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Re: OIG Investigative Report – Case No. 23-010

The mission of the Office of the Inspector General (“the Office”) is to provide increased accountability and oversight in the operations of the Baltimore County government (“the County”) by identifying fraud, abuse, and illegal acts, while also striving to find ways to promote efficiency, accountability, and integrity.

In February 2023, the Office received a complaint about employees within the Grinder Pump Section of the Pumping and Treatment Division within the Department of Public Works and Transportation’s Bureau of Utilities. Specifically, the complainant alleged that certain employees in the Grinder Pump Section were not working during their assigned hours and were falsifying their work orders to compensate for their unaccounted time. In response to the complaint, the Office initiated an investigation consisting of numerous interviews and a review of records. The records examined included work orders from the Cityworks system, NexTraq records, policies and procedures, various manuals, human resource documents, and time and attendance records.

Based on the interviews and the records reviewed, the Office concluded the following with regard to the Grinder Pump Section:

- Management was not complying with Section 1.15.4 of the personnel manual, which concerns the monitoring of County vehicles.
- There are a significant number of preventative maintenance work orders related to the approximately 2,400 grinder pumps that have yet to be created in Cityworks.
- Employees had difficulties completing work orders in Cityworks due to technology challenges, and in some cases, a reluctance to learn the new system.
- There were inconsistencies as to how the work orders were filled out.
- Management was not running or receiving reports to ensure timely completion of work orders.
- Employees had significant idle time on the job including days with no work orders.

- Some work orders contained inflated hours.
- Miss Utility requests are not documented in a manner that allows for accountability.

I. The County's Vehicle Management Policy

Below are the applicable subsections from Section 1.15 of the County's Personnel Manual titled "Vehicle Management Policy." A copy of Section 1.15 in its entirety is attached to this report as **Exhibit 1**.

Section 1.15.1: Overview

The County has installed Global Positioning System (GPS) tracking equipment in all County-owned vehicles. The purpose of the equipment is to improve overall efficiency and reduce vehicle operating costs by ensuring that County vehicles are operated within established guidelines.

Section 1.15.3: Scope

This policy applies to all County employees operating a County vehicle at any time and for any purpose. This policy does not apply to police vehicles and fire equipment (but does apply to Fire Marshal vehicles).

Section 1.15.4: Policy

All County vehicles will be monitored for compliance with these standards. Department Heads or their designees are responsible for monitoring the GPS data. All work requests for a given individual must match the vehicle tracking information for a given day.

II. Background on the Pumping and Treatment Division

The Pumping and Treatment Division (hereafter "the Division") is one of several divisions within the Bureau of Utilities. Each of the divisions are managed by a superintendent. The superintendent of the Division has been in place since about May 2022. The Division consists of approximately 85 employees who are primarily responsible for the operation and maintenance of over 100 sewage pumping stations and approximately 2,400 grinder pumps in Baltimore County.¹

The sewage pumping stations, using a combination of gravity fed sewer lines and pressurized sewer lines, collect wastewater throughout Baltimore County and then redistribute it to wastewater treatment plants, most of which are located in Baltimore City. For certain properties in Baltimore County, a grinder pump is needed to "grind up" the wastewater from the property and

¹ See <https://www.baltimorecountymd.gov/departments/public-works/utilities>. While the website says there are 2,000 grinder pumps in Baltimore County, employees interviewed provided estimates of between 2,700 and 3,000. For purposes of this report, the Office is using 2,400.

then pump it upward to an existing sewer line. Grinder pumps are typically found on properties near the water, where there are lower elevations, or on properties that have newly constructed homes. The reason for the latter is because it is less expensive to install a grinder pump than to connect a new home to the public sewer main.

The staff of the Division performs preventative maintenance and repairs to the County's sewage pumping stations and grinder pumps. The sewage pumping stations receive weekly, monthly, semi-annual, and annual preventative maintenance checks. The approximately 2,400 grinder pumps must receive preventative maintenance checks once every three years, which equates to about 800 grinder pumps per year requiring maintenance. If the County fails to perform preventative maintenance on the sewage pumping stations or grinder pumps, it could be fined by the State of Maryland and the federal government.

Both sewage pumping stations and grinder pumps have alarms that go off when problems occur. Employees from the Division respond to these alarms to identify the source of the alarm and to make repairs as needed. A dispatch office is used to coordinate responses to alarms.

In addition, certain personnel from the Division are responsible for handling Miss Utility service requests, which involve marking sewer lines and related electrical connections to help ensure they are not adversely affected by planned excavation or demolition work.² Standard Miss Utility service requests must be completed within three days, and emergency requests must be completed within three hours.

The Division is also responsible for overseeing the pre-startup phase of a new grinder pump, which consists of verifying the permit and inspecting the electrical and mechanical aspects of the grinder pump before it becomes operational.

III. Structure and Operations of the Division

The Division is operated by three supervisors who oversee approximately ten crew chiefs. The supervisors report directly to the superintendent. Each crew chief is responsible for a crew, and each crew is responsible for some aspect of the Division's operations, such as maintenance of pumping stations, maintenance of grinder pumps, responding to alarms, or performing Miss Utility markings. However, there are times when crews may be called upon to assist other crews. The crews are typically comprised of electricians and mechanics. The Division is staffed 24 hours a day, seven days a week, using shifts. Crews generally work four, 10-hour shifts during a given week, and it is not uncommon for some of the employees to work overtime.

Historically, the Division utilized work orders that consisted of triplicate paper forms. About four years ago, the County upgraded the work order system to Cityworks, which is a cloud-based public asset management software program utilized by the Department of Public Works and Transportation (DPWT). Cityworks is used to track and manage the work performed by County

² Miss Utility is a one-call notification center that provides notice of any proposed excavation or demolition to all utility operators so that they can mark the locations of any of their underground infrastructure that could be affected by a project.

employees in areas such as permitting, inspections, maintenance, and repairs. The Office was told that one of the reasons for the change was to allow for better tracking of costs, which would lead to better budgeting for expenses. The electronic work orders in Cityworks note the name(s) of the employee(s) involved in the work, the type of work performed, the date and time it was performed, the location of the work, and the costs associated with the work.

The Division staff are assigned to service trucks. Most employees are assigned to a specific truck, which they use during their assigned shift. In the Grinder Pump Section, there is typically a two-person team assigned to each truck – an electrician and a mechanic. Typically, the electrician is the designated driver. Drivers of the service trucks must adhere to the County's Vehicle Management Policy and sign forms acknowledging their understanding of this policy. These forms are then maintained in the employee's personnel file. An example of a form is attached as **Exhibit 2**. The Division has approximately sixty trucks in service. The trucks are outfitted with NexTraq, a fleet tracking system that utilizes GPS to track the speed and location of the trucks. The County has used NexTraq for more than ten years. When not in service, the trucks are stored at the County's Fullerton Complex where the Grinder Pump Section is based.

IV. The Complaint

In February 2023, the Office received a complaint that specific employees within the Division's Grinder Pump Section were falsifying their work orders to compensate for the extended periods of time they were not working during the day. Specifically, it was alleged that these employees were sitting idle in their service trucks for inordinate amounts of time at pumping stations where they had no assigned duties. To investigate this allegation, the Office conducted interviews of employees within the Division, many of whom were assigned to the Grinder Pump Section. The Office also reviewed hundreds of work orders associated with the Grinder Pump Section employees and analyzed the NexTraq data of their service trucks. This analysis identified several issues, which are further discussed in the following sections of this report.

V. Analysis of NexTraq and Cityworks Data

As part of the investigation, the Office examined the NexTraq data and the electronic work orders for three Grinder Pump Section crews consisting of five employees, three drivers and two passengers, assigned to a total of three service trucks (hereafter "the Subject Employees") for a six-month period ranging from October 1, 2022 to March 31, 2023.³ This examination consisted of reviewing NexTraq daily activity summaries for the three service trucks associated with the Subject Employees. These summaries showed the locations of the trucks on any given day and how long the trucks stayed at those locations. The NexTraq data was then compared to the Subject Employees' electronic work orders for those days as well as their time and attendance records.

³ While the Office reviewed six months of data, there were conflicting statements made during employee interviews about whether there were preventative maintenance work orders in Cityworks to be addressed between October 2022 and December 2022. Therefore, the Office did not include these three months in its final analysis. As stated later in the report, by January 2023, this issue was resolved.

During the investigation, the Office had been told by several employees that on any given day, there was an overwhelming amount of work to be done in the Grinder Pump Section. That work consisted of performing preventative maintenance on the 800 grinder pumps per year that were required to be serviced, responding to grinder pump alarms, repairing grinder pumps, or performing Miss Utility markings associated with grinder pumps. However, a review of the NexTraq data and the electronic work orders for the Subject Employees did not reflect that the Subject Employees were consistently working throughout the day. Rather, the data showed they were spending excessive amounts of time in their service trucks at locations that did not appear to be work-related, taking numerous personal breaks during the day, and at times, going entire days without completing a work order in Cityworks. It should be noted that the majority of the locations where the Subject Employees sat idle for extended periods of time were pumping stations. The Office was told that the Subject Employees often went to pumping stations to use the restroom, dispose of grinder pump waste, or to get better cell service connectivity for purposes of completing work orders. While the Office took this into account when analyzing the data, it did not explain the numerous times the Subject Employees were parked at pumping stations for hours at a time. When questioned about this practice, several of the Division managers expressed concern about the frequency and amount of time spent by the Subject Employees at pumping stations.

According to Section 1.15.4 of the Personnel Manual, which addresses the County's Vehicle Management Policy (hereafter "the Vehicle Policy"), the Division's management are "responsible for monitoring the GPS data" of their employees to ensure the County vehicles under their control are being used appropriately. Also, the Vehicle Policy states "all work requests for a given individual must match the vehicle tracking information for a given day." Had management been regularly reviewing the GPS data pertaining to the Subject Employees and their assigned vehicles, they would have noticed that there were excessive idle times at locations that were not directly related to the Subject Employees' duties. However, the investigation determined that no one in a managerial role was reviewing the NexTraq data in this manner.

A. The NexTraq Program

The County's NexTraq program is managed by the GPS Program Manager who is responsible for various aspects of the NexTraq program including managing user accounts and enforcing standards that were implemented by executive management. Each County agency is supposed to designate an employee who is responsible for reviewing reports pertaining to their particular agency and noting any issues that need to be brought to management's attention.

Employees with access to the NexTraq system are able to log in to the program to monitor vehicles and run reports for drivers or specific vehicles. There are a multitude of different reports available under the "Reports" tab in NexTraq. The system also provides the ability to create "Report Subscriptions" that allow for the delivery of reports to a specific email address on a daily, weekly, or monthly basis. The program also can send "Alerts" for events such as speeding, excessive idle time, or leaving a geographic boundary.

During the investigation, the Office learned that the Bureau of Utilities does not have specific policies or procedures that address NexTraq usage by their employees beyond what is required by the County. Further, the Office learned that only 15 of the 229 employees within the

Bureau of Utilities had a NexTraQ login, and some of those employees' logins had expired due to inactivity. Of the fifteen employees with access to NexTraQ, only a few were supervisors. Of the Grinder Pump Section supervisors, none were actively using NexTraQ to monitor their employees during the day, nor were they receiving any type of NexTraQ report summarizing such information. The only exception was the use of NexTraQ by the dispatch office to determine the proximity of an employee to an active pumping station or grinder pump alarm. It should be noted that during the investigation, the Office showed one of the Division's supervisors how to run reports in NexTraQ, and it has recently come to the Office's attention that certain supervisors in the Division are now getting these reports.

When asked why NexTraQ was not being used by management to monitor employees in accordance with the Vehicle Policy, the Office was given the following explanations from different employees: they were not aware of the Vehicle Policy, management trusted its employees, it was not feasible to monitor such a large number of employees and vehicles, and such monitoring was being done by "Admin" or "in Towson." In an effort to clarify who was responsible for compliance with the Vehicle Policy within the Bureau of Utilities, the Office sent an email to one of the DPWT managers. In the reply, the Office was given a list of individuals whom the DPWT manager believed were tasked with complying with the Vehicle Policy within the different divisions of the Bureau of Utilities. When the Office attempted to confirm this with some of those individuals listed in the email, the Office was told by those persons that they were not in charge of compliance with the Vehicle Policy, and in some cases, they did not even have access to NexTraQ. The Office's investigation ultimately concluded that no one within the Division was taking the necessary steps to comply with the Vehicle Policy.⁴

B. The NexTraQ Data

The Office reviewed NexTraQ data for the three service trucks that were regularly utilized by the Subject Employees – noted in the tables as Crew A, Crew B, and Crew C. Two of the service trucks had two-person crews (Crew A and Crew B) while the third truck had a one-person crew (Crew C). The Subject Employees are supposed to work from 5:30 am to 3:30 pm with a paid 30-minute lunch break. The review showed that there were often large blocks of time during the workday in which the vehicles associated with the Subject Employees were at locations not associated with a work order. In some cases, the vehicles spent an entire day at locations not associated with a work order. For purposes of the investigation, the Office used a 90-minute threshold, which meant if the Subject Employees spent more than 90 minutes at a location without a work order, it was included in the analysis. The results are set forth in Table 1 below. It should be noted that this table and the subsequent tables in the report, unless otherwise stated, should be viewed in the context of the Subject Employees working on average 16 days per month based on their four days per week work schedule.

⁴ It is possible that other divisions within the Bureau of Utilities and even other bureaus within DPWT are also not in compliance with the Vehicle Policy. However, because the complaint was specific to the Division, the Office's investigation was limited to that particular area within DPWT.

No. of workdays the vehicle was idle > 90 min. at a location with no work order (Table 1)

Service Trucks for the Subject Employees	January 2023	February 2023	March 2023	3-Month Average	Average as a % of Workdays ⁵
Vehicle 1 (Crew A)	10 days	6 days	2 days	6.0 days	37.5%
Vehicle 2 (Crew B)	8 days	12 days	7 days	9.0 days	56.3%
Vehicle 3 (Crew C)	4 days	3 days	7 days	4.7 days	29.4%

The NexTraQ data also reflected that, on average, the Subject Employees did not begin to address work orders until a few hours after their 5:30 am start time, and they ceased addressing work orders a few hours before their 3:30 pm end time. Some of that time was spent at the Fullerton Complex where the service trucks are maintained. The Office is not faulting the Subject Employees for beginning and ending their workdays at the Fullerton Complex as the Office recognizes that spending some time at Fullerton at the start and end of a workday is an essential part of the Subject Employees' responsibilities. Rather, this report is about what the Subject Employees were doing when they were not at Fullerton. Because it was not unusual to see the vehicles associated with the Subject Employees either making stops in the first and last few hours of the workday at locations that appeared to be personal in nature or spending excessive amounts of time at pumping stations during those timeframes, the Office thought it was important to examine when the Subject Employees' vehicles were arriving at the first work order of the day and departing the last work order of the day. The results of that examination are set forth in Tables 2 and 3 below.

