

# Customer Management Report (Ventura) Redlight Incidents

01-May-2018 to 31-May-2018

Operator Id: %

|                                    | VE-BRJO-01                        | VE-CATH-01 | VE-FOV1-01 | VE-JONB-01 | VE-MA10-01 | VE-MALE-01 | VE-MAMI-01 | VE-MIDE-01 | VE-MITG-01 | VE-TGDA-01 | VE-THSE-01 | VE-VIMO-01 | VE-VIOP-01 | VE-VIRA-01 | VE-VITG-01 | VE-VITP-01 | VE-VITP-03 | VE-VIVA-01 | TOTAL   |          |
|------------------------------------|-----------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|---------|----------|
| <b>Total Processed Incidents</b>   | 46                                | 383        | 7          | 34         | 195        | 64         | 44         | 126        | 103        | 20         | 40         | 44         | 58         | 47         | 206        | 196        | 143        | 57         | 1813    |          |
| <b>Less Uncontrollable Factors</b> |                                   |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |         |          |
| Obstruction                        | Driver Obstruction/Duckers        | 3          | 48         | 3          | 1          | 11         | 4          | 4          | 4          | 4          | 0          | 3          | 2          | 14         | 12         | 22         | 5          | 9          | 4       | 153      |
|                                    | Motor Cycle Helmet                | 0          | 2          | 0          | 1          | 1          | 0          | 0          | 0          | 3          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 1          | 0       | 9        |
|                                    | Plate Obstruction                 | 0          | 14         | 0          | 1          | 2          | 2          | 1          | 2          | 1          | 0          | 0          | 0          | 0          | 0          | 1          | 2          | 1          | 0       | 27       |
|                                    | Signal Obstruction                | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0       | 1        |
|                                    | Vehicle Obstruction               | 5          | 12         | 0          | 0          | 4          | 1          | 1          | 0          | 0          | 0          | 1          | 1          | 0          | 2          | 7          | 4          | 2          | 1       | 41       |
| Police Rejects                     | Citation Issued manually          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0       | 1        |
|                                    | Gender Mismatch                   | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0       | 2        |
|                                    | Incorrect/Incomplete DMV          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0       | 1        |
|                                    | Invalid Offense                   | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0       | 1        |
|                                    | Multiple vehicles in frame        | 0          | 5          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0       | 5        |
|                                    | On or Passed the Stop Bar (PD)    | 1          | 15         | 0          | 2          | 8          | 0          | 0          | 11         | 3          | 0          | 0          | 0          | 1          | 0          | 3          | 1          | 2          | 3       | 50       |
|                                    | Plate Unidentifiable              | 1          | 0          | 0          | 0          | 1          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0       | 3        |
|                                    | Police Discretion                 | 0          | 1          | 0          | 0          | 4          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0       | 7        |
|                                    | Safe Turn On Red                  | 0          | 5          | 0          | 0          | 1          | 0          | 0          | 11         | 3          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 4       | 25       |
|                                    | Sun Glare                         | 0          | 1          | 0          | 0          | 2          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0       | 4        |
| Policy/Weather                     | Extended Vehicle                  | 0          | 4          | 0          | 0          | 3          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 3       | 11       |
