR-01 | GG-MATR-01 | GG-TRBR-01 | GG-TRBR-03 | GG-TRHA-01 | GG-TRMA-01 | GG-VACH-01 | GG-VACH-03 | GG-VVLA-01 | TOTAL  |
|------------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------|
| <b>Total Processed Incidents</b>   | 188        | 223        | 140        | 98         | 16         | 201        | 91         | 6          | 33         | 212        | 57         | 45         | 65         | 362        | 1737   |
| <b>Less Uncontrollable Factors</b> |            |            |            |            |            |            |            |            |            |            |            |            |            |            |        |
| Obstruction                        | 4          | 2          | 3          | 3          | 0          | 12         | 2          | 0          | 0          | 4          | 11         | 2          | 3          | 6          | 52     |
| Motor Cycle Helmet                 | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 1      |
| Plate Obstruction                  | 1          | 2          | 2          | 2          | 0          | 6          | 0          | 0          | 1          | 1          | 1          | 0          | 0          | 3          | 19     |
| Vehicle Obstruction                | 2          | 0          | 0          | 1          | 0          | 4          | 2          | 0          | 0          | 1          | 1          | 0          | 0          | 1          | 12     |
| Police Rejects                     | 8          | 5          | 2          | 7          | 1          | 23         | 6          | 1          | 2          | 5          | 6          | 1          | 5          | 18         | 90     |
| Driver Unidentifiable              | 5          | 8          | 10         | 5          | 0          | 14         | 3          | 0          | 2          | 14         | 0          | 3          | 1          | 20         | 85     |
| Emergency Vehicle Responding       | 0          | 5          | 2          | 2          | 2          | 2          | 0          | 1          | 0          | 0          | 2          | 5          | 0          | 3          | 24     |
| Gender Mismatch                    | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 1          | 0          | 0          | 1          | 1          | 4      |
| Incorrect/Incomplete DMV           | 2          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 2          | 0          | 0          | 1          | 1          | 7      |
| Invalid Offense                    | 1          | 3          | 0          | 0          | 1          | 0          | 1          | 0          | 0          | 1          | 2          | 0          | 0          | 1          | 10     |
| Multiple vehicles in frame         | 0          | 0          | 5          | 3          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 9      |
| On or Passed the Stop Bar (PD)     | 0          | 2          | 1          | 1          | 0          | 6          | 1          | 0          | 0          | 0          | 0          | 1          | 0          | 3          | 15     |
| Plate Obstruction (PD)             | 0          | 0          | 1          | 0          | 0          | 3          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 5      |
| Police Discretion                  | 0          | 0          | 0          | 0          | 0          | 1          | 1          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 3      |
| Safe Turn On Red                   | 54         | 28         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 3          | 0          | 0          | 0          | 86         | 171    |
| Sun Glare                          | 2          | 3          | 7          | 1          | 3          | 5          | 3          | 1          | 1          | 11         | 3          | 0          | 3          | 8          | 51     |
| Policy/Weather                     | 0          | 0          | 1          | 0          | 0          | 6          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 5          | 13     |
| Extended Vehicle                   | 2          | 33         | 7          | 0          | 0          | 9          | 10         | 0          | 2          | 66         | 2          | 4          | 2          | 8          | 145    |
| Sun Glare                          |            |            |            |            |            |            |            |            |            |            |            |            |            |            |        |
| Registration Paper/Plates          | 4          | 9          | 4          | 3          | 0          | 6          | 1          | 0          | 1          | 5          | 0          | 1          | 6          | 9          | 49     |
| Total                              | 85         | 100        | 45         | 28         | 7          | 98         | 30         | 3          | 11         | 115        | 28         | 17         | 24         | 174        | 765    |
| Sub Total Violations               | 103        | 123        | 95         | 70         | 9          | 103        | 61         | 3          | 22         | 97         | 29         | 28         | 41         | 188        | 972    |
| Less in Progress                   | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0      |
| Available For Prosecution          | 103        | 123        | 95         | 70         | 9          | 103        | 61         | 3          | 22         | 97         | 29         | 28         | 41         | 188        | 972    |
| <b>Less Rejects</b>                |            |            |            |            |            |            |            |            |            |            |            |            |            |            |        |
| Camera Face Camera Flash           | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-03%      | 0-00%      | 0-00%      | 0-00%      | 2-00%  |
| Camera Malfunction                 | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-11%      | 0-00%      | 0-00%      | 1-33%      | 1-05%      | 2-02%      | 1-03%      | 0-00%      | 0-00%      | 0-00%      | 6-01%  |
| Image Missing                      | 1-01%      | 0-00%      | 1-01%      | 0-00%      | 0-00%      | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 2-01%      | 5-01%  |
| Misc Camera Issue                  | 0-00%      | 0-00%      | 16-17%     | 0-00%      | 0-00%      | 2-02%      | 0-00%      | 0-00%      | 0-00%      | 1-01%      | 0-00%      | 1-04%      | 0-00%      | 2-01%      | 22-02% |
| Plate Burn Out                     | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-00%  |
| Plate Not in Frame                 | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-02%      | 0-00%      | 2-09%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 3-00%  |
| Rear Plate Camera Blurry           | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 2-00%  |
| Rear Plate Flash Inappropriate     | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-00%  |
| Rear Plate No Flash                | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-00%  |