Average arrival time at the location of the first work order for the day (Table 2)⁶

Service Trucks for the Subject Employees	January 2023	February 2023	March 2023	3-Month Average	Difference Between the Avg Arrival and the 5:30 am Start Time
Vehicle 1 (Crew A)	8:27 am	8:46 am	8:44 am	8:39 am	3 hrs. and 9 min.
Vehicle 2 (Crew B)	8:49 am	8:53 am	8:22 am	8:41 am	3 hrs. and 11 min.
Vehicle 3 (Crew C)	8:33 am	8:44 am	8:07 am	8:28 am	2 hrs. and 58 min.

Average departure time from the location of the last work order for the day (Table 3)⁷

Service Trucks for the Subject Employees	January 2023	February 2023	March 2023	3-Month Average	Difference Between the Avg Departure and the 3:30 pm End Time
Vehicle 1 (Crew A)	1:16 pm	12:15 pm	1:29 pm	1:00 pm	2 hrs. and 30 min.
Vehicle 2 (Crew B)	1:24 pm	11:50 am	1:01 pm	12:45 pm	2 hrs. and 45 min.
Vehicle 3 (Crew C)	1:31 pm	1:07 pm	1:13 pm	1:17 pm	2 hrs. and 13 min.

⁵ The Office used 16 workdays to compute the average. In reality, the majority of the Subject Employees assigned to these three vehicles worked less than 16 days per month during this timeframe due to holidays, vacation time taken, or sick time taken. Thus, the true average number of workdays as a percentage of total workdays for the three-month period, for which the vehicles were idle for more than 90 minutes at locations with no work orders, is actually higher.

⁶ The times used to calculate the average were based on the arrival times at the first work-related location of the day. The Office determined this based on reviewing the NexTraQ data in conjunction with Cityworks.

⁷ The times used to calculate the average were based on the departure times from the last work-related location of the day. The Office determined this based on reviewing the NexTraQ data in conjunction with Cityworks.

C. Cityworks

In 2020, the Grinder Pump Section transitioned to Cityworks and began using electronic work orders to track the work performed by its field personnel. The preventative maintenance work orders pertaining to grinder pumps are created in Cityworks by an administrative employee within the Division (hereafter “the Administrative Employee”). Based on the investigation, it is the Office’s understanding that the Administrative Employee is the only active employee who knows how to create work orders in Cityworks for the Grinder Pump Section.

Once the Administrative Employee creates a work order, they assign it to an employee or a supervisor, in which case the supervisor reassigns it to a specific employee in the Grinder Pump Section. The employee then retrieves the work order by logging in to their Cityworks account on an iPad and navigating to a tab labeled “My Work Orders.” There is typically one iPad assigned per crew in the Grinder Pump Section. After the work is performed, the activities of the employee(s) pertaining to the work order are documented using the iPad. A typical grinder pump preventative maintenance work order has five required fields that must be completed. The fields are: the inspection field, the date and time the work was completed, the number of associated labor hours, the equipment utilized, and the materials used. The start time is not a required field. Once the fields are filled out, the work order is forwarded to the supervisor for review and approval, at which time it is closed.

During the investigation, the Office asked certain employees, including the Subject Employees, how long it took them to fill out a work order on the iPad. The Office was given various answers that ranged from approximately 5 minutes to 30 minutes or longer. Some of the answers were qualified based on factors such as the complexity of the work order, connectivity issues, and whether there was a need to upload photographs.

During the investigation, multiple employees told the Office that they had received little to no training on Cityworks and that the Division gave them iPads with little guidance. However, during an interview, the employee responsible for providing Cityworks training to the Division’s field personnel said they had provided an overview of Cityworks to all of the Grinder Pump Section employees and that the training included how to complete work orders. Additionally, the employee said there were options to get more in-depth training if needed, and they were available onsite at Fullerton to provide support to the crews. Regardless, the Office found that work orders from the Subject Employees were frequently inaccurate, a number of the work orders had been outstanding for an extended period of time, and no one from the Division was using Cityworks to ensure work orders were completed in a timely manner.

While weekly reports are run for management to identify open work orders, Cityworks is set up to only identify work orders that have been completed and are pending approval by a supervisor. In other words, the report would not capture work orders that were created by the Administrative Employee but have yet to be assigned to an employee, which is possibly what occurred in the fall of 2022. The weekly reports also do not list those work orders that have been assigned to an employee but the work has yet to be started or completed. To identify these work orders, a supervisor must go into each employee’s Cityworks account and check their “My Work Orders” inbox. The investigation showed that this was not being done. During an interview, the

Office was given access to the Cityworks inbox for one of the Subject Employees, which reflected 57 open work orders, many of which had been outstanding since the fall of 2022. Based on how the system was configured, none of these outstanding work orders were listed on the weekly reports of open work orders, which are emailed out to various supervisors in the Bureau of Utilities. During the investigation, the Grinder Pump Section created an “Open Grinder Pump PM’s” dashboard within Cityworks, which various people within the Section have access to, in an effort to better track and account for open preventative maintenance work orders.

Another significant issue identified by the Office was a failure to create preventative maintenance work orders for a large number of the grinder pumps. Because there are about 2,400 grinder pumps that need to be serviced every three years, the Administrative Employee needed to create 2,400 work orders in Cityworks after the transition from the paper system. Once created, these work orders would be scheduled to automatically regenerate every three years to ensure the County maintains its compliance with state and federal laws. At the time of the Office’s investigation, the Administrative Employee had only created about 1,100 work orders, which meant there were still a substantial number of work orders that needed to be set up in Cityworks.

According to the Administrative Employee, the process in the Grinder Pump Section to set up these work orders had been as follows: the Administrative Employee would create a certain number of work orders in Cityworks at a time (e.g., 50 work orders) and then wait until they were told that the Grinder Pump Section crews were running low on work orders at which time, the Administrative Employee would create another batch of work orders in Cityworks. In other words, the Administrative Employee only created the preventative maintenance work orders when requested to do so.

During the investigation, the Office received conflicting statements from the Administrative Employee and certain Grinder Pump Section personnel about whether any preventative maintenance work orders had been created in Cityworks in the fall of 2022. According to the Administrative Employee, they created more than 200 preventative maintenance work orders between October 2022 and December 2022. However, none of these work orders were completed. It was alleged by some of the Grinder Pump Section personnel that they could not see the work orders in Cityworks at the time. By January 2023, this issue was resolved, and the Subject Employees had a significant number of work orders that needed to be addressed. While the Office was able to confirm that these work orders had been created in October 2022 and December 2022, it is possible they were never assigned to any of the Subject Employees in Cityworks. Regardless, there was clearly a breakdown in communication during this time period, which resulted in a lack of productivity among the Subject Employees. Contributing to the poor communication was the fact that the Administrative Employee transferred in the fall of 2022 to a different building where they were not as readily accessible to the Grinder Pump Section crews.

The Office was told by management that each Grinder Pump Section crewmember was expected to complete approximately 10 work orders per day. In an effort to see if the Subject Employees were meeting that expectation, the Office performed an analysis to determine the number of work orders completed by the Subject Employees on a monthly basis for a three-month period. The Office then calculated the three-month average. Then, while taking into account the Subject Employees’ time and attendance records for the three months, the Office calculated the

average number of work orders each of the Subject Employees completed per workday per month. The results are depicted in Table 4. While conducting this analysis, the Office identified numerous days where employees had no work orders. This information is summarized in Table 5.

3-Month Analysis of the work orders completed by the Subject Employees (Table 4)

Subject Employee	January 2023 Work Orders	February 2023 Work Orders	March 2023 Work Orders	3-Month Average of Work Orders	Average Number of Work Orders Completed per Workday per Month
Crew A – Employee 1 ⁸	8	6	5	6.3	0.6 work orders per day in January 0.9 work orders per day in February 0.4 work orders per day in March
Crew A – Employee 2 ⁹	14	14	17	15.0	0.9 work orders per day in January 1.0 work orders per day in February 0.9 work orders per day in March
Crew B – Employee 1 ¹⁰	7	42	46	31.7	0.6 work orders per day in January 2.8 work orders per day in February 2.6 work orders per day in March
Crew B – Employee 2 ¹¹	20	46	45	37.0	1.2 work orders per day in January 3.1 work orders per day in February 2.7 work orders per day in March
Crew C – Employee 1 ¹²	45	28	52	41.7	3.1 work orders per day in January 2.2 work orders per day in February 3.5 work orders per day in March

Total number of workdays per month per crew without a work order (Table 5)

Crew	January 2023	February 2023	March 2023	3-Month Average	Average as a % of Workdays¹³
Crew A	12 days	11 days	16 days	13.0 days	81.3% workdays with no work order
Crew B	7 days	8 days	7 days	7.3 days	45.6% workdays with no work order
Crew C	4 days	8 days	10 days	7.3 days	45.6% workdays with no work order

Table 4 shows that the Subject Employees were not close to meeting the goal of completing approximately 10 work orders per day. As stated earlier, by January 2023, there was no shortage of work orders in Cityworks that needed to be addressed. The analysis shows that over the three-

⁸ For the months of January 2023, February 2023, and March 2023, Crew A – Employee 1 worked approximately 12.5 days, 6.5 days, and 12 days respectively.

⁹ For the months of January 2023, February 2023, and March 2023, Crew A – Employee 2 worked approximately 16 days, 14.5 days, and 18.5 days respectively.

¹⁰ For the months of January 2023, February 2023, and March 2023, Crew B – Employee 1 worked approximately 11 days, 15 days, and 18 days respectively.

¹¹ For the months of January 2023, February 2023, and March 2023, Crew B – Employee 2 worked approximately 16.5 days, 15 days, and 16.5 days respectively.

¹² For the months of January 2023, February 2023, and March 2023, Crew C – Employee worked approximately 14.5 days, 12.5 days, and 15 days respectively.

¹³ The Office used 16 workdays to compute the average. In reality, the majority of the Subject Employees that comprise these three crews worked less than 16 days per month during this timeframe due to holidays, vacation time taken, or sick time taken. Thus, the true average percentage of workdays that the crews went without a work order is actually higher.

month period, the Subject Employees ranged from completing, on average, 0.4 to 3.5 work orders per day. It should be noted that the highest production is from the single person crew. Table 5 reflects that more than 80% of Crew A's workdays are spent without completing a work order, while almost half of Crew B and C's workdays are spent without a work order. It is unclear how much of this general lack of productivity by the Subject Employees was due to them not knowing how to fully utilize Cityworks. The lack of familiarity with Cityworks could have resulted in the Subject Employees not retrieving work orders that needed to be addressed or not getting credit for work performed because they failed to properly document and workflow their activities in Cityworks. Regardless, if management was complying with the Vehicle Policy and utilizing Cityworks to its full potential, they would have noticed that the Subject Employees were not accomplishing the amount of work that was expected of them on a regular basis.

D. Inconsistencies Between the NexTraQ and Cityworks Data

During its review of the NexTraQ data for the Subject Employees' service vehicles and the information listed on the electronic work orders assigned to the Subject Employees for the period January 1, 2023 to March 31, 2023, the Office identified numerous inconsistencies between the two sets of data. Specifically, NexTraQ frequently showed the Subject Employees' service trucks were at certain locations on specific dates and times that did not correspond to the information on the work orders. The Office had been told there were no standard practices or procedures for completing the work orders in Cityworks, and the Office's data analysis supported this.

Based on the investigation, the Office identified various factors that likely contributed to the data inconsistencies, which are set forth below.

- Employees are supposed to fill out the amount of time it took them on a project using 15-minute increments. The investigation showed that it was not uncommon for the Subject Employees to use whole hours – rounding up the time it took them to complete a project to the next hour. In other words, if a job took them one hour and ten minutes, they would list two hours on the work order as opposed to one hour and fifteen minutes.
- Some of the Subject Employees included the amount of time it took them to drive to a job as part of the total labor on their work orders, while others did not start recording their time until they arrived on the job site.
- Since the Division does not require employees to enter a start time on a work order, one of the Subject Employees consistently did not list the time they started each of their assigned projects. This practice created the potential for the employee to have to estimate the amount of time it took to complete a project.
- One of the Subject Employees told the Office that they used the date they enter the information into the iPad as the date the work was completed as opposed to the date the work was actually performed. Because these dates often did not match, many of the employee's work orders had incorrect dates, and they could not be reconciled with the employee's NexTraQ data.

- There was no consistency among the Subject Employees as to when they filled out the electronic work orders in Cityworks for the work they had completed. Sometimes, the Subject Employees completed their work orders in the field. Because many areas in Baltimore County where homes utilize grinder pumps have poor cellphone service, it was challenging for the Subject Employees to access Cityworks on job sites. As a result, some of the Subject Employees completed their work orders at the Division's Fullerton complex or at one of the pumping stations at the end of their shift. Some of the Subject Employees simply waited until they had free time and then entered a series of work orders into Cityworks from the work they had performed over the prior several days. Some of these practices lend themselves to entering inaccurate dates and times into Cityworks for the work performed.
- It also appeared that on some occasions, the Subject Employees intentionally entered incorrect data on their work orders to compensate for days when they performed little or no work. Many employees told the Office that years ago, the grinder pump crews were pressured to have ten hours' worth of work orders per workday. As a result, the employees sometimes inflated the hours they had spent on jobs. Although there is no indication that this pressure still exists, the analysis performed by the Office in comparing the NexTraq and Cityworks data for the Subject Employees indicated that some of the time, employees were inflating the amount of time they had spent on their work orders.