|                                    | Sun Glare                         | 4          | 27         | 0          | 0          | 19         | 1          | 4          | 2          | 10         | 6          | 2          | 4          | 5          | 11         | 25         | 19         | 4          | 143     |          |
|                                    | Weather/Nature                    | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1       |          |
| Registration Issues                | Out of Country Plate              | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 1       |          |
|                                    | Paper Plates                      | 1          | 16         | 0          | 2          | 7          | 4          | 2          | 4          | 2          | 0          | 1          | 1          | 1          | 11         | 1          | 4          | 4          | 62      |          |
|                                    | Wrong or No DMV                   | 1          | 5          | 0          | 0          | 3          | 3          | 2          | 4          | 3          | 0          | 0          | 1          | 1          | 1          | 5          | 7          | 2          | 39      |          |
| <b>Total</b>                       | 16                                | 155        | 3          | 7          | 67         | 16         | 15         | 39         | 31         | 6          | 8          | 9          | 22         | 21         | 62         | 46         | 40         | 24         | 587     |          |
| <b>Sub Total Violations</b>        | 30                                | 228        | 4          | 27         | 128        | 48         | 29         | 87         | 72         | 14         | 32         | 35         | 36         | 26         | 144        | 150        | 103        | 33         | 1226    |          |
| Less in Progress                   | 0                                 | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0       |          |
| <b>Available For Prosecution</b>   | 30                                | 228        | 4          | 27         | 128        | 48         | 29         | 87         | 72         | 14         | 32         | 35         | 36         | 26         | 144        | 150        | 103        | 33         | 1226    |          |
| <b>Less Rejects</b>                |                                   |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |         |          |
| Camera Malfunction                 | Face Not in Frame                 | 0-00%      | 0-00%      | 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%      | 0-00%      | 0-00%   | 1-00%    |
| Police Rejects                     | Driver Unidentifiable images poor | 1-03%      | 7-03%      | 0-00%      | 0-00%      | 2-02%      | 0-00%      | 2-07%      | 2-02%      | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 1-03%      | 2-08%      | 2-01%      | 6-04%      | 1-01%      | 0-00%   | 27-02%   |
|                                    | Plate Unclear                     | 0-00%      | 0-00%      | 0-00%      | 1-04%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-01%      | 0-00%      | 0-00%   | 2-00%    |
|                                    | Red-light not visible in          | 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%      | 0-00%      | 0-00%      | 1-01%      | 0-00%   | 1-00%    |
|                                    | Unclear Scene Image               | 0-00%      | 6-03%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-01%      | 0-00%   | 7-01%    |
| Process Issues                     | Too Old                           | 0-00%      | 1-00%      | 0-00%      | 0-00%      | 0-00%      | 1-02%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-03%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%   | 3-00%    |
| <b>Total</b>                       |                                   | 1-03%      | 14-06%     | 0-00%      | 1-04%      | 2-02%      | 1-02%      | 2-07%      | 3-03%      | 1-01%      | 0-00%      | 0-00%      | 0-00%      | 2-06%      | 2-08%      | 2-01%      | 7-05%      | 3-03%      | 0-00%   | 41-03%   |
| <b>Approved Violations</b>         |                                   | 29-97%     | 214-94%    | 4-100%     | 26-96%     | 126-98%    | 47-98%     | 27-93%     | 84-97%     | 71-99%     | 14-100%    | 32-100%    | 35-100%    | 34-94%     | 24-92%     | 142-99%    | 143-95%    | 100-97%    | 33-100% | 1185-97% |

