

# Customer Management Report (Sacramento) All Detection Types

01-Feb-2010 to 28-Feb-2010

Operator Id: %

|                                    | SAC-47ML-01 | SAC-ARCH-01 | SAC-ARWA-01 | SAC-BR21-01 | SAC-ECEA-01 | SAC-ECEV-01 | SAC-ELDJ-01 | SAC-FLEA-01 | SAC-FLFR-01 | SAC-FLLI-01 | SAC-FOHO-01 | SAC-FOWA-01 | SAC-HOFL-01 | SAC-HOFO-01 | SAC-HOHU-01 | SAC-ISFI-01 | SAC-MACE-01 | SAC-MACY-01 | SAC-MADA-01 | SAC-MASU-01 | SAC-MAVH-01 | SAC-WAFO-01 | TOTAL |
|------------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------|
| <b>Total Processed Incidents</b>   | 128         | 0           | 281         | 159         | 0           | 514         | 0           | 0           | 523         | 0           | 0           | 149         | 282         | 0           | 215         | 0           | 243         | 0           | 254         | 101         | 584         | 437         | 3870  |
| <b>Less Uncontrollable Factors</b> |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |       |
| Police Rejects                     | 0           | 0           | 0           | 0           | 0           | 1           | 0           | 0           | 1           | 0           | 0           | 0           | 0           | 0           | 1           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 3     |
| Driver ID - Motorcyclist Helmet    | 5           | 0           | 6           | 3           | 0           | 31          | 0           | 0           | 15          | 0           | 0           | 4           | 6           | 0           | 5           | 0           | 5           | 0           | 12          | 3           | 11          | 11          | 117   |
| Driver ID - Poor Driver Image -    | 5           | 0           | 5           | 4           | 0           | 0           | 0           | 0           | 37          | 0           | 0           | 3           | 2           | 0           | 13          | 0           | 6           | 0           | 6           | 2           | 62          | 12          | 157   |
| Driver ID - Poor Driver Image -    | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 3           | 0           | 0           | 0           | 1           | 0           | 4           | 1           | 9     |
| Driver ID - Poor Driver Image -    | 0           | 0           | 1           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 1     |
| Driver Obstruction - Duckers       | 4           | 0           | 8           | 18          | 0           | 29          | 0           | 0           | 10          | 0           | 0           | 2           | 6           | 0           | 2           | 0           | 22          | 0           | 11          | 4           | 13          | 3           | 132   |
| Emergency Vehicle Responding       | 0           | 0           | 0           | 0           | 0           | 10          | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 1           | 0           | 0           | 0           | 11    |
| Funeral Procession/Police          | 15          | 0           | 26          | 12          | 0           | 77          | 0           | 0           | 58          | 0           | 0           | 14          | 1           | 0           | 19          | 0           | 42          | 0           | 32          | 12          | 55          | 61          | 424   |
| Gender Mismatch                    | 1           | 0           | 0           | 1           | 0           | 0           | 0           | 0           | 2           | 0           | 0           | 0           | 52          | 0           | 0           | 0           | 0           | 0           | 1           | 0           | 1           | 4           | 62    |
| Invalid Offense                    | 3           | 0           | 3           | 0           | 0           | 4           | 0           | 0           | 4           | 0           | 0           | 2           | 0           | 0           | 1           | 0           | 4           | 0           | 0           | 1           | 2           | 2           | 26    |
| No Plates                          | 0           | 0           | 8           | 3           | 0           | 3           | 0           | 0           | 2           | 0           | 0           | 1           | 0           | 0           | 0           | 0           | 2           | 0           | 0           | 3           | 2           | 0           | 24    |