The following tables are examples of the types of analyses performed by the Office in comparing the NexTraq and Cityworks data for the Subject Employees. Tables 6 and 7 show the contrast between what two of the Subject Employees (Crew B Employees 1 & 2) said they did on February 1, 2023 per their work orders and what their assigned vehicle showed they actually did per the NexTraq data. For reference purposes, a copy of the applicable NexTraq data in support of Table 6 is attached as **Exhibit 3**, and copies of the work orders listed in Table 7 are attached as **Exhibit 4**. Table 8 shows a day where two of the Subject Employees (Crew A Employees 1 & 2) did virtually no work. A copy of the NexTraq data for Table 8 is attached as **Exhibit 5**.

Comparison of Crew B's NexTraq and Cityworks data for 02/01/2023

NexTraq Data (Table 6)

Location of Crew B's Vehicle on 02/01/2023 per NexTraq	Arrival Time per NexTraq	Departure Time per NexTraq	Time at Location
Vehicle begins moving	-	7:23 am	N/A
Putty Hill Plaza	7:31 am	7:32 am	1 minute
Bowleys Quarters Sewage Pumping Station	8:00 am	9:12 am	1 hr. and 12 min.
3731 Patapsco Ave	9:21 am	9:34 am	13 minutes
3753 Patapsco Ave	9:38 am	9:56 am	18 minutes
3775 Patapsco Ave	9:59 am	10:08 am	9 minutes
3723 Patapsco Ave	10:11 am	10:13 am	2 minutes
3773 Patapsco Ave	10:19 am	10:27 am	8 minutes
Unknown	10:49 am	11:13 am	24 minutes
Bengies Sewage Pumping Station	11:37 am	2:26 pm	2 hrs. and 49 min.

Cityworks Data (Table 7)

Work Orders Completed by Crew B (Employee 1 and Employee 2) on 02/01/2023 per Cityworks	Start Time per Work Order	Stop Time per Work Order	Time Spent on Work Order by Employee 1	Time Spent on Work Order by Employee 2	Total Time Spent on Work Order by Crew B
WO #999041 at 3700 Patapsco	6:00 am	7:00 am	1 hour	1 hour	2 hours
WO #999040 at 3702 Patapsco	7:00 am	8:00 am	1 hour	1 hour	2 hours
WO #999039 at 3704 Patapsco	8:00 am	9:00 am	1 hour	1 hour	2 hours
WO #999045 at 3712 Patapsco	11:00 am	12:00 pm	1 hour	1 hour	2 hours
WO #999046 at 3714 Patapsco	12:00 pm	1:00 pm	1 hour	1 hour	2 hours
WO #999047 at 3718 Patapsco	1:00 pm	2:00 pm	1 hour	1 hour	2 hours

As can be seen from the data in Table 6, the vehicle associated with Crew B, whose employees work from 5:30 am to 3:30 pm with a 30-minute lunch break, did not begin heading out into the field until 7:23 am. Between 7:23 am and 9:12 am, the vehicle was either moving, or it was parked at the Bowleys Quarters sewage pumping station. The vehicle was then stopped at several locations along Patapsco Avenue between 9:21 am and 10:27 am. Those locations appear to be associated with work orders. After 10:27 am, the vehicle was either moving or parked at locations not associated with work orders. As seen in Table 7, when the labor hours were entered for the six work orders related to the addresses along Patapsco Avenue, start and end times were used that do not correspond with the NexTraq data. In addition, the “Time Spent on Work Order” appears to be inflated for both Crew B employees, and it does not adhere to the 15-minute increment rule. Rather, the employees simply rounded their time spent on the project up to the nearest hour. While this is only one day for two employees, the Office’s review of all of the Subject Employees’ NexTraq and Cityworks data for the three-month period showed that these inconsistencies and inflated times occurred frequently.

Comparison of Crew A’s NexTraq and Cityworks data for 01/31/2023 (Table 8)

Location of Crew A’s Vehicle on 01/31/23 per NexTraq	Arrival Time per NexTraq	Departure Time per NexTraq	Time at Location	Work Orders Associated with Location
Vehicle begins moving	-	6:20 am	N/A	N/A
Kelly’s Kitchen and Bakery	7:26 am	7:38 am	12 minutes	None
Bengies Sewage Pumping Station	7:46 am	11:22 am	3 hrs. and 36 min.	None
1251 Burke Road	11:35 am	11:48 am	13 minutes	None ¹⁴
Back River Neck Rd Sewage Pumping Station	12:28 pm	2:37 pm	2 hrs. and 9 min.	None

As shown in Table 8, the vehicle associated with Crew A, whose employees work from 5:30 am to 3:30 pm with a 30-minute lunch break, did not begin heading out into the field until 6:20 am. At that time, it drove a circuitous route of about 50 miles to its first stop, which was Kelly’s Kitchen and Bakery. The vehicle then went to the Bengies sewage pumping station where

¹⁴ Based on the investigation, the Office determined that this stop was related to Miss Utility service request #378696, which was assigned to one of the Division’s supervisors.

it spent over 3.5 hours. Then at 11:35 am, the vehicle went to an address with no associated work order for about 13 minutes. The Office believes this was a Miss Utility service request that was delegated to Crew A. The vehicle then went to the Back River Road sewage pumping station where it was parked for a little over two hours. Attached to this report as **Exhibit 6** is a copy of a NexTraq Detailed Activity report, which shows the vehicle's locations for the day. Based on the time and attendance records for Crew A's employees, the Office believes both employees were in the vehicle on this date. According to the data, it appears that Crew A's work on January 31, 2023 consisted of performing a Miss Utility marking in the vicinity of 1212 Burke Avenue, which took approximately 13 minutes. The Office encountered several days like this when analyzing the data for the Subject Employees.

E. Financial Cost

There is a financial component associated with the issues identified in this report. For example, the periods of time that the Subject Employees are idle or otherwise not working constitute a waste of County resources if in fact, there are work orders or other work-related tasks that need to be addressed. In addition, the intentional inflating of the time spent on work orders in an attempt to conceal the idle or non-working time is misconduct. Both behaviors negatively affect the County's ability to track the true costs associated with the work orders and to budget for such resources in the future. Unfortunately, due to the factors discussed in this report, it is difficult to assess and quantify exactly how often and to what degree any of the Subject Employees are intentionally not working and are using inflated times on their work orders to offset their lack of productivity. The Office recognizes that, in some instances, the Subject Employees were working but failed to fully document the work due to their reluctance to embrace the Cityworks system. Regardless, it is difficult to assign a total cost to the problem. However, the general lack of supervision over the Subject Employees, including management's failure to adhere to the Vehicle Policy, is contributing to the issue and allowing it to perpetuate. Listed below are two examples that show how the practices in the Grinder Pump Section translate to wasted County resources.

- Employee 1 and Employee 2 from Crew B have labor rates of \$34.26/hour and \$26.94/hour respectively per Cityworks. According to the six work orders dated February 1, 2023, as shown in Table 7, the total labor spent on those work orders by Crew B's Employee 1 was \$205.56 (\$34.26/hr. x 6 hrs.) and for Crew B's Employee 2 was \$161.64 (\$26.94/hr. x 6 hrs.) for a total labor cost of \$367.20. In reality, according to the NexTraq data as shown in Table 6, each of the Crew B employees spent a total of only about an hour on these work orders, which means the total labor cost should have been \$61.20 (\$34.26/hr. + \$26.94/hr.). The result is an inflated total labor cost for those six work orders of \$306.00 (\$367.20 - \$61.20) or 500%.
- According to the NexTraq data shown in Table 8, the vehicle associated with Crew A spent most of January 31, 2023 either driving or parked at locations not associated with work orders. The only exception was the 13 minutes spent fulfilling a Miss Utility service request near 1212 Burke Avenue. Employees 1 and 2 from Crew A have labor rates of \$32.64/hour and \$31.08/hour respectively per Cityworks. Using their assigned labor rates, the employees in Crew A were paid \$326.40 and \$310.80 respectively for a day in which it appears they performed approximately 13 minutes of work.

While these are only two examples, the Office encountered numerous instances in which vehicles associated with the Subject Employees were at work order locations for time periods that were considerably less than the times listed on the corresponding electronic work orders. Also, there were several occasions in which these same vehicles were sitting idle at locations not affiliated with any work orders for extended periods of time and in some cases, for entire days.

VI. Miss Utility

In addition to performing preventative maintenance on grinder pumps and responding to grinder pump alarms, the Subject Employees handle Miss Utility markings as previously described in Section II of this report. Within Cityworks, Miss Utility jobs are assigned by the dispatch office to a crew chief using service requests. The crew chief then delegates the service request to one of the Subject Employees, who then needs to log in to Cityworks and reassign the service request from the crew chief to themselves. This is in contrast to work orders, which get assigned directly to the specific field personnel who are tasked with doing the work. After the employee completes the work associated with the service request, they contact the dispatch office so the service request can be cleared in Cityworks. During the investigation, the Office observed that the Subject Employees are frequently not taking the time to go into Cityworks to reassign the service requests to themselves. Thus, there is no record in Cityworks of who performed the work, when it occurred, and how long it took. In other words, there is no way to adequately account for the amount of time spent by the Subject Employees on the Miss Utility work.

VII. Effect of the Investigation on the Subject Employees' Productivity

Near the end of the investigation, after numerous interviews and record requests, the Office was interested to know whether there had been an increase in the Subject Employees' productivity. A review of the work orders completed by the Subject Employees for the months of April 2023 to June 2023 showed a significant increase in the average number of work orders completed per month for most of the Subject Employees when compared to the average for the months of January 2023 to March 2023 as shown in Table 4. The results of this analysis are below in Table 9.

Pre-investigation versus post-investigation work order productivity analysis (Table 9)

Subject Employee	Avg Work Orders per Month for the Period Jan. 2023 to March 2023 (See Table 4)	April 2023 Work Orders	May 2023 Work Orders	June 2023 Work Orders	Avg. Work Orders per Month for the Period April 2023 to June 2023	% Change in the Avg per Month
Crew A – Employee 1	6.3	15	14	30	19.7	+212.7%
Crew A – Employee 2	15.0	17	18	35	23.3	+55.3%
Crew B – Employee 1	31.7	47	52	103	67.3	+112.3%
Crew B – Employee 2 ¹⁵	37.0	-	-	-	-	-
Crew C - Employee	41.7	56	15	48	39.7	- 4.8%

¹⁵ Crew B – Employee 2 transferred out of the Grinder Pump Section by early April 2023.

VIII. Conclusion

Based on the investigation, the Office determined that for the time period examined by the Office, the Subject Employees in the Grinder Pump Section were frequently sitting idle in their vehicles for extended periods of time at locations that were not affiliated with work orders and where they had no assigned duties (see Table 1). The Office recognizes that many of these locations were pumping stations where the Subject Employees were permitted to stop for reasonable periods of time. Thus, the Office used a threshold of 90 minutes when conducting its analysis. Even with the 90-minute threshold, approximately one-third or more of the three crews' workdays on average involved days in which the crews sat idle for extended periods of time. Additionally, on average, the Subject Employees appeared to routinely start the operational portion of their workday approximately three hours after their normal 5:30 am start time (see Table 2) and end the operational portion of their workday more than two hours before their normal 3:30 pm end time (see Table 3).

Based on the amount of time the Subject Employees were sitting idle, it was not a surprise that their productivity during the period examined by the Office appeared to be significantly below management's goal of 10 work orders per day (see Table 4). Of particular concern was that Crews A, B, and C appeared to have spent on average 81.3%, 45.6%, and 45.6% respectively of their workdays for the months of January 2023 through March 2023 without completing a work order (see Table 5). This was despite there being no shortage of work to be done in the Grinder Pump Section during that timeframe as told to the Office by several employees. It is worth repeating that the Subject Employees may have been more productive than the data showed in that they could have performed work during the relevant time period that was not captured in Cityworks because it was not properly documented by them. Even if that was the case, it does not account for the excessive amount of idle time spent by the Subject Employees at locations without work orders. The Office also wants to highlight that nothing in this report is intended to suggest that the Subject Employees were not responding to grinder pump alarms or fulfilling Miss Utility service requests.

The data examined by the Office also reflected that on some occasions, the Subject Employees intentionally inflated the amounts of time they had spent on work orders to make it appear as though they had worked more than they actually did on a given day. An example of this was shown for Crew B on February 1, 2023 in which Employees 1 and 2 each said they had spent a total of six hours on six different work orders when in reality, their assigned service vehicle only had spent about an hour in total at those addresses (see Tables 6 and 7). The Office saw numerous examples like this when analyzing the NexTraQ data in conjunction with the Cityworks data. Another troubling revelation from the data was that occasionally, one or more of the Subject Employees sat idle for an entire day at one or more locations not affiliated with work orders. On at least one occasion, these employees went multiple days without completing a work order. An example of a day without a work order was shown for Crew A on January 31, 2023 (see Table 8).

The findings set forth in the report, which indicate an overall lack of productivity among the Subject Employees, and at times, attempts by those employees to mask their inactivity by inflating labor hours on their work orders, highlighted the lack of supervision in the Grinder Pump Section. The Office found that management was not adhering to the Vehicle Policy or using Cityworks in a manner that would identify employees who had backlogs of work orders. The fact

that three of the Subject Employees significantly increased their work order production after they and management became aware of the Office's investigation (see Table 9) reinforced the Office's view that the Subject Employees were either: not utilizing their full workday to address pending work orders; not properly documenting the work they were performing in Cityworks, which would have skewed the Office's analyses; or some combination of the two. Regardless, management could have identified both of these issues had they been reconciling the NexTraq and Cityworks data for the Subject Employees on a regular basis in accordance with the Vehicle Policy.