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# Customer Management Report (Ventura) Redlight Incidents

01-May-2018 to 31-May-2018

Operator Id: %

|                       | VE-BRJO-01 | VE-CATH-01 | VE-FOV1-01 | VE-JONB-01 | VE-MA10-01 | VE-MALE-01 | VE-MAMI-01 | VE-MIDE-01 | VE-MITG-01 | VE-TGDA-01 | VE-THSE-01 | VE-VIMO-01 | VE-VIOP-01 | VE-VIRA-01 | VE-VITG-01 | VE-VITP-01 | VE-VITP-03 | VE-VIVA-01 | TOTAL    |
|-----------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|----------|
| Total Notices Printed | 29-97%     | 214-94%    | 4-100%     | 26-96%     | 126-98%    | 47-98%     | 27-93%     | 84-97%     | 71-99%     | 14-100%    | 32-100%    | 35-100%    | 34-94%     | 24-92%     | 142-99%    | 143-95%    | 100-97%    | 33-100%    | 1185-97% |

Legend: (P) = Production (I) = Inoperative

Note: If you selected "All" from the "Approach:" drop down list, the statuses reflected in this report will only indicate the current

# Customer Management Report (Ventura) Redlight Incidents

01-Jun-2018 to 30-Jun-2018

Operator Id: %

|                                    | VE-BRJO-01                      | VE-CATH-01 | VE-FOV1-01 | VE-JONB-01 | VE-MA10-01 | VE-MALE-01 | VE-MAMI-01 | VE-MIDE-01 | VE-MITG-01 | VE-TGDA-01 | VE-THSE-01 | VE-VIMO-01 | VE-VIOP-01 | VE-VIRA-01 | VE-VITG-01 | VE-VITP-01 | VE-VITP-03 | VE-VIVA-01 | TOTAL  |          |       |
|------------------------------------|---------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------|----------|-------|
| <b>Total Processed Incidents</b>   | 39                              | 289        | 15         | 37         | 156        | 56         | 45         | 107        | 73         | 18         | 57         | 40         | 55         | 34         | 144        | 160        | 143        | 51         | 1519   |          |       |
| <b>Less Uncontrollable Factors</b> |                                 |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |        |          |       |
| Obstruction                        | Driver Obstruction/Duckers      | 1          | 26         | 0          | 1          | 6          | 4          | 3          | 1          | 2          | 0          | 1          | 3          | 9          | 2          | 14         | 10         | 2          | 2      | 87       |       |
|                                    | Motor Cycle Helmet              | 1          | 0          | 0          | 0          | 0          | 1          | 0          | 1          | 1          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0      | 5        |       |
|                                    | Plate Obstruction               | 0          | 4          | 0          | 2          | 2          | 2          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 2          | 1          | 1          | 0      | 16       |       |
|                                    | Vehicle Obstruction             | 0          | 13         | 0          | 1          | 5          | 1          | 2          | 1          | 1          | 0          | 1          | 0          | 0          | 3          | 3          | 3          | 1          | 2      | 37       |       |
| Police Rejects                     | Multiple vehicles in frame      | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0      | 1        |       |
|                                    | On or Passed the Stop Bar (PD). | 0          | 6          | 0          | 0          | 2          | 0          | 0          | 8          | 3          | 0          | 1          | 0          | 0          | 0          | 0          | 2          | 1          | 5      | 29       |       |
|                                    | Safe Turn On Red                | 0          | 3          | 0          | 0          | 0          | 0          | 0          | 12         | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 3      | 19       |       |
|                                    | Sun Glare                       | 1          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 2          | 0          | 1          | 0      | 5        |       |
| Policy/Weather                     | Extended Vehicle                | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1      | 3        |       |
|                                    | Sun Glare                       | 1          | 13         | 0          | 1          | 5          | 5          | 7          | 5          | 4          | 3          | 0          | 2          | 2          | 6          | 8          | 6          | 27         | 4      | 99       |       |