| Non Violation - Green Light        | 1           | 0           | 2           | 2           | 0           | 1           | 0           | 0           | 0           | 0           | 0           | 1           | 20          | 0           | 0           | 0           | 0           | 0           | 2           | 1           | 0           | 2           | 32    |
| Non Violation -Vehicle Behind      | 3           | 0           | 77          | 53          | 0           | 42          | 0           | 0           | 51          | 0           | 0           | 13          | 13          | 0           | 17          | 0           | 50          | 0           | 10          | 0           | 132         | 33          | 494   |
| Non-violation - Late Stop          | 1           | 0           | 9           | 2           | 0           | 13          | 0           | 0           | 9           | 0           | 0           | 4           | 5           | 0           | 5           | 0           | 8           | 0           | 3           | 2           | 17          | 9           | 87    |
| Paper Plates (PD)                  | 4           | 0           | 0           | 1           | 0           | 0           | 0           | 0           | 2           | 0           | 0           | 1           | 1           | 0           | 1           | 0           | 0           | 0           | 0           | 0           | 0           | 1           | 11    |
| Plate Obstruction (PD)             | 1           | 0           | 2           | 0           | 0           | 1           | 0           | 0           | 4           | 0           | 0           | 1           | 5           | 0           | 25          | 0           | 1           | 0           | 2           | 12          | 3           | 2           | 59    |
| Plate Unidentifiable               | 0           | 0           | 5           | 0           | 0           | 9           | 0           | 0           | 8           | 0           | 0           | 1           | 0           | 0           | 0           | 0           | 2           | 0           | 0           | 1           | 4           | 6           | 36    |
| Police Discretion                  | 0           | 0           | 9           | 2           | 0           | 11          | 0           | 0           | 12          | 0           | 0           | 0           | 0           | 0           | 1           | 0           | 10          | 0           | 0           | 0           | 24          | 7           | 76    |
| Short Stop - Incomplete Violation  | 19          | 0           | 5           | 6           | 0           | 0           | 0           | 0           | 6           | 0           | 0           | 6           | 1           | 0           | 18          | 0           | 2           | 0           | 9           | 3           | 68          | 17          | 160   |
| Straight Thru On Left              | 17          | 0           | 12          | 1           | 0           | 7           | 0           | 0           | 29          | 0           | 0           | 15          | 15          | 0           | 6           | 0           | 2           | 0           | 14          | 9           | 8           | 5           | 140   |
| VEHICLE OBSTRUCTION                | 0           | 0           | 1           | 0           | 0           | 1           | 0           | 0           | 1           | 0           | 0           | 0           | 0           | 0           | 3           | 0           | 2           | 0           | 0           | 0           | 4           | 1           | 13    |
| Weather Conditions                 | 0           | 0           | 0           | 1           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 1     |
| Yielding to an Emergency           | 79          | 0           | 179         | 109         | 0           | 240         | 0           | 0           | 251         | 0           | 0           | 68          | 127         | 0           | 120         | 0           | 158         | 0           | 104         | 53          | 410         | 177         | 2075  |
| <b>Total</b>                       | 49          | 0           | 102         | 50          | 0           | 274         | 0           | 0           | 272         | 0           | 0           | 81          | 155         | 0           | 95          | 0           | 85          | 0           | 150         | 48          | 174         | 260         | 1795  |
| <b>Sub Total Violations</b>        |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |       |