As a result of the investigation, the Office has a series of recommendations for the Administration, which should address the types of issues that were brought up in this report. The recommendations are as follows:


- The Bureau of Utilities should draft specific policies and procedures that address NexTraq usage by its supervisors and take the necessary steps to ensure that those policies and procedures are being followed. The Bureau should ensure that all of its supervisors, who manage operational personnel, such as the Subject Employees, have NexTraq accounts and are trained on how to run reports that can assist them with monitoring their employees. As noted in this report, the Office actually taught one of the supervisors how to run NexTraq reports during the investigation. These types of reports could help management identify and address negative behaviors before they result in waste and lead to serious misconduct.
- The Division's Management should start utilizing reports in Cityworks to identify work orders that have not been initiated or completed by employees in the Grinder Pump Section within a reasonable amount of time. Currently, such reports only identify work orders that have been completed by employees but have yet to be reviewed by management. If possible, the supervisors should receive productivity reports so they can track whether personnel are meeting management's expectation of completing approximately 10 work orders per day, which was a policy that was formalized within the Grinder Pump Section during the investigation.
- All employees in the Grinder Pump Section should become proficient with Cityworks. The investigation showed that while the employees were given an introductory training on Cityworks, some of the employees need to be encouraged, if not mandated, to take more in-depth training.
- There should be standard practices for filling out work orders in the Grinder Pump Section. Therefore, management needs to ensure that all employees include start times on their work orders, follow the 15-minute increment rule when recording their labor hours, and document all personnel who are involved with the work order. Also, there needs to be uniformity among all personnel as to whether travel times should be included as part of the time spent on a work order.
- There should be standard procedures as to when work orders are filled out by field personnel such as the Subject Employees. If the Division expects the employees to complete their work orders while in the field, then the County needs to invest in

technology that will make it feasible to do so. Otherwise, the employees should have specific times set aside, when feasible, at the beginning or end of their workdays at the Fullerton complex to access Cityworks so they can complete their work orders. The Division may also want to institute deadlines for completing work orders, which potentially could be incorporated into management's reports.

- Additional employees in the Division need to know how to establish grinder pump preventative maintenance work orders in Cityworks. Based on the investigation, it is the Office's understanding that only the Administrative Employee is responsible for this task. As stated in the report, there are about 1,300 preventative maintenance work orders that still need to be entered into Cityworks and addressed by the Subject Employees. If this does not occur, the County risks being in violation of the requirement to service all grinder pumps every three years. Based on the data available to the Office, the County may already be in violation as the first work order was entered into Cityworks about three years ago, in July 2020. The Administration should research this issue further, and if it determines that the County is not in compliance, assess the legal and financial ramifications and devise a plan to rectify the problem.
- The Division should consider developing a better system for assigning Miss Utility service requests. As noted in the report, the employees who are responsible for carrying out the service requests are also responsible for going into Cityworks and reassigning the service requests to themselves. This frequently is not done, which makes it difficult to account for the time spent by employees on service requests. The Office recommends that the service requests be handled in the same manner as work orders. Either a manager or an administrator should be responsible for assigning them to the field personnel. Once the service requests are completed by the employees, they should be work-flowed to management for review and approval. Like with work orders, reports should be produced and reviewed by management showing which service requests have been completed and which ones are still outstanding.
- If there is a lack of resources within the Division justifying why a number of these recommendations have not already been implemented, the Administration should consider creating one or more dedicated positions to address the types of issues raised in this report. The costs associated with such positions may very well be outweighed by the benefits obtained through improved productivity, a reduction in waste, more accurate cost projections and resource allocations, and increased compliance with state and federal requirements.
- The County should consider having the Office of the County Auditor perform a review of the County's NexTraq program to determine if the program is also being underutilized in other departments and agencies across County government.

This matter is being referred to you for an official response. Please respond in writing by August 2, 2023, indicating what action has been taken or what actions you intend to take regarding this matter. Should you have any questions or require additional information, please do not hesitate to contact me.

Sincerely,


Kelly Madigan
Inspector General
Office of the Inspector General

cc: John A. Olszewski, Jr., County Executive
Dori Henry, Chief of Staff
James R. Benjamin, Jr., County Attorney
D'Andrea Walker, Director, Department of Public Works and Transportation
Chad Thornton, Chief, Bureau of Utilities
John Parks, Superintendent, Pumping and Treatment Division

Section 1: Code of Conduct and Policies

Section 1.15: Vehicle Management Policy

Section 1.15.1: Overview

The County has installed Global Positioning System (GPS) tracking equipment in all County-owned vehicles. The purpose of the equipment is to improve overall efficiency and reduce vehicle operating costs by ensuring that County vehicles are operated within established guidelines.

Section 1.15.2: Purpose

This policy is adopted and designed to establish standards concerning the operation of County vehicles and the use of GPS to ensure that County employees are working in a safe and secure environment.

Section 1.15.3: Scope

This policy applies to all County employees operating a County vehicle at any time and for any purpose. This policy does not apply to police vehicles and fire equipment (but does apply to Fire Marshal vehicles).

Section 1.15.4: Policy

All County vehicles will be monitored for compliance with these standards. Department Heads or their designees are responsible for monitoring the GPS data. All work requests for a given individual must match the vehicle tracking information for a given day.

The following are parameters that will be monitored for compliance. Exceeding the established threshold set for these standards will be considered violation of this policy and may subject the violator to disciplinary action at management discretion. Additional parameters may be set as deemed necessary.

Section 1.15.4.1: Tracked Parameters

Tracked parameters include:

- Exit Zone – Exiting the borders of Baltimore County without prior approval.
- Excessive Stops – A vehicle being stopped at one location for an extended period of time based on agency assignment—over 90 minutes during work hours.
- Posted Speed – Exceeding the posted speed limit by more than 12 mph.
- Excessive Speed – Exceeding the highest posted speed limit in the County by more than 12 mph—over 77 mph.
- Excessive Idle – Allowing the vehicle's engine to idle for more than 15 minutes at a given stop.
- Unauthorized Use of Vehicle

Section 1.15.4.2

Removing, altering or disabling GPS equipment installed in the County vehicles is strictly prohibited, unless required by the agency for security purposes.

Section 1.15.4.3: Revision History

View the [Vehicle Management System Corrective Action Form](#) (PDF).

Vehicle Management System Policy

1.0 Overview

The County has installed Global Positioning System (GPS) tracking equipment in all County-owned vehicles. The purpose of the equipment is to improve overall efficiency and reduce vehicle operating costs by ensuring that County vehicles are operated within established guidelines.

2.0 Purpose

This policy is adopted and designed to establish standards concerning the operation of County vehicles and the use of GPS to ensure that County employees are working in a safe and secure environment.

3.0 Scope

This policy applies to all County employees operating a County vehicle at any time and for any purpose. This policy does not apply to police vehicles and fire equipment (but does apply to Fire Marshal vehicles).

4.0 Policy

All County vehicles will be monitored for compliance with these standards. Department Heads or their designees are responsible for monitoring the GPS data. All work requests for a given individual must match the vehicle tracking information for a given day.

The following are parameters that will be monitored for compliance. Exceeding the established threshold set for these standards will be considered violation of this policy and may subject the violator to disciplinary action at management discretion. Additional parameters may be set as deemed necessary.

4.1 Tracked Parameters

1. Exit Zone

Exiting the borders of Baltimore County without prior approval.

2. Excessive Stops

A vehicle being stopped at one location for an extended period of time based on agency assignment.

3. Excessive Speed

Exceeding the posted speed limit.

4. Excessive Idle


Allowing the vehicle's engine to idle for more than 10 minutes at a given stop.

5. Unauthorized Use of Vehicle

4.2 Removing, altering or disabling GPS equipment installed in the County vehicles is strictly prohibited, unless required by the agency for security purposes.

4.3 Revision History

I acknowledge that I have read and I understand all information in the GPS vehicle tracking policy. I understand the adopted policy for driving County vehicles and will seek verification or clarification where necessary. I will comply with the policy and I understand that failure to do so may subject me to disciplinary action.



Start/Stop Report for Baltimore County

Dates: 2/1/2023 to 2/28/2023

Driver: [REDACTED], Location: All Locations

Start	Moving Time	Mobile	Miles	Stop	Stopped Time	Location	City	St	Zip	Idle Time	Sensor Time	Max MPH
Wed, Feb 01, 2023												
7 17 49 AM EST	00 03 33	078DPWT-UTFU-30668	0.0	7 21 22 AM EST	00 02 02	Utilities Fullerton Campus	Rosedale	MD	21237	00 54 50	00 58 23	3
7 23 24 AM EST	00 07 48	078DPWT-UTFU-30668	0.8	7:31:12 AM EST	00:01:23	Putty Hill Plaza	Nottingham	MD	21236	00:01 23	00:09:11	19
7 32 35 AM EST	00 27 36	078DPWT-UTFU-30668	10.7	8 00 11 AM EST	01 12 07	Pump Station - Bowleys Quarters	Middle River	MD	21220	01 12 07	01 39 43	43
9 12 18 AM EST	00 08 45	078DPWT-UTFU-30668	0.9	9 21 03 AM EST	00 13 45	3731 Patapsco Ave	Middle River	MD	21220	00 13 45	00 22 30	21
9 34 48 AM EST	00 03 20	078DPWT-UTFU-30668	0.0	9 38 08 AM EST	00 18 04	3753 Patapsco Ave	Middle River	MD	21220	00 18 04	00 21 24	4
9 56 12 AM EST	00 03 16	078DPWT-UTFU-30668	0.0	9 59 28 AM EST	00 08 57	3775 Patapsco Ave	Middle River	MD	21220	00 08 57	00 12 13	4
10 08 25 AM EST	00 03:17	078DPWT-UTFU-30668	0.0	10:11:42 AM EST	00:01:51	3723 Patapsco Ave	Middle River	MD	21220	00:01 51	00:05 08	3
10 13 33 AM EST	00 06 04	078DPWT-UTFU-30668	0.0	10 19 37 AM EST	00 07 34	3773 Patapsco Ave	Middle River	MD	21220	00 07 34	00 13 38	6
10 27 11 AM EST	00 22 47	078DPWT-UTFU-30668	7.4	10 49 58 AM EST	00 23 52	Unknown	Middle River	MD	21220	00 14 17	00 37 04	42
11 13 50 AM EST	00 23 50	078DPWT-UTFU-30668	8.1	11 37 40 AM EST	02 48 56	Pump Station - Bengies	Middle River	MD	21220	02 48 56	03 12 46	34
2 26:36 PM EST	00 22 54	078DPWT-UTFU-30668	9.3	2:49:30 PM EST	00:00:00	Utilities Fullerton Campus	Rosedale	MD	21237	00:35 21	00:58:15	46
Totals for Day	02 13 10		37.2		05 18 31					06 37 05	08 50 15	

Thu, Feb 02, 2023												
7 22 48 AM EST	00 24 43	078DPWT-UTFU-30668	9.4	7 47 31 AM EST	00 12 44	McDonald's - Eastern Ave	Middle River	MD	21220	00 12 44	00 37 27	46
8 00 15 AM EST	00 08 23	078DPWT-UTFU-30668	1.1	8 08 38 AM EST	01 55 44	Pump Station - Bengies	Middle River	MD	21220	01 55 44	02 04 07	23
10 04 22 AM EST	00 45 06	078DPWT-UTFU-30668	12.2	10 49 28 AM EST	00 06 17	1931 Silver Ln	Essex	MD	21221	00 06 17	00 51 23	39
10 55:45 AM EST	00 03:13	078DPWT-UTFU-30668	0.0	10:58 58 AM EST	00:01:52	1936 Silver Ln	Essex	MD	21221	00:01 52	00:05 05	4
11 00 50 AM EST	00 08 41	078DPWT-UTFU-30668	1.8	11 09 31 AM EST	03 18 07	Pump Station - Holly Neck Rd	Essex	MD	21221	03 18 07	03 26 48	30
2 27:38 PM EST	00 23 06	078DPWT-UTFU-30668	10.9	2 50:44 PM EST	00:00:00	Utilities Fullerton Campus	Rosedale	MD	21237	01:28 05	01:51:11	58
Totals for Day	01 53 12		35.4		05 34 44					07 02 49	08 56 01	

Mon, Feb 06, 2023												
7 37:14 AM EST	00 04:44	078DPWT-UTFU-30668	0.0	7:41 58 AM EST	00:01:02	Utilities Fullerton Campus	Rosedale	MD	21237	00:01 02	00:05:46	3
7 43 00 AM EST	00 24 14	078DPWT-UTFU-30668	6.6	8 07 14 AM EST	00 09 32	Royal Farms - White Marsh Blvd	Middle River	MD	21220	00 09 32	00 33 46	45
8 16 46 AM EST	00 11 30	078DPWT-UTFU-30668	2.9	8 28 16 AM EST	01 36 10	Pump Station - Bengies	Middle River	MD	21220	01 36 10	01 47 40	42
10 04 26 AM EST	00 29 17	078DPWT-UTFU-30668	9.0	10 33 43 AM EST	00 05 23	1212 Evergreen Ln	Essex	MD	21221	00 05 23	00 34 40	42
10 39 06 AM EST	00 03 05	078DPWT-UTFU-30668	0.0	10 42 11 AM EST	00 14 12	1211 Evergreen Ln	Essex	MD	21221	00 14 12	00 17 17	3
10 56 23 AM EST	00 03 42	078DPWT-UTFU-30668	0.0	11 00 05 AM EST	00 16 25	1212 Evergreen Ln	Essex	MD	21221	00 16 25	00 20 07	4
11 16 30 AM EST	00 03 44	078DPWT-UTFU-30668	0.0	11 20 14 AM EST	00 05 21	1215 Evergreen Ln	Essex	MD	21221	00 05 21	00 09 05	4



Report Date 5/9/2023

Work Order Summary

WORKORDERID 999041
DESCRIPTION Sewer Pump-PM
ASSET UID GP657
ACTUALSTARTDATE 2/1/2023 6:00:32AM
ACTUALFINISHDATE 2/1/2023 7:00:40AM
WOCLOSEDBY [REDACTED]
ADDRESS [REDACTED], MIDDLE RIVER, MD, 21220
LOCATION [REDACTED]
COMMENTS

INSTRUCTIONS

ADDITIONAL DETAILS

LABOR

Employee	Hours	Regular Cost	Overtime Cost	Overtime Rate	Regular Rate	Cost
[REDACTED]	1.00	\$26.94	\$0.00	\$150.00	\$26.94	\$26.94
[REDACTED]	1.00	\$34.26	\$0.00	\$150.00	\$34.26	\$34.26
TOTALS	2.00	\$61.20	\$0.00			\$61.20

EQUIPMENT

Equipment ID	Units	Hours	Unit Cost	Cost
TRUCK-T-PANEL 450 - 30668	1.00	1.00	\$12.30	\$12.30
TOTALS	1.00	1.00	\$12.30	\$12.30

MATERIALS

Description	Units	Measure	Unit Cost	Cost
TOTALS				

Work Order Number	Labor	Equipment	Material	Total Costs
999041	\$61.20	\$12.30	\$0.00	\$73.50