|                                    | Weather/Nature                  | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 3          | 0      | 5        |       |
| Registration Issues                | Out of Country Plate            | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0      | 1        |       |
|                                    | Paper Plates                    | 2          | 12         | 2          | 1          | 4          | 6          | 2          | 9          | 2          | 0          | 3          | 3          | 7          | 1          | 2          | 5          | 4          | 4      | 69       |       |
|                                    | Wrong or No DMV                 | 2          | 8          | 1          | 2          | 4          | 0          | 0          | 1          | 1          | 0          | 2          | 0          | 1          | 1          | 5          | 4          | 2          | 0      | 34       |       |
| <b>Total</b>                       | 8                               | 85         | 3          | 8          | 31         | 19         | 15         | 38         | 17         | 4          | 9          | 10         | 19         | 14         | 36         | 31         | 42         | 21         | 410    |          |       |
| <b>Sub Total Violations</b>        | 31                              | 204        | 12         | 29         | 125        | 37         | 30         | 69         | 56         | 14         | 48         | 30         | 36         | 20         | 108        | 129        | 101        | 30         | 1109   |          |       |
| Less in Progress                   | 0                               | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0      | 0        |       |
| <b>Available For Prosecution</b>   | 31                              | 204        | 12         | 29         | 125        | 37         | 30         | 69         | 56         | 14         | 48         | 30         | 36         | 20         | 108        | 129        | 101        | 30         | 1109   |          |       |
| <b>Less Rejects</b>                |                                 |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |        |          |       |
| Camera Malfunction                 | Video Skips                     | 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%      | 0-00%      | 0-00%      | 0-00%      | 2-07%  | 2-00%    |       |
|                                    | Police Rejects                  | 0-00%      | 8-04%      | 1-08%      | 2-07%      | 6-05%      | 4-11%      | 6-20%      | 5-07%      | 5-09%      | 2-14%      | 0-00%      | 0-00%      | 4-11%      | 2-10%      | 1-01%      | 5-04%      | 9-09%      | 1-03%  | 61-06%   |       |
|                                    | Plate Unclear                   | 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%      | 1-01%      | 0-00%      | 1-01%      | 0-00%  | 2-00%    |       |
|                                    | Red-light not visible in        | 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%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%  | 0-00%    | 2-00% |
|                                    | Unclear Scene Image             | 0-00%      | 6-03%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%  | 0-00%    | 6-01% |
| Process Issues                     | Too Old                         | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 2-02%      | 0-00%      | 0-00%      | 1-01%      | 1-02%      | 0-00%      | 1-02%      | 2-07%      | 2-06%      | 0-00%      | 1-01%      | 5-04%      | 1-01%      | 0-00%  | 16-01%   |       |
| <b>Total</b>                       |                                 | 0-00%      | 14-07%     | 1-08%      | 2-07%      | 10-08%     | 4-11%      | 6-20%      | 6-09%      | 6-11%      | 2-14%      | 1-02%      | 2-07%      | 6-17%      | 2-10%      | 3-03%      | 10-08%     | 11-11%     | 3-10%  | 89-08%   |       |
| <b>Approved Violations</b>         |                                 | 31-100%    | 190-93%    | 11-92%     | 27-93%     | 115-92%    | 33-89%     | 24-80%     | 63-91%     | 50-89%     | 12-86%     | 47-98%     | 28-93%     | 30-83%     | 18-90%     | 105-97%    | 119-92%    | 90-89%     | 27-90% | 1020-92% |       |
| <b>Total Notices Printed</b>       |                                 | 31-100%    | 190-93%    | 11-92%     | 27-93%     | 115-92%    | 33-89%     | 24-80%     | 63-91%     | 50-89%     | 12-86%     | 47-98%     | 28-93%     | 30-83%     | 18-90%     | 105-97%    | 119-92%    | 90-89%     | 27-90% | 1020-92% |       |