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Generated On:

# Customer Management Report (Garden Grove) All Detection Types

01-Aug-2012 to 31-Aug-2012

Operator Id: %

|                                 | GG-BRCH-01    | GG-BROR-01     | GG-BRWE-01    | GG-BRWE-03    | GG-CHBR-01   | GG-HATR-01    | GG-MATR-01    | GG-TRBR-01   | GG-TRBR-03    | GG-TRHA-01    | GG-TRMA-01    | GG-VACH-01    | GG-VACH-03    | GG-VVLA-01     | TOTAL          |
|---------------------------------|---------------|----------------|---------------|---------------|--------------|---------------|---------------|--------------|---------------|---------------|---------------|---------------|---------------|----------------|----------------|
| Scene Image Flash Inappropriate | 20-19%        | 0-00%          | 1-01%         | 0-00%         | 0-00%        | 0-00%         | 0-00%         | 0-00%        | 0-00%         | 0-00%         | 0-00%         | 0-00%         | 0-00%         | 0-00%          | 21-02%         |
| Scene Image No Flash            | 2-02%         | 0-00%          | 0-00%         | 0-00%         | 0-00%        | 0-00%         | 0-00%         | 0-00%        | 0-00%         | 0-00%         | 0-00%         | 0-00%         | 0-00%         | 0-00%          | 2-00%          |
| Police Rejects                  | 0-00%         | 0-00%          | 0-00%         | 0-00%         | 0-00%        | 0-00%         | 0-00%         | 0-00%        | 0-00%         | 1-01%         | 0-00%         | 0-00%         | 0-00%         | 0-00%          | 1-00%          |
| Poor Photo Quality              | 5-05%         | 19-15%         | 13-14%        | 3-04%         | 4-44%        | 16-16%        | 5-08%         | 0-00%        | 1-05%         | 30-31%        | 1-03%         | 2-07%         | 3-07%         | 22-12%         | 124-13%        |
| Too Old                         | 3-03%         | 3-02%          | 1-01%         | 2-03%         | 0-00%        | 4-04%         | 0-00%         | 0-00%        | 0-00%         | 3-03%         | 0-00%         | 1-04%         | 0-00%         | 1-01%          | 18-02%         |
| Process Issues                  | 35-34%        | 22-18%         | 32-34%        | 5-07%         | 5-56%        | 25-24%        | 6-10%         | 1-33%        | 4-18%         | 37-38%        | 3-10%         | 4-14%         | 3-07%         | 27-14%         | 209-22%        |
| <b>Approved Violations</b>      | <b>68-66%</b> | <b>101-82%</b> | <b>63-66%</b> | <b>65-93%</b> | <b>4-44%</b> | <b>78-76%</b> | <b>55-90%</b> | <b>2-67%</b> | <b>18-82%</b> | <b>60-62%</b> | <b>26-90%</b> | <b>24-86%</b> | <b>38-93%</b> | <b>161-86%</b> | <b>763-79%</b> |
| <b>Total Notices Printed</b>    | <b>68-66%</b> | <b>101-82%</b> | <b>63-66%</b> | <b>65-93%</b> | <b>4-44%</b> | <b>78-76%</b> | <b>55-90%</b> | <b>2-67%</b> | <b>18-82%</b> | <b>60-62%</b> | <b>26-90%</b> | <b>24-86%</b> | <b>38-93%</b> | <b>161-86%</b> | <b>763-79%</b> |

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