Exhibit 4



Report Date 5/9/2023

Work Order Summary

WORKORDERID 999040
DESCRIPTION Sewer Pump-PM
ASSET UID GP656
ACTUALSTARTDATE 2/1/2023 7:00:52AM
ACTUALFINISHDATE 2/1/2023 8:00:57AM
WOCLOSEDBY [REDACTED]
ADDRESS [REDACTED] MIDDLE RIVER, MD, 21220
LOCATION [REDACTED]
COMMENTS

INSTRUCTIONS

ADDITIONAL DETAILS

LABOR

Employee	Hours	Regular Cost	Overtime Cost	Overtime Rate	Regular Rate	Cost
[REDACTED]	1.00	\$26.94	\$0.00	\$150.00	\$26.94	\$26.94
[REDACTED]	1.00	\$34.26	\$0.00	\$150.00	\$34.26	\$34.26
TOTALS	2.00	\$61.20	\$0.00			\$61.20

EQUIPMENT

Equipment ID	Units	Hours	Unit Cost	Cost
TRUCK-T-PANEL 450 - 30668	1.00	1.00	\$12.30	\$12.30
TOTALS	1.00	1.00	\$12.30	\$12.30

MATERIALS

Description	Units	Measure	Unit Cost	Cost
TOTALS				

Work Order Number	Labor	Equipment	Material	Total Costs
999040	\$61.20	\$12.30	\$0.00	\$73.50



Report Date 5/9/2023

Work Order Summary

WORKORDERID 999039
DESCRIPTION Sewer Pump-PM
ASSET UID GP655
ACTUALSTARTDATE 2/1/2023 8:00:17AM
ACTUALFINISHDATE 2/1/2023 9:00:22AM
WOCLOSEDBY [REDACTED]
ADDRESS [REDACTED], MIDDLE RIVER, MD, 21220
LOCATION [REDACTED]
COMMENTS

INSTRUCTIONS

ADDITIONAL DETAILS

LABOR

Employee	Hours	Regular Cost	Overtime Cost	Overtime Rate	Regular Rate	Cost
[REDACTED]	1.00	\$26.94	\$0.00	\$150.00	\$26.94	\$26.94
[REDACTED]	1.00	\$34.26	\$0.00	\$150.00	\$34.26	\$34.26
TOTALS	2.00	\$61.20	\$0.00			\$61.20

EQUIPMENT

Equipment ID	Units	Hours	Unit Cost	Cost
TRUCK-T-PANEL 450 - 30668	1.00	1.00	\$12.30	\$12.30
TOTALS	1.00	1.00	\$12.30	\$12.30

MATERIALS

Description	Units	Measure	Unit Cost	Cost
TOTALS				

Work Order Number	Labor	Equipment	Material	Total Costs
999039	\$61.20	\$12.30	\$0.00	\$73.50



Report Date 5/9/2023

Work Order Summary

WORKORDERID 999045
DESCRIPTION Sewer Pump-PM
ASSET UID GP670
ACTUALSTARTDATE 2/1/2023 11:00:49AM
ACTUALFINISHDATE 2/1/2023 12:00:00PM
WOCLOSEDBY [REDACTED]
ADDRESS [REDACTED] MIDDLE RIVER, MD, 21220
LOCATION [REDACTED]
COMMENTS

INSTRUCTIONS

ADDITIONAL DETAILS

LABOR

Employee	Hours	Regular Cost	Overtime Cost	Overtime Rate	Regular Rate	Cost
[REDACTED]	1.00	\$26.94	\$0.00	\$150.00	\$26.94	\$26.94
[REDACTED]	1.00	\$34.26	\$0.00	\$150.00	\$34.26	\$34.26
TOTALS	2.00	\$61.20	\$0.00			\$61.20

EQUIPMENT

Equipment ID	Units	Hours	Unit Cost	Cost
TRUCK-T-PANEL 450 - 30668	1.00	1.00	\$12.30	\$12.30
TOTALS	1.00	1.00	\$12.30	\$12.30

MATERIALS

Description	Units	Measure	Unit Cost	Cost
TOTALS				

Work Order Number	Labor	Equipment	Material	Total Costs
999045	\$61.20	\$12.30	\$0.00	\$73.50



Report Date 5/9/2023

Work Order Summary

WORKORDERID 999046
DESCRIPTION Sewer Pump-PM
ASSET UID GP671
ACTUALSTARTDATE 2/1/2023 12:00:00PM
ACTUALFINISHDATE 2/1/2023 1:00:00PM
WOCLOSEDBY [REDACTED]
ADDRESS [REDACTED] MIDDLE RIVER, MD, 21220
LOCATION [REDACTED]
COMMENTS

INSTRUCTIONS

ADDITIONAL DETAILS

LABOR

Employee	Hours	Regular Cost	Overtime Cost	Overtime Rate	Regular Rate	Cost
[REDACTED]	1.00	\$26.94	\$0.00	\$150.00	\$26.94	\$26.94
[REDACTED]	1.00	\$34.26	\$0.00	\$150.00	\$34.26	\$34.26
TOTALS	2.00	\$61.20	\$0.00			\$61.20

EQUIPMENT

Equipment ID	Units	Hours	Unit Cost	Cost
TRUCK-T-PANEL 450 - 30668	1.00	1.00	\$12.30	\$12.30
TOTALS	1.00	1.00	\$12.30	\$12.30

MATERIALS

Description	Units	Measure	Unit Cost	Cost
TOTALS				

Work Order Number	Labor	Equipment	Material	Total Costs
999046	\$61.20	\$12.30	\$0.00	\$73.50



Report Date 5/9/2023

Work Order Summary

WORKORDERID 999047
DESCRIPTION Sewer Pump-PM
ASSET UID GP672
ACTUALSTARTDATE 2/1/2023 1:00:00PM
ACTUALFINISHDATE 2/1/2023 2:00:00PM
WOCLOSEDBY [REDACTED]
ADDRESS [REDACTED] MIDDLE RIVER, MD, 21220
LOCATION [REDACTED]
COMMENTS

INSTRUCTIONS

ADDITIONAL DETAILS

LABOR

Employee	Hours	Regular Cost	Overtime Cost	Overtime Rate	Regular Rate	Cost
[REDACTED]	1.00	\$26.94	\$0.00	\$150.00	\$26.94	\$26.94
[REDACTED]	1.00	\$34.26	\$0.00	\$150.00	\$34.26	\$34.26
TOTALS	2.00	\$61.20	\$0.00			\$61.20

EQUIPMENT

Equipment ID	Units	Hours	Unit Cost	Cost
TRUCK-T-PANEL 450 - 30668	1.00	1.00	\$12.30	\$12.30
TOTALS	1.00	1.00	\$12.30	\$12.30

MATERIALS

Description	Units	Measure	Unit Cost	Cost
TOTALS				

Work Order Number	Labor	Equipment	Material	Total Costs
999047	\$61.20	\$12.30	\$0.00	\$73.50

Start/Stop Report for Baltimore County

Dates: 1/1/2023 to 1/31/2023

Driver: [REDACTED], Location: All Locations

Start	Moving Time	Mobile	Miles	Stop	Stopped Time	Location	City	St	Zip	Idle Time	Sensor Time	Max MPH
Sun, Jan 29, 2023												
12:29:38 AM EST	00:03:34	078DPWT-UTFU-31963	0.1	12:33:12 AM EST	00:02:41	Utilities Fullerton Campus	Rosedale	MD	21237	00:02:41	00:06:15	4
12:35:53 AM EST	00:04:05	078DPWT-UTFU-31963	0.1	12:39:58 AM EST	04:31:12	Utilities Fullerton Campus	Rosedale	MD	21237	04:31:12	04:35:17	6
5:11:10 AM EST	00:03:12	078DPWT-UTFU-31963	0.0	5:14:22 AM EST	00:00:00	Utilities Fullerton Campus	Rosedale	MD	21237	00:11:53	00:15:05	4
Totals for Day	00:10:51		0.2		04:33:53					04:45:46	04:56:37	
Tue, Jan 31, 2023												
5:29:42 AM EST	00:04:02	078DPWT-UTFU-31963	0.1	5:33:44 AM EST	00:27:14	Utilities Fullerton Campus	Rosedale	MD	21237	00:27:14	00:31:16	4
6:00:58 AM EST	00:03:10	078DPWT-UTFU-31963	0.0	6:04:08 AM EST	00:09:20	Utilities Fullerton Campus	Rosedale	MD	21237	00:09:20	00:12:30	4
6:13:28 AM EST	00:05:36	078DPWT-UTFU-31963	0.0	6:19:04 AM EST	00:01:25	Utilities Fullerton Campus	Rosedale	MD	21237	00:01:25	00:07:01	4
6:20:29 AM EST	01:06:21	078DPWT-UTFU-31963	50.3	7:26:50 AM EST	00:11:35	Kelly's Kitchen & Bakery	Middle River	MD	21220	00:11:35	01:17:56	66
7:38:25 AM EST	00:08:08	078DPWT-UTFU-31963	2.4	7:46:33 AM EST	03:35:47	Pump Station - Benglies	Middle River	MD	21220	03:35:47	03:43:55	42
11:22:20 AM EST	00:12:50	078DPWT-UTFU-31963	2.8	11:35:10 AM EST	00:13:10	1251 Burke Rd	Middle River	MD	21220	00:13:10	00:26:00	35
11:48:20 AM EST	00:09:39	078DPWT-UTFU-31963	2.4	11:57:59 AM EST	00:00:09	Royal Farms - Bowleys Quarters Rd	Middle River	MD	21220	00:00:09	00:09:48	36
11:58:08 AM EST	00:30:39	078DPWT-UTFU-31963	11.9	12:28:47 PM EST	02:08:19	Pump Station - Back River Neck Rd	Essex	MD	21221	02:08:19	02:38:58	42
2:37:06 PM EST	00:18:13	078DPWT-UTFU-31963	9.9	2:55:19 PM EST	00:24:54	Utilities Fullerton Campus	Rosedale	MD	21237	00:24:54	00:43:07	60
3:20:13 PM EST	00:02:27	078DPWT-UTFU-31963	0.1	3:22:40 PM EST	00:00:00	Utilities Fullerton Campus	Rosedale	MD	21237	00:00:00	00:02:27	7

Start/Stop Report for Baltimore County

Dates: 1/1/2023 to 1/31/2023

Driver: [REDACTED], Location: All Locations

[REDACTED]												
Start	Moving Time	Mobile	Miles	Stop	Stopped Time	Location	City	St	Zip	Idle Time	Sensor Time	Max MPH
Totals for Day	02:41:05		79.9		07:11:53					07:11:53	09:52:58	
Totals for Driver	2.19:51:30		1636.8		5.23:21:37					4.18:06:25	7.13:57:48	
Totals for Report	2.19:51:30		1636.8		5.23:21:37					4.18:06:25	7.13:57:48	

Detailed Activity Report for Baltimore County

Dates: 1/31/2023 to 1/31/2023

Driver: [REDACTED], Shift: 12:00 AM to 12:00 AM

Flags Legend G: GPS P: Ping S: Speeding O: Old M: Moving I: Ignition

Time	Mobile	Location	City	St	Zip	Miles	MPH	Heading	Flags
1/31/2023 12:00 AM to 2/1/2023 12:00 AM									
5:22:23 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	E (86°)	G—I—
5:22:23 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	E (86°)	G—I—
5:22:23 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	E (86°)	G—I—
5:22:23 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	E (86°)	G—I—
5:29:42 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	3	N (20°)	G—M—I—
5:29:42 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	3	N (20°)	G—M—I—
5:29:42 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	3	N (20°)	G—M—I—
5:29:42 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	3	N (20°)	G—M—I—
5:30:42 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.1	2	N (341°)	G—M—I—
5:30:42 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.1	2	N (341°)	G—M—I—
5:30:42 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.1	2	N (341°)	G—M—I—
5:30:42 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.1	2	N (341°)	G—M—I—
5:31:42 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	NW (335°)	G—M—I—
5:31:42 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	NW (335°)	G—M—I—
5:31:42 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	NW (335°)	G—M—I—
5:31:42 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	NW (335°)	G—M—I—
5:32:42 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	NW (335°)	G—M—I—
5:32:42 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	NW (335°)	G—M—I—
5:32:42 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	NW (335°)	G—M—I—
5:32:42 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	NW (335°)	G—M—I—
5:33:42 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	NW (335°)	G—M—I—
5:33:42 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	NW (335°)	G—M—I—
5:33:42 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	NW (335°)	G—M—I—

Note: Activity related to Mobiles not access ble by the current user, is not included in this report

Detailed Activity Report for Baltimore County

Dates: 1/31/2023 to 1/31/2023

Driver: [REDACTED], Shift: 12:00 AM to 12:00 AM

Flags Legend G: GPS P: Ping S: Speeding O: Old M: Moving I: Ignition

Time	Mobile	Location	City	St	Zip	Miles	MPH	Heading	Flags
1/31/2023 12:00 AM to 2/1/2023 12:00 AM									
5:33:42 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	NW (335°)	G-M-I-
5:33:44 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	NW (335°)	G-I-
5:33:44 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	NW (335°)	G-I-
5:33:44 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	NW (335°)	G-I-
5:33:44 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	NW (335°)	G-I-
6:00:58 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	4	NE (37°)	G-M-I-
6:00:58 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	4	NE (37°)	G-M-I-
6:00:58 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	4	NE (37°)	G-M-I-
6:00:58 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	4	NE (37°)	G-M-I-
6:01:57 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (6°)	G-M-I-
6:01:57 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (6°)	G-M-I-
6:01:57 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (6°)	G-M-I-
6:01:57 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (6°)	G-M-I-
6:02:57 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (6°)	G-M-I-
6:02:57 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (6°)	G-M-I-
6:02:57 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (6°)	G-M-I-
6:02:57 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (6°)	G-M-I-
6:03:57 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (6°)	G-M-I-
6:03:57 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (6°)	G-M-I-
6:03:57 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (6°)	G-M-I-
6:03:57 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (6°)	G-M-I-
6:04:08 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (6°)	G-I-
6:04:08 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (6°)	G-I-

Note: Activity related to Mobiles not access ble by the current user, is not included in this report