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# Customer Management Report (Ventura) Redlight Incidents

01-Jul-2018 to 31-Jul-2018

Operator Id: %

|                                    | VE-BRJO-01                        | VE-CATH-01 | VE-FOV1-01 | VE-JONB-01 | VE-MA10-01 | VE-MALE-01 | VE-MAMI-01 | VE-MIDE-01 | VE-MITG-01 | VE-TGDA-01 | VE-THSE-01 | VE-VIMO-01 | VE-VIOP-01 | VE-VIRA-01 | VE-VITG-01 | VE-VITP-01 | VE-VITP-03 | VE-VIVA-01 | TOTAL   |        |
|------------------------------------|-----------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|---------|--------|
| <b>Total Processed Incidents</b>   | 30                                | 129        | 21         | 24         | 237        | 58         | 38         | 92         | 78         | 10         | 56         | 38         | 49         | 46         | 145        | 139        | 151        | 56         | 1397    |        |
| <b>Less Uncontrollable Factors</b> |                                   |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |         |        |
| Obstruction                        | Driver Obstruction/Duckers        | 2          | 17         | 4          | 1          | 6          | 4          | 1          | 1          | 2          | 0          | 1          | 4          | 5          | 5          | 18         | 3          | 3          | 4       | 81     |
|                                    | Motor Cycle Helmet                | 0          | 2          | 0          | 0          | 1          | 0          | 0          | 0          | 2          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0       | 5      |
|                                    | Plate Obstruction                 | 0          | 1          | 2          | 1          | 2          | 3          | 0          | 1          | 1          | 1          | 1          | 2          | 0          | 0          | 0          | 2          | 0          | 1       | 18     |
|                                    | Vehicle Obstruction               | 0          | 4          | 0          | 0          | 8          | 0          | 4          | 1          | 0          | 0          | 2          | 1          | 0          | 2          | 8          | 1          | 5          | 1       | 37     |
| Police Rejects                     | Emergency Vehicle Responding      | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0       | 1      |
|                                    | On or Passed the Stop Bar (PD).   | 0          | 3          | 0          | 0          | 5          | 0          | 0          | 10         | 3          | 0          | 1          | 0          | 0          | 0          | 0          | 3          | 0          | 2       | 27     |
|                                    | Police Discretion                 | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0       | 1      |
|                                    | Safe Turn On Red                  | 0          | 3          | 0          | 0          | 0          | 0          | 0          | 10         | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 3       | 16     |
|                                    | Sun Glare                         | 0          | 0          | 0          | 0          | 4          | 0          | 0          | 0          | 1          | 0          | 1          | 0          | 0          | 1          | 0          | 0          | 2          | 0       | 9      |
| Policy/Weather                     | Extended Vehicle                  | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 1       | 2      |
|                                    | Sun Glare                         | 4          | 5          | 0          | 1          | 34         | 8          | 2          | 3          | 11         | 2          | 6          | 0          | 4          | 12         | 14         | 10         | 33         | 8       | 157    |
|                                    | Weather/Nature                    | 0          | 0          | 0          | 0          | 1          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1       | 3      |
| Registration Issues                | Paper Plates                      | 3          | 2          | 1          | 0          | 11         | 3          | 1          | 4          | 3          | 1          | 3          | 2          | 2          | 2          | 4          | 2          | 2          | 2       | 48     |
|                                    | Wrong or No DMV                   | 0          | 4          | 0          | 3          | 5          | 1          | 3          | 0          | 0          | 0          | 4          | 0          | 1          | 8          | 2          | 6          | 1          | 38      |        |
| <b>Total</b>                       | 9                                 | 41         | 7          | 6          | 78         | 20         | 11         | 31         | 23         | 4          | 19         | 10         | 11         | 23         | 52         | 23         | 51         | 24         | 443     |        |
| <b>Sub Total Violations</b>        | 21                                | 88         | 14         | 18         | 159        | 38         | 27         | 61         | 55         | 6          | 37         | 28         | 38         | 23         | 93         | 116        | 100        | 32         | 954     |        |
| Less in Progress                   | 0                                 | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0       |        |
| <b>Available For Prosecution</b>   | 21                                | 88         | 14         | 18         | 159        | 38         | 27         | 61         | 55         | 6          | 37         | 28         | 38         | 23         | 93         | 116        | 100        | 32         | 954     |        |
| <b>Less Rejects</b>                |                                   |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |         |        |
| Police Rejects                     | Driver Unidentifiable images poor | 1-05%      | 1-01%      | 0-00%      | 0-00%      | 5-03%      | 1-03%      | 1-04%      | 4-07%      | 2-04%      | 0-00%      | 0-00%      | 0-00%      | 4-11%      | 0-00%      | 2-02%      | 5-04%      | 3-03%      | 2-06%   | 31-03% |
|                                    | Plate Unclear                     | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 2-01%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-03%   | 3-00%  |
|                                    | Red-light not visible in          | 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%      | 0-00%      | 0-00%      | 0-00%      | 1-01%   | 0-00%  |
| Process Issues                     | Too Old                           | 0-00%      | 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%      | 0-00%      | 0-00%      | 0-00%      | 0-00%   | 1-00%  |
| <b>Total</b>                       | 1-05%                             | 1-01%      | 0-00%      | 0-00%      | 7-04%      | 1-03%      | 1-04%      | 4-07%      | 2-04%      | 0-00%      | 1-03%      | 0-00%      | 4-11%      | 0-00%      | 2-02%      | 5-04%      | 4-04%      | 3-09%      | 36-04%  |        |
| <b>Approved Violations</b>         | 20-95%                            | 87-99%     | 14-100%    | 18-100%    | 152-96%    | 37-97%     | 26-96%     | 57-93%     | 53-96%     | 6-100%     | 36-97%     | 28-100%    | 34-89%     | 23-100%    | 91-98%     | 111-96%    | 96-96%     | 29-91%     | 918-96% |        |
| <b>Total Notices Printed</b>       | 20-95%                            | 87-99%     | 14-100%    | 18-100%    | 152-96%    | 37-97%     | 26-96%     | 57-93%     | 53-96%     | 6-100%     | 36-97%     | 28-100%    | 34-89%     | 23-100%    | 91-98%     | 111-96%    | 96-96%     | 29-91%     | 918-96% |        |