Generated By: TDELUCA

Generated On: 2/3/2012 11:09:36 AM

# Customer Management Report (Sacramento) All Detection Types

01-Feb-2010 to 28-Feb-2010

Operator Id: %

|                           |                                   | SAC-4TML-01 | SAC-ARCH-01 | SAC-ARWA-01 | SAC-BR21-01 | SAC-ECEA-01 | SAC-ECEV-01 | SAC-ELDJ-01 | SAC-FLEA-01 | SAC-FLFR-01 | SAC-FILL-01 | SAC-FOHO-01 | SAC-FOWA-01 | SAC-HOFL-01 | SAC-HOFO-01 | SAC-HOHU-01 | SAC-ISFI-01 | SAC-MACE-01 | SAC-MACY-01 | SAC-MADA-01 | SAC-MASU-01 | SAC-MAVH-01 | SAC-WAFO-01 | TOTAL    |        |
|---------------------------|-----------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|----------|--------|
| Less in Progress          |                                   | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0        |        |
| Available For Prosecution |                                   | 49          | 0           | 102         | 50          | 0           | 274         | 0           | 0           | 272         | 0           | 0           | 81          | 155         | 0           | 95          | 0           | 85          | 0           | 150         | 48          | 174         | 260         | 1795     |        |
| Less Rejects              |                                   |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |          |        |
| Police Rejects            | Driver Unidentifiable images poor | 2-04%       | 0-00%       | 2-02%       | 2-04%       | 0-00%       | 3-01%       | 0-00%       | 0-00%       | 3-01%       | 0-00%       | 0-00%       | 1-01%       | 0-00%       | 0-00%       | 1-01%       | 0-00%       | 1-01%       | 0-00%       | 1-01%       | 1-02%       | 3-02%       | 2-01%       | 22-01%   |        |
|                           | Equipment Malfunction             | 1-02%       | 0-00%       | 0-00%       | 0-00%       | 0-00%       | 1-00%       | 0-00%       | 0-00%       | 7-03%       | 0-00%       | 0-00%       | 0-00%       | 0-00%       | 0-00%       | 0-00%       | 0-00%       | 0-00%       | 0-00%       | 0-00%       | 0-00%       | 27-16%      | 1-00%       | 37-02%   |        |
|                           | 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%       | 1-01%       | 0-00%       | 0-00%       | 0-00%       | 0-00%       | 0-00%       | 0-00%       | 0-00%       | 0-00%       | 0-00%       | 1-00%    |        |
|                           | No Images                         | 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%       | 2-02%       | 0-00%       | 0-00%       | 0-00%       | 0-00%       | 0-00%       | 0-00%       | 0-00%       | 2-00%    |        |
|                           | Plate Unclear                     | 1-02%       | 0-00%       | 0-00%       | 0-00%       | 0-00%       | 0-00%       | 0-00%       | 0-00%       | 0-00%       | 7-03%       | 0-00%       | 0-00%       | 0-00%       | 4-03%       | 0-00%       | 12-13%      | 0-00%       | 0-00%       | 0-00%       | 2-01%       | 0-00%       | 0-00%       | 1-00%    | 27-02% |
|                           | Red-light not visible in          | 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%       | 0-00%       | 0-00%       | 0-00%       | 0-00%       | 0-00%       | 0-00%       | 0-00%       | 0-00%       | 0-00%    | 2-00%  |
| Process Issues            | Too Old                           | 0-00%       | 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%       | 1-01%       | 0-00%       | 0-00%       | 0-00%       | 0-00%       | 0-00%       | 0-00%       | 0-00%       | 3-00%    |        |
| Total                     |                                   | 4-08%       | 0-00%       | 2-02%       | 2-04%       | 0-00%       | 6-02%       | 0-00%       | 0-00%       | 19-07%      | 0-00%       | 0-00%       | 1-01%       | 5-03%       | 0-00%       | 16-17%      | 0-00%       | 1-01%       | 0-00%       | 3-02%       | 1-02%       | 30-17%      | 4-02%       | 94-05%   |        |
| Approved Violations       |                                   | 45-92%      | 0-00%       | 100-98%     | 48-96%      | 0-00%       | 268-98%     | 0-00%       | 0-00%       | 253-93%     | 0-00%       | 0-00%       | 80-99%      | 150-97%     | 0-00%       | 79-83%      | 0-00%       | 84-99%      | 0-00%       | 147-98%     | 47-98%      | 144-83%     | 256-98%     | 1701-95% |        |
| Total Notices Printed     |                                   | 45-92%      | 0-00%       | 100-98%     | 48-96%      | 0-00%       | 268-98%     | 0-00%       | 0-00%       | 253-93%     | 0-00%       | 0-00%       | 80-99%      | 150-97%     | 0-00%       | 79-83%      | 0-00%       | 84-99%      | 0-00%       | 147-98%     | 47-98%      | 144-83%     | 256-98%     | 1701-95% |        |

Generated By: TDELUCA  
 Generated On: 2/3/2012 11:09:36 AM