Detailed Activity Report for Baltimore County

Dates: 1/31/2023 to 1/31/2023

Driver: [REDACTED], Shift: 12:00 AM to 12:00 AM

Flags Legend G: GPS P: Ping S: Speeding O: Old M: Moving I: Ignition									
Time	Mobile	Location	City	St	Zip	Miles	MPH	Heading	Flags
1/31/2023 12:00 AM to 2/1/2023 12:00 AM									
6:04:08 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (6°)	G—I—
6:04:08 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (6°)	G—I—
6:13:28 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	3	S (188°)	G—M—I—
6:13:28 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	3	S (188°)	G—M—I—
6:13:28 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	3	S (188°)	G—M—I—
6:13:28 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	3	S (188°)	G—M—I—
6:14:28 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	S (158°)	G—M—I—
6:14:28 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	S (158°)	G—M—I—
6:14:28 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	S (158°)	G—M—I—
6:14:28 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	S (158°)	G—M—I—
6:15:28 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	S (158°)	G—M—I—
6:15:28 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	S (158°)	G—M—I—
6:15:28 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	S (158°)	G—M—I—
6:15:28 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	S (158°)	G—M—I—
6:16:28 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (347°)	G—M—I—
6:16:28 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (347°)	G—M—I—
6:16:28 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (347°)	G—M—I—
6:16:28 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (347°)	G—M—I—
6:17:28 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (347°)	G—M—I—
6:17:28 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (347°)	G—M—I—
6:17:28 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (347°)	G—M—I—
6:17:28 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (347°)	G—M—I—
6:18:27 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (347°)	G—M—I—

Note: Activity related to Mobiles not access ble by the current user, is not included in this report

Detailed Activity Report for Baltimore County

Dates: 1/31/2023 to 1/31/2023

Driver: [REDACTED], Shift: 12:00 AM to 12:00 AM

Flags Legend G: GPS P: Ping S: Speeding O: Old M: Moving I: Ignition									
Time	Mobile	Location	City	St	Zip	Miles	MPH	Heading	Flags
1/31/2023 12:00 AM to 2/1/2023 12:00 AM									
6:18:27 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (347°)	G-M-I-
6:18:27 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (347°)	G-M-I-
6:18:27 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (347°)	G-M-I-
6:19:04 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (347°)	G-I-
6:19:04 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (347°)	G-I-
6:19:04 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (347°)	G-I-
6:19:04 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (347°)	G-I-
6:20:29 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	4	N (14°)	G-M-I-
6:20:29 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	4	N (14°)	G-M-I-
6:20:29 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	4	N (14°)	G-M-I-
6:20:29 AM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	4	N (14°)	G-M-I-
6:21:29 AM EST	078DPWT-UTFU-31963	4418 Bucks Schoolhouse Rd	Rosedale	MD	21237	0.2	8	NW (294°)	G-M-I-
6:21:29 AM EST	078DPWT-UTFU-31963	4418 Bucks Schoolhouse Rd	Rosedale	MD	21237	0.2	8	NW (294°)	G-M-I-
6:21:29 AM EST	078DPWT-UTFU-31963	4418 Bucks Schoolhouse Rd	Rosedale	MD	21237	0.2	8	NW (294°)	G-M-I-
6:21:29 AM EST	078DPWT-UTFU-31963	4418 Bucks Schoolhouse Rd	Rosedale	MD	21237	0.2	8	NW (294°)	G-M-I-
6:22:29 AM EST	078DPWT-UTFU-31963	4200 Ridge Rd	Nottingham	MD	21236	0.4	0	NW (316°)	G-M-I-
6:22:29 AM EST	078DPWT-UTFU-31963	4200 Ridge Rd	Nottingham	MD	21236	0.4	0	NW (316°)	G-M-I-
6:22:29 AM EST	078DPWT-UTFU-31963	4200 Ridge Rd	Nottingham	MD	21236	0.4	0	NW (316°)	G-M-I-
6:22:29 AM EST	078DPWT-UTFU-31963	4200 Ridge Rd	Nottingham	MD	21236	0.4	0	NW (316°)	G-M-I-
6:23:29 AM EST	078DPWT-UTFU-31963	7934 Belair Rd	Nottingham	MD	21236	0.2	5	SW (221°)	G-M-I-
6:23:29 AM EST	078DPWT-UTFU-31963	7934 Belair Rd	Nottingham	MD	21236	0.2	5	SW (221°)	G-M-I-
6:23:29 AM EST	078DPWT-UTFU-31963	7934 Belair Rd	Nottingham	MD	21236	0.2	5	SW (221°)	G-M-I-

Note: Activity related to Mobiles not access ble by the current user, is not included in this report

Detailed Activity Report for Baltimore County

Dates: 1/31/2023 to 1/31/2023

Driver: [REDACTED], Shift: 12:00 AM to 12:00 AM

Flags Legend G: GPS P: Ping S: Speeding O: Old M: Moving I: Ignition

Time	Mobile	Location	City	St	Zip	Miles	MPH	Heading	Flags
1/31/2023 12:00 AM to 2/1/2023 12:00 AM									
6:23:29 AM EST	078DPWT-UTFU-31963	7934 Belair Rd	Nottingham	MD	21236	0.2	5	SW (221°)	G-M-I-
6:24:28 AM EST	078DPWT-UTFU-31963	Unknown	Nottingham	MD	21236	0.5	50	NW (302°)	G-M-I-
6:24:28 AM EST	078DPWT-UTFU-31963	Unknown	Nottingham	MD	21236	0.5	50	NW (302°)	G-M-I-
6:24:28 AM EST	078DPWT-UTFU-31963	Unknown	Nottingham	MD	21236	0.5	50	NW (302°)	G-M-I-
6:24:28 AM EST	078DPWT-UTFU-31963	Unknown	Nottingham	MD	21236	0.5	50	NW (302°)	G-M-I-
6:25:29 AM EST	078DPWT-UTFU-31963	I-695	Parkville	MD	21234	0.9	62	NW (320°)	G-M-I-
6:25:29 AM EST	078DPWT-UTFU-31963	I-695	Parkville	MD	21234	0.9	62	NW (320°)	G-M-I-
6:25:29 AM EST	078DPWT-UTFU-31963	I-695	Parkville	MD	21234	0.9	62	NW (320°)	G-M-I-
6:25:29 AM EST	078DPWT-UTFU-31963	I-695	Parkville	MD	21234	0.9	62	NW (320°)	G-M-I-
6:26:28 AM EST	078DPWT-UTFU-31963	I-695	Parkville	MD	21234	1.0	60	NW (294°)	G-M-I-
6:26:28 AM EST	078DPWT-UTFU-31963	I-695	Parkville	MD	21234	1.0	60	NW (294°)	G-M-I-
6:26:28 AM EST	078DPWT-UTFU-31963	I-695	Parkville	MD	21234	1.0	60	NW (294°)	G-M-I-
6:26:28 AM EST	078DPWT-UTFU-31963	I-695	Parkville	MD	21234	1.0	60	NW (294°)	G-M-I-
6:27:28 AM EST	078DPWT-UTFU-31963	I-695	Parkville	MD	21234	1.0	58	NW (304°)	G-M-I-
6:27:28 AM EST	078DPWT-UTFU-31963	I-695	Parkville	MD	21234	1.0	58	NW (304°)	G-M-I-
6:27:28 AM EST	078DPWT-UTFU-31963	I-695	Parkville	MD	21234	1.0	58	NW (304°)	G-M-I-
6:27:28 AM EST	078DPWT-UTFU-31963	I-695	Parkville	MD	21234	1.0	58	NW (304°)	G-M-I-
6:28:28 AM EST	078DPWT-UTFU-31963	I-695	Towson	MD	21286	1.0	60	NW (312°)	G-M-I-
6:28:28 AM EST	078DPWT-UTFU-31963	I-695	Towson	MD	21286	1.0	60	NW (312°)	G-M-I-
6:28:28 AM EST	078DPWT-UTFU-31963	I-695	Towson	MD	21286	1.0	60	NW (312°)	G-M-I-
6:28:28 AM EST	078DPWT-UTFU-31963	I-695	Towson	MD	21286	1.0	60	NW (312°)	G-M-I-
6:29:29 AM EST	078DPWT-UTFU-31963	I-695	Towson	MD	21286	1.0	65	NW (300°)	G-M-I-
6:29:29 AM EST	078DPWT-UTFU-31963	I-695	Towson	MD	21286	1.0	65	NW (300°)	G-M-I-

Note: Activity related to Mobiles not access ble by the current user, is not included in this report

Detailed Activity Report for Baltimore County

Dates: 1/31/2023 to 1/31/2023

Driver: [REDACTED], Shift: 12:00 AM to 12:00 AM

Flags Legend G: GPS P: Ping S: Speeding O: Old M: Moving I: Ignition

Time	Mobile	Location	City	St	Zip	Miles	MPH	Heading	Flags
1/31/2023 12:00 AM to 2/1/2023 12:00 AM									
6:29:29 AM EST	078DPWT-UTFU-31963	I-695	Towson	MD	21286	1.0	65	NW (300°)	G-M-I-
6:29:29 AM EST	078DPWT-UTFU-31963	I-695	Towson	MD	21286	1.0	65	NW (300°)	G-M-I-
6:30:29 AM EST	078DPWT-UTFU-31963	I-695	Lutherville Timonium	MD	21093	1.1	64	W (279°)	G-M-I-
6:30:29 AM EST	078DPWT-UTFU-31963	I-695	Lutherville Timonium	MD	21093	1.1	64	W (279°)	G-M-I-
6:30:29 AM EST	078DPWT-UTFU-31963	I-695	Lutherville Timonium	MD	21093	1.1	64	W (279°)	G-M-I-
6:30:29 AM EST	078DPWT-UTFU-31963	I-695	Lutherville Timonium	MD	21093	1.1	64	W (279°)	G-M-I-
6:31:29 AM EST	078DPWT-UTFU-31963	I-695	Lutherville Timonium	MD	21093	1.0	63	NW (298°)	G-M-I-
6:31:29 AM EST	078DPWT-UTFU-31963	I-695	Lutherville Timonium	MD	21093	1.0	63	NW (298°)	G-M-I-
6:31:29 AM EST	078DPWT-UTFU-31963	I-695	Lutherville Timonium	MD	21093	1.0	63	NW (298°)	G-M-I-
6:31:29 AM EST	078DPWT-UTFU-31963	I-695	Lutherville Timonium	MD	21093	1.0	63	NW (298°)	G-M-I-
6:32:29 AM EST	078DPWT-UTFU-31963	I-695	Lutherville Timonium	MD	21093	1.1	65	W (285°)	G-M-I-
6:32:29 AM EST	078DPWT-UTFU-31963	I-695	Lutherville Timonium	MD	21093	1.1	65	W (285°)	G-M-I-
6:32:29 AM EST	078DPWT-UTFU-31963	I-695	Lutherville Timonium	MD	21093	1.1	65	W (285°)	G-M-I-
6:32:29 AM EST	078DPWT-UTFU-31963	I-695	Lutherville Timonium	MD	21093	1.1	65	W (285°)	G-M-I-
6:33:29 AM EST	078DPWT-UTFU-31963	I-695	Lutherville Timonium	MD	21093	1.1	65	SW (222°)	G-M-I-
6:33:29 AM EST	078DPWT-UTFU-31963	I-695	Lutherville Timonium	MD	21093	1.1	65	SW (222°)	G-M-I-
6:33:29 AM EST	078DPWT-UTFU-31963	I-695	Lutherville Timonium	MD	21093	1.1	65	SW (222°)	G-M-I-
6:33:29 AM EST	078DPWT-UTFU-31963	I-695	Lutherville Timonium	MD	21093	1.1	65	SW (222°)	G-M-I-
6:34:29 AM EST	078DPWT-UTFU-31963	I-695	Lutherville Timonium	MD	21093	1.1	61	SW (243°)	G-M-I-
6:34:29 AM EST	078DPWT-UTFU-31963	I-695	Lutherville Timonium	MD	21093	1.1	61	SW (243°)	G-M-I-
6:34:29 AM EST	078DPWT-UTFU-31963	I-695	Lutherville Timonium	MD	21093	1.1	61	SW (243°)	G-M-I-
6:34:29 AM EST	078DPWT-UTFU-31963	I-695	Lutherville Timonium	MD	21093	1.1	61	SW (243°)	G-M-I-
6:35:29 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	1.0	63	W (254°)	G-M-I-

Note: Activity related to Mobiles not access ble by the current user, is not included in this report

Detailed Activity Report for Baltimore County

Dates: 1/31/2023 to 1/31/2023

Driver: [REDACTED], Shift: 12:00 AM to 12:00 AM

Flags Legend G: GPS P: Ping S: Speeding O: Old M: Moving I: Ignition									
Time	Mobile	Location	City	St	Zip	Miles	MPH	Heading	Flags
1/31/2023 12:00 AM to 2/1/2023 12:00 AM									
6:35:29 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	1.0	63	W (254°)	G-M-I-
6:35:29 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	1.0	63	W (254°)	G-M-I-
6:35:29 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	1.0	63	W (254°)	G-M-I-
6:36:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	1.1	62	SW (244°)	G-M-I-
6:36:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	1.1	62	SW (244°)	G-M-I-
6:36:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	1.1	62	SW (244°)	G-M-I-
6:36:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	1.1	62	SW (244°)	G-M-I-
6:37:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	1.0	58	W (248°)	G-M-I-
6:37:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	1.0	58	W (248°)	G-M-I-
6:37:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	1.0	58	W (248°)	G-M-I-
6:37:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	1.0	58	W (248°)	G-M-I-
6:38:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	1.0	62	SW (240°)	G-M-I-
6:38:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	1.0	62	SW (240°)	G-M-I-
6:38:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	1.0	62	SW (240°)	G-M-I-
6:38:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	1.0	62	SW (240°)	G-M-I-
6:39:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	0.9	40	S (174°)	G-M-I-
6:39:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	0.9	40	S (174°)	G-M-I-
6:39:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	0.9	40	S (174°)	G-M-I-
6:39:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	0.9	40	S (174°)	G-M-I-
6:40:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	0.6	29	S (176°)	G-M-I-
6:40:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	0.6	29	S (176°)	G-M-I-
6:40:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	0.6	29	S (176°)	G-M-I-
6:40:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	0.6	29	S (176°)	G-M-I-