Legend: (P) = Production (I) = Inoperative

Note: If you selected "All" from the "Approach:" drop down list, the statuses reflected in this report will only indicate the current

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# Customer Management Report (Ventura) Redlight Incidents

01-Aug-2018 to 31-Aug-2018

Operator Id: %

|                                    | VE-BRJO-01                        | VE-CATH-01 | VE-FOV1-01 | VE-JONB-01 | VE-MA10-01 | VE-MALE-01 | VE-MAMI-01 | VE-MIDE-01 | VE-MITG-01 | VE-TGDA-01 | VE-THSE-01 | VE-VIMO-01 | VE-VIOP-01 | VE-VIRA-01 | VE-VITG-01 | VE-VITP-01 | VE-VITP-03 | VE-VIVA-01 | TOTAL   |        |
|------------------------------------|-----------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|---------|--------|
| <b>Total Processed Incidents</b>   | 23                                | 102        | 28         | 19         | 157        | 60         | 49         | 100        | 80         | 18         | 67         | 36         | 49         | 48         | 107        | 139        | 150        | 45         | 1277    |        |
| <b>Less Uncontrollable Factors</b> |                                   |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |         |        |
| Obstruction                        | Driver Obstruction/Duckers        | 4          | 10         | 2          | 0          | 5          | 6          | 1          | 2          | 4          | 0          | 0          | 5          | 6          | 7          | 5          | 5          | 3          | 3       | 68     |
|                                    | Motor Cycle Helmet                | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 1          | 0          | 0          | 0          | 0          | 0          | 1          | 0       | 3      |
|                                    | Plate Obstruction                 | 0          | 0          | 0          | 2          | 2          | 0          | 1          | 0          | 1          | 1          | 1          | 0          | 0          | 0          | 0          | 1          | 2          | 0       | 11     |
|                                    | Vehicle Obstruction               | 1          | 3          | 0          | 0          | 7          | 0          | 3          | 2          | 0          | 0          | 5          | 0          | 0          | 1          | 5          | 2          | 1          | 2       | 32     |
| Police Rejects                     | Driver Obstruction (PD)           | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0       | 1      |
|                                    | Emergency Vehicle Responding      | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0       | 1      |
|                                    | On or Passed the Stop Bar (PD)    | 0          | 1          | 0          | 0          | 3          | 0          | 0          | 6          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1       | 12     |
|                                    | Safe Turn On Red                  | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 2          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 2       | 4      |
| Policy/Weather                     | Extended Vehicle                  | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 1       | 3      |
|                                    | Sun Glare                         | 1          | 7          | 0          | 1          | 17         | 1          | 5          | 4          | 7          | 4          | 3          | 0          | 3          | 9          | 9          | 18         | 10         | 6       | 105    |
|                                    | Weather/Nature                    | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0       | 1      |
| Registration Issues                | Out of Country Plate              | 0          | 0          | 0          | 0          | 0          | 0          | 1          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0       | 1      |
|                                    | Paper Plates                      | 0          | 5          | 0          | 1          | 5          | 3          | 2          | 2          | 2          | 0          | 1          | 1          | 1          | 3          | 3          | 1          | 2          | 0       | 32     |
|                                    | Wrong or No DMV                   | 0          | 4          | 0          | 3          | 4          | 0          | 0          | 3          | 0          | 0          | 3          | 2          | 1          | 0          | 3          | 3          | 4          | 0       | 30     |
| <b>Total</b>                       | 7                                 | 31         | 2          | 8          | 43         | 10         | 12         | 22         | 16         | 6          | 14         | 8          | 11         | 20         | 25         | 30         | 24         | 15         | 304     |        |
| <b>Sub Total Violations</b>        | 16                                | 71         | 26         | 11         | 114        | 50         | 37         | 78         | 64         | 12         | 53         | 28         | 38         | 28         | 82         | 109        | 126        | 30         | 973     |        |
| Less in Progress                   | 8                                 | 31         | 25         | 3          | 39         | 21         | 22         | 35         | 28         | 4          | 16         | 10         | 14         | 12         | 42         | 46         | 56         | 17         | 429     |        |
| <b>Available For Prosecution</b>   | 8                                 | 40         | 1          | 8          | 75         | 29         | 15         | 43         | 36         | 8          | 37         | 18         | 24         | 16         | 40         | 63         | 70         | 13         | 544     |        |
| <b>Less Rejects</b>                |                                   |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |         |        |
| Camera Malfunction                 | Digital Distortion                | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 2-07%      | 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%  |
|                                    | Face Not in Frame                 | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-07%      | 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                 | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 2-07%      | 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                     | Driver Unidentifiable images poor | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 2-03%      | 3-10%      | 2-13%      | 2-05%      | 1-03%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 4-06%      | 0-00%      | 0-00%   | 14-03% |
|                                    | Plate Unclear                     | 1-12%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-03%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-02%      | 0-00%      | 0-00%      | 0-00%   | 3-01%  |
| <b>Total</b>                       | 1-12%                             | 0-00%      | 0-00%      | 0-00%      | 2-03%      | 8-28%      | 3-20%      | 2-05%      | 1-03%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 0-00%      | 1-02%      | 4-06%      | 0-00%      | 0-00%      | 22-04%  |        |
| <b>Approved Violations</b>         | 7-88%                             | 40-100%    | 1-100%     | 8-100%     | 73-97%     | 21-72%     | 12-80%     | 41-95%     | 35-97%     | 8-100%     | 37-100%    | 18-100%    | 24-100%    | 16-100%    | 39-98%     | 59-94%     | 70-100%    | 13-100%    | 522-96% |        |
| <b>Total Notices Printed</b>       | 7-88%                             | 40-100%    | 1-100%     | 8-100%     | 73-97%     | 21-72%     | 12-80%     | 41-95%     | 35-97%     | 8-100%     | 37-100%    | 18-100%    | 24-100%    | 16-100%    | 39-98%     | 59-94%     | 70-100%    | 13-100%    | 522-96% |        |

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