Note: Activity related to Mobiles not access ble by the current user, is not included in this report

Detailed Activity Report for Baltimore County

Dates: 1/31/2023 to 1/31/2023

Driver: [REDACTED], Shift: 12:00 AM to 12:00 AM

Flags Legend G: GPS P: Ping S: Speeding O: Old M: Moving I: Ignition

Time	Mobile	Location	City	St	Zip	Miles	MPH	Heading	Flags
1/31/2023 12:00 AM to 2/1/2023 12:00 AM									
6:41:28 AM EST	078DPWT-UTFU-31963	I-695	Gwynn Oak	MD	21207	0.4	30	S (177°)	G-M-I-
6:41:28 AM EST	078DPWT-UTFU-31963	I-695	Gwynn Oak	MD	21207	0.4	30	S (177°)	G-M-I-
6:41:28 AM EST	078DPWT-UTFU-31963	I-695	Gwynn Oak	MD	21207	0.4	30	S (177°)	G-M-I-
6:41:28 AM EST	078DPWT-UTFU-31963	I-695	Gwynn Oak	MD	21207	0.4	30	S (177°)	G-M-I-
6:42:28 AM EST	078DPWT-UTFU-31963	Lord Baltimore Dr	Windsor Mill	MD	21244	0.5	31	SE (157°)	G-M-I-
6:42:28 AM EST	078DPWT-UTFU-31963	Lord Baltimore Dr	Windsor Mill	MD	21244	0.5	31	SE (157°)	G-M-I-
6:42:28 AM EST	078DPWT-UTFU-31963	Lord Baltimore Dr	Windsor Mill	MD	21244	0.5	31	SE (157°)	G-M-I-
6:42:28 AM EST	078DPWT-UTFU-31963	Lord Baltimore Dr	Windsor Mill	MD	21244	0.5	31	SE (157°)	G-M-I-
6:43:28 AM EST	078DPWT-UTFU-31963	3118 Lord Baltimore Dr	Windsor Mill	MD	21244	0.5	34	S (192°)	G-M-I-
6:43:28 AM EST	078DPWT-UTFU-31963	3118 Lord Baltimore Dr	Windsor Mill	MD	21244	0.5	34	S (192°)	G-M-I-
6:43:28 AM EST	078DPWT-UTFU-31963	3118 Lord Baltimore Dr	Windsor Mill	MD	21244	0.5	34	S (192°)	G-M-I-
6:43:28 AM EST	078DPWT-UTFU-31963	3118 Lord Baltimore Dr	Windsor Mill	MD	21244	0.5	34	S (192°)	G-M-I-
6:44:28 AM EST	078DPWT-UTFU-31963	7131 Windsor Mill Rd	Windsor Mill	MD	21244	0.4	26	SE (121°)	G-M-I-
6:44:28 AM EST	078DPWT-UTFU-31963	7131 Windsor Mill Rd	Windsor Mill	MD	21244	0.4	26	SE (121°)	G-M-I-
6:44:28 AM EST	078DPWT-UTFU-31963	7131 Windsor Mill Rd	Windsor Mill	MD	21244	0.4	26	SE (121°)	G-M-I-
6:44:28 AM EST	078DPWT-UTFU-31963	7131 Windsor Mill Rd	Windsor Mill	MD	21244	0.4	26	SE (121°)	G-M-I-
6:45:28 AM EST	078DPWT-UTFU-31963	Unknown	Windsor Mill	MD	21244	0.1	0	N (6°)	G-M-I-
6:45:28 AM EST	078DPWT-UTFU-31963	Unknown	Windsor Mill	MD	21244	0.1	0	N (6°)	G-M-I-
6:45:28 AM EST	078DPWT-UTFU-31963	Unknown	Windsor Mill	MD	21244	0.1	0	N (6°)	G-M-I-
6:45:28 AM EST	078DPWT-UTFU-31963	Unknown	Windsor Mill	MD	21244	0.1	0	N (6°)	G-M-I-
6:46:28 AM EST	078DPWT-UTFU-31963	Unknown	Windsor Mill	MD	21244	0.0	0	N (6°)	G-M-I-
6:46:28 AM EST	078DPWT-UTFU-31963	Unknown	Windsor Mill	MD	21244	0.0	0	N (6°)	G-M-I-
6:46:28 AM EST	078DPWT-UTFU-31963	Unknown	Windsor Mill	MD	21244	0.0	0	N (6°)	G-M-I-

Note: Activity related to Mobiles not access ble by the current user, is not included in this report

Detailed Activity Report for Baltimore County

Dates: 1/31/2023 to 1/31/2023

Driver: [REDACTED], Shift: 12:00 AM to 12:00 AM

Flags Legend G: GPS P: Ping S: Speeding O: Old M: Moving I: Ignition									
Time	Mobile	Location	City	St	Zip	Miles	MPH	Heading	Flags
1/31/2023 12:00 AM to 2/1/2023 12:00 AM									
6:46:28 AM EST	078DPWT-UTFU-31963	Unknown	Windsor Mill	MD	21244	0.0	0	N (6°)	G-M-I-
6:47:28 AM EST	078DPWT-UTFU-31963	Unknown	Windsor Mill	MD	21244	0.0	0	NE (41°)	G-M-I-
6:47:28 AM EST	078DPWT-UTFU-31963	Unknown	Windsor Mill	MD	21244	0.0	0	NE (41°)	G-M-I-
6:47:28 AM EST	078DPWT-UTFU-31963	Unknown	Windsor Mill	MD	21244	0.0	0	NE (41°)	G-M-I-
6:47:28 AM EST	078DPWT-UTFU-31963	Unknown	Windsor Mill	MD	21244	0.0	0	NE (41°)	G-M-I-
6:48:28 AM EST	078DPWT-UTFU-31963	Lord Baltimore Dr	Windsor Mill	MD	21244	0.2	11	N (343°)	G-M-I-
6:48:28 AM EST	078DPWT-UTFU-31963	Lord Baltimore Dr	Windsor Mill	MD	21244	0.2	11	N (343°)	G-M-I-
6:48:28 AM EST	078DPWT-UTFU-31963	Lord Baltimore Dr	Windsor Mill	MD	21244	0.2	11	N (343°)	G-M-I-
6:48:28 AM EST	078DPWT-UTFU-31963	Lord Baltimore Dr	Windsor Mill	MD	21244	0.2	11	N (343°)	G-M-I-
6:49:28 AM EST	078DPWT-UTFU-31963	3399 Lord Baltimore Dr	Windsor Mill	MD	21244	0.5	34	NE (42°)	G-M-I-
6:49:28 AM EST	078DPWT-UTFU-31963	3399 Lord Baltimore Dr	Windsor Mill	MD	21244	0.5	34	NE (42°)	G-M-I-
6:49:28 AM EST	078DPWT-UTFU-31963	3399 Lord Baltimore Dr	Windsor Mill	MD	21244	0.5	34	NE (42°)	G-M-I-
6:49:28 AM EST	078DPWT-UTFU-31963	3399 Lord Baltimore Dr	Windsor Mill	MD	21244	0.5	34	NE (42°)	G-M-I-
6:50:28 AM EST	078DPWT-UTFU-31963	Liberty Rd	Windsor Mill	MD	21244	0.5	29	SE (116°)	G-M-I-
6:50:28 AM EST	078DPWT-UTFU-31963	Liberty Rd	Windsor Mill	MD	21244	0.5	29	SE (116°)	G-M-I-
6:50:28 AM EST	078DPWT-UTFU-31963	Liberty Rd	Windsor Mill	MD	21244	0.5	29	SE (116°)	G-M-I-
6:50:28 AM EST	078DPWT-UTFU-31963	Liberty Rd	Windsor Mill	MD	21244	0.5	29	SE (116°)	G-M-I-
6:51:28 AM EST	078DPWT-UTFU-31963	I-695	Gwynn Oak	MD	21207	0.7	63	N (356°)	G-M-I-
6:51:28 AM EST	078DPWT-UTFU-31963	I-695	Gwynn Oak	MD	21207	0.7	63	N (356°)	G-M-I-
6:51:28 AM EST	078DPWT-UTFU-31963	I-695	Gwynn Oak	MD	21207	0.7	63	N (356°)	G-M-I-
6:51:28 AM EST	078DPWT-UTFU-31963	I-695	Gwynn Oak	MD	21207	0.7	63	N (356°)	G-M-I-
6:52:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	1.0	61	N (8°)	G-M-I-
6:52:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	1.0	61	N (8°)	G-M-I-

Note: Activity related to Mobiles not access ble by the current user, is not included in this report

Detailed Activity Report for Baltimore County

Dates: 1/31/2023 to 1/31/2023

Driver: [REDACTED], Shift: 12:00 AM to 12:00 AM

Flags Legend G: GPS P: Ping S: Speeding O: Old M: Moving I: Ignition									
Time	Mobile	Location	City	St	Zip	Miles	MPH	Heading	Flags
1/31/2023 12:00 AM to 2/1/2023 12:00 AM									
6:52:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	1.0	61	N (8°)	G-M-I-
6:52:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	1.0	61	N (8°)	G-M-I-
6:53:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	1.0	58	NE (60°)	G-M-I-
6:53:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	1.0	58	NE (60°)	G-M-I-
6:53:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	1.0	58	NE (60°)	G-M-I-
6:53:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	1.0	58	NE (60°)	G-M-I-
6:54:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	1.0	65	E (75°)	G-M-I-
6:54:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	1.0	65	E (75°)	G-M-I-
6:54:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	1.0	65	E (75°)	G-M-I-
6:54:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	1.0	65	E (75°)	G-M-I-
6:55:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	1.1	64	NE (64°)	G-M-I-
6:55:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	1.1	64	NE (64°)	G-M-I-
6:55:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	1.1	64	NE (64°)	G-M-I-
6:55:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	1.1	64	NE (64°)	G-M-I-
6:56:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	1.1	66	NE (48°)	G-M-I-
6:56:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	1.1	66	NE (48°)	G-M-I-
6:56:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	1.1	66	NE (48°)	G-M-I-
6:56:28 AM EST	078DPWT-UTFU-31963	I-695	Pikesville	MD	21208	1.1	66	NE (48°)	G-M-I-
6:57:28 AM EST	078DPWT-UTFU-31963	I-695	Lutherville Timonium	MD	21093	1.1	65	NE (46°)	G-M-I-
6:57:28 AM EST	078DPWT-UTFU-31963	I-695	Lutherville Timonium	MD	21093	1.1	65	NE (46°)	G-M-I-
6:57:28 AM EST	078DPWT-UTFU-31963	I-695	Lutherville Timonium	MD	21093	1.1	65	NE (46°)	G-M-I-
6:57:28 AM EST	078DPWT-UTFU-31963	I-695	Lutherville Timonium	MD	21093	1.1	65	NE (46°)	G-M-I-
6:58:28 AM EST	078DPWT-UTFU-31963	I-695	Lutherville Timonium	MD	21093	1.1	62	NE (56°)	G-M-I-

Note: Activity related to Mobiles not access ble by the current user, is not included in this report

Detailed Activity Report for Baltimore County

Dates: 1/31/2023 to 1/31/2023

Driver: [REDACTED], Shift: 12:00 AM to 12:00 AM

Flags Legend G: GPS P: Ping S: Speeding O: Old M: Moving I: Ignition

Time	Mobile	Location	City	St	Zip	Miles	MPH	Heading	Flags
1/31/2023 12:00 AM to 2/1/2023 12:00 AM									
6:58:28 AM EST	078DPWT-UTFU-31963	I-695	Lutherville Timonium	MD	21093	1.1	62	NE (56°)	G-M-I-
6:58:28 AM EST	078DPWT-UTFU-31963	I-695	Lutherville Timonium	MD	21093	1.1	62	NE (56°)	G-M-I-
6:58:28 AM EST	078DPWT-UTFU-31963	I-695	Lutherville Timonium	MD	21093	1.1	62	NE (56°)	G-M-I-
6:59:28 AM EST	078DPWT-UTFU-31963	I-695	Lutherville Timonium	MD	21093	1.1	62	E (105°)	G-M-I-
6:59:28 AM EST	078DPWT-UTFU-31963	I-695	Lutherville Timonium	MD	21093	1.1	62	E (105°)	G-M-I-
6:59:28 AM EST	078DPWT-UTFU-31963	I-695	Lutherville Timonium	MD	21093	1.1	62	E (105°)	G-M-I-
6:59:28 AM EST	078DPWT-UTFU-31963	I-695	Lutherville Timonium	MD	21093	1.1	62	E (105°)	G-M-I-
7:00:28 AM EST	078DPWT-UTFU-31963	Ridenwood Hills	Towson	MD	21204	1.1	64	E (94°)	G-M-I-
7:00:28 AM EST	078DPWT-UTFU-31963	Ridenwood Hills	Towson	MD	21204	1.1	64	E (94°)	G-M-I-
7:00:28 AM EST	078DPWT-UTFU-31963	Ridenwood Hills	Towson	MD	21204	1.1	64	E (94°)	G-M-I-
7:00:28 AM EST	078DPWT-UTFU-31963	Ridenwood Hills	Towson	MD	21204	1.1	64	E (94°)	G-M-I-
7:01:28 AM EST	078DPWT-UTFU-31963	I-695	Towson	MD	21286	1.1	63	E (79°)	G-M-I-
7:01:28 AM EST	078DPWT-UTFU-31963	I-695	Towson	MD	21286	1.1	63	E (79°)	G-M-I-
7:01:28 AM EST	078DPWT-UTFU-31963	I-695	Towson	MD	21286	1.1	63	E (79°)	G-M-I-
7:01:28 AM EST	078DPWT-UTFU-31963	I-695	Towson	MD	21286	1.1	63	E (79°)	G-M-I-
7:02:28 AM EST	078DPWT-UTFU-31963	I-695	Towson	MD	21286	1.1	62	SE (132°)	G-M-I-
7:02:28 AM EST	078DPWT-UTFU-31963	I-695	Towson	MD	21286	1.1	62	SE (132°)	G-M-I-
7:02:28 AM EST	078DPWT-UTFU-31963	I-695	Towson	MD	21286	1.1	62	SE (132°)	G-M-I-
7:02:28 AM EST	078DPWT-UTFU-31963	I-695	Towson	MD	21286	1.1	62	SE (132°)	G-M-I-
7:03:28 AM EST	078DPWT-UTFU-31963	I-695	Parkville	MD	21234	1.1	60	E (79°)	G-M-I-
7:03:28 AM EST	078DPWT-UTFU-31963	I-695	Parkville	MD	21234	1.1	60	E (79°)	G-M-I-
7:03:28 AM EST	078DPWT-UTFU-31963	I-695	Parkville	MD	21234	1.1	60	E (79°)	G-M-I-
7:03:28 AM EST	078DPWT-UTFU-31963	I-695	Parkville	MD	21234	1.1	60	E (79°)	G-M-I-

Note: Activity related to Mobiles not access ble by the current user, is not included in this report

Detailed Activity Report for Baltimore County

Dates: 1/31/2023 to 1/31/2023

Driver: [REDACTED], Shift: 12:00 AM to 12:00 AM

Flags Legend G: GPS P: Ping S: Speeding O: Old M: Moving I: Ignition									
Time	Mobile	Location	City	St	Zip	Miles	MPH	Heading	Flags
1/31/2023 12:00 AM to 2/1/2023 12:00 AM									
7:04:28 AM EST	078DPWT-UTFU-31963	I-695	Parkville	MD	21234	1.0	65	SE (129°)	G-M-I-
7:04:28 AM EST	078DPWT-UTFU-31963	I-695	Parkville	MD	21234	1.0	65	SE (129°)	G-M-I-
7:04:28 AM EST	078DPWT-UTFU-31963	I-695	Parkville	MD	21234	1.0	65	SE (129°)	G-M-I-
7:04:28 AM EST	078DPWT-UTFU-31963	I-695	Parkville	MD	21234	1.0	65	SE (129°)	G-M-I-
7:05:28 AM EST	078DPWT-UTFU-31963	I-695	Parkville	MD	21234	1.1	62	SE (121°)	G-M-I-
7:05:28 AM EST	078DPWT-UTFU-31963	I-695	Parkville	MD	21234	1.1	62	SE (121°)	G-M-I-
7:05:28 AM EST	078DPWT-UTFU-31963	I-695	Parkville	MD	21234	1.1	62	SE (121°)	G-M-I-
7:05:28 AM EST	078DPWT-UTFU-31963	I-695	Parkville	MD	21234	1.1	62	SE (121°)	G-M-I-
7:06:28 AM EST	078DPWT-UTFU-31963	I-695	Nottingham	MD	21236	0.9	54	S (166°)	G-M-I-
7:06:28 AM EST	078DPWT-UTFU-31963	I-695	Nottingham	MD	21236	0.9	54	S (166°)	G-M-I-
7:06:28 AM EST	078DPWT-UTFU-31963	I-695	Nottingham	MD	21236	0.9	54	S (166°)	G-M-I-
7:06:28 AM EST	078DPWT-UTFU-31963	I-695	Nottingham	MD	21236	0.9	54	S (166°)	G-M-I-
7:07:28 AM EST	078DPWT-UTFU-31963	I-695	Nottingham	MD	21236	0.8	52	SE (131°)	G-M-I-
7:07:28 AM EST	078DPWT-UTFU-31963	I-695	Nottingham	MD	21236	0.8	52	SE (131°)	G-M-I-
7:07:28 AM EST	078DPWT-UTFU-31963	I-695	Nottingham	MD	21236	0.8	52	SE (131°)	G-M-I-
7:07:28 AM EST	078DPWT-UTFU-31963	I-695	Nottingham	MD	21236	0.8	52	SE (131°)	G-M-I-
7:08:28 AM EST	078DPWT-UTFU-31963	Unknown	Rosedale	MD	21237	1.0	64	SE (146°)	G-M-I-
7:08:28 AM EST	078DPWT-UTFU-31963	Unknown	Rosedale	MD	21237	1.0	64	SE (146°)	G-M-I-
7:08:28 AM EST	078DPWT-UTFU-31963	Unknown	Rosedale	MD	21237	1.0	64	SE (146°)	G-M-I-
7:08:28 AM EST	078DPWT-UTFU-31963	Unknown	Rosedale	MD	21237	1.0	64	SE (146°)	G-M-I-
7:09:28 AM EST	078DPWT-UTFU-31963	Unknown	Rosedale	MD	21237	1.0	64	NE (54°)	G-M-I-
7:09:28 AM EST	078DPWT-UTFU-31963	Unknown	Rosedale	MD	21237	1.0	64	NE (54°)	G-M-I-
7:09:28 AM EST	078DPWT-UTFU-31963	Unknown	Rosedale	MD	21237	1.0	64	NE (54°)	G-M-I-

Note: Activity related to Mobiles not access ble by the current user, is not included in this report

Detailed Activity Report for Baltimore County

Dates: 1/31/2023 to 1/31/2023

Driver: [REDACTED], Shift: 12:00 AM to 12:00 AM

Flags Legend G: GPS P: Ping S: Speeding O: Old M: Moving I: Ignition									
Time	Mobile	Location	City	St	Zip	Miles	MPH	Heading	Flags
1/31/2023 12:00 AM to 2/1/2023 12:00 AM									
7:09:28 AM EST	078DPWT-UTFU-31963	Unknown	Rosedale	MD	21237	1.0	64	NE (54°)	G-M-I-
7:10:28 AM EST	078DPWT-UTFU-31963	I-95	Rosedale	MD	21237	1.0	63	NE (58°)	G-M-I-
7:10:28 AM EST	078DPWT-UTFU-31963	I-95	Rosedale	MD	21237	1.0	63	NE (58°)	G-M-I-
7:10:28 AM EST	078DPWT-UTFU-31963	I-95	Rosedale	MD	21237	1.0	63	NE (58°)	G-M-I-
7:10:28 AM EST	078DPWT-UTFU-31963	I-95	Rosedale	MD	21237	1.0	63	NE (58°)	G-M-I-
7:11:28 AM EST	078DPWT-UTFU-31963	I-95	Nottingham	MD	21236	1.0	57	NE (48°)	G-M-I-
7:11:28 AM EST	078DPWT-UTFU-31963	I-95	Nottingham	MD	21236	1.0	57	NE (48°)	G-M-I-
7:11:28 AM EST	078DPWT-UTFU-31963	I-95	Nottingham	MD	21236	1.0	57	NE (48°)	G-M-I-
7:11:28 AM EST	078DPWT-UTFU-31963	I-95	Nottingham	MD	21236	1.0	57	NE (48°)	G-M-I-
7:12:28 AM EST	078DPWT-UTFU-31963	White Marsh Blvd	White Marsh	MD	21162	0.9	52	E (107°)	G-M-I-
7:12:28 AM EST	078DPWT-UTFU-31963	White Marsh Blvd	White Marsh	MD	21162	0.9	52	E (107°)	G-M-I-
7:12:28 AM EST	078DPWT-UTFU-31963	White Marsh Blvd	White Marsh	MD	21162	0.9	52	E (107°)	G-M-I-
7:12:28 AM EST	078DPWT-UTFU-31963	White Marsh Blvd	White Marsh	MD	21162	0.9	52	E (107°)	G-M-I-
7:13:28 AM EST	078DPWT-UTFU-31963	White Marsh Blvd	Middle River	MD	21220	0.9	52	SE (134°)	G-M-I-
7:13:28 AM EST	078DPWT-UTFU-31963	White Marsh Blvd	Middle River	MD	21220	0.9	52	SE (134°)	G-M-I-
7:13:28 AM EST	078DPWT-UTFU-31963	White Marsh Blvd	Middle River	MD	21220	0.9	52	SE (134°)	G-M-I-
7:13:28 AM EST	078DPWT-UTFU-31963	White Marsh Blvd	Middle River	MD	21220	0.9	52	SE (134°)	G-M-I-
7:14:28 AM EST	078DPWT-UTFU-31963	White Marsh Blvd	Middle River	MD	21220	0.9	51	E (101°)	G-M-I-
7:14:28 AM EST	078DPWT-UTFU-31963	White Marsh Blvd	Middle River	MD	21220	0.9	51	E (101°)	G-M-I-
7:14:28 AM EST	078DPWT-UTFU-31963	White Marsh Blvd	Middle River	MD	21220	0.9	51	E (101°)	G-M-I-
7:14:28 AM EST	078DPWT-UTFU-31963	White Marsh Blvd	Middle River	MD	21220	0.9	51	E (101°)	G-M-I-
7:15:28 AM EST	078DPWT-UTFU-31963	White Marsh Blvd	Middle River	MD	21220	0.7	43	SE (147°)	G-M-I-
7:15:28 AM EST	078DPWT-UTFU-31963	White Marsh Blvd	Middle River	MD	21220	0.7	43	SE (147°)	G-M-I-

Note: Activity related to Mobiles not access ble by the current user, is not included in this report

Detailed Activity Report for Baltimore County

Dates: 1/31/2023 to 1/31/2023

Driver: [REDACTED], Shift: 12:00 AM to 12:00 AM

Flags Legend G: GPS P: Ping S: Speeding O: Old M: Moving I: Ignition									
Time	Mobile	Location	City	St	Zip	Miles	MPH	Heading	Flags
1/31/2023 12:00 AM to 2/1/2023 12:00 AM									
7:15:28 AM EST	078DPWT-UTFU-31963	White Marsh Blvd	Middle River	MD	21220	0.7	43	SE (147°)	G-M-I-
7:15:28 AM EST	078DPWT-UTFU-31963	White Marsh Blvd	Middle River	MD	21220	0.7	43	SE (147°)	G-M-I-
7:16:28 AM EST	078DPWT-UTFU-31963	White Marsh Blvd	Middle River	MD	21220	0.3	0	S (194°)	G-M-I-
7:16:28 AM EST	078DPWT-UTFU-31963	White Marsh Blvd	Middle River	MD	21220	0.3	0	S (194°)	G-M-I-
7:16:28 AM EST	078DPWT-UTFU-31963	White Marsh Blvd	Middle River	MD	21220	0.3	0	S (194°)	G-M-I-
7:16:28 AM EST	078DPWT-UTFU-31963	White Marsh Blvd	Middle River	MD	21220	0.3	0	S (194°)	G-M-I-
7:17:28 AM EST	078DPWT-UTFU-31963	White Marsh Blvd	Middle River	MD	21220	0.6	39	SW (221°)	G-M-I-
7:17:28 AM EST	078DPWT-UTFU-31963	White Marsh Blvd	Middle River	MD	21220	0.6	39	SW (221°)	G-M-I-
7:17:28 AM EST	078DPWT-UTFU-31963	White Marsh Blvd	Middle River	MD	21220	0.6	39	SW (221°)	G-M-I-
7:17:28 AM EST	078DPWT-UTFU-31963	White Marsh Blvd	Middle River	MD	21220	0.6	39	SW (221°)	G-M-I-
7:18:28 AM EST	078DPWT-UTFU-31963	White Marsh Blvd	Middle River	MD	21220	0.7	33	SW (204°)	G-M-I-
7:18:28 AM EST	078DPWT-UTFU-31963	White Marsh Blvd	Middle River	MD	21220	0.7	33	SW (204°)	G-M-I-
7:18:28 AM EST	078DPWT-UTFU-31963	White Marsh Blvd	Middle River	MD	21220	0.7	33	SW (204°)	G-M-I-
7:18:28 AM EST	078DPWT-UTFU-31963	White Marsh Blvd	Middle River	MD	21220	0.7	33	SW (204°)	G-M-I-
7:19:28 AM EST	078DPWT-UTFU-31963	3023 Eastern Blvd	Middle River	MD	21220	0.6	43	NE (60°)	G-M-I-
7:19:28 AM EST	078DPWT-UTFU-31963	3023 Eastern Blvd	Middle River	MD	21220	0.6	43	NE (60°)	G-M-I-
7:19:28 AM EST	078DPWT-UTFU-31963	3023 Eastern Blvd	Middle River	MD	21220	0.6	43	NE (60°)	G-M-I-
7:19:28 AM EST	078DPWT-UTFU-31963	3023 Eastern Blvd	Middle River	MD	21220	0.6	43	NE (60°)	G-M-I-
7:20:28 AM EST	078DPWT-UTFU-31963	11509 Eastern Ave	Middle River	MD	21220	0.7	41	NE (65°)	G-M-I-
7:20:28 AM EST	078DPWT-UTFU-31963	11509 Eastern Ave	Middle River	MD	21220	0.7	41	NE (65°)	G-M-I-
7:20:28 AM EST	078DPWT-UTFU-31963	11509 Eastern Ave	Middle River	MD	21220	0.7	41	NE (65°)	G-M-I-
7:20:28 AM EST	078DPWT-UTFU-31963	11509 Eastern Ave	Middle River	MD	21220	0.7	41	NE (65°)	G-M-I-
7:21:28 AM EST	078DPWT-UTFU-31963	11824 Eastern Ave	Middle River	MD	21220	0.7	44	E (69°)	G-M-I-

Note: Activity related to Mobiles not access ble by the current user, is not included in this report

Detailed Activity Report for Baltimore County

Dates: 1/31/2023 to 1/31/2023

Driver: [REDACTED], Shift: 12:00 AM to 12:00 AM

Flags Legend G: GPS P: Ping S: Speeding O: Old M: Moving I: Ignition									
Time	Mobile	Location	City	St	Zip	Miles	MPH	Heading	Flags
1/31/2023 12:00 AM to 2/1/2023 12:00 AM									
7:21:28 AM EST	078DPWT-UTFU-31963	11824 Eastern Ave	Middle River	MD	21220	0.7	44	E (69°)	G-M-I-
7:21:28 AM EST	078DPWT-UTFU-31963	11824 Eastern Ave	Middle River	MD	21220	0.7	44	E (69°)	G-M-I-
7:21:28 AM EST	078DPWT-UTFU-31963	11824 Eastern Ave	Middle River	MD	21220	0.7	44	E (69°)	G-M-I-
7:22:28 AM EST	078DPWT-UTFU-31963	12133 Eastern Ave	Middle River	MD	21220	0.7	44	NE (34°)	G-M-I-
7:22:28 AM EST	078DPWT-UTFU-31963	12133 Eastern Ave	Middle River	MD	21220	0.7	44	NE (34°)	G-M-I-
7:22:28 AM EST	078DPWT-UTFU-31963	12133 Eastern Ave	Middle River	MD	21220	0.7	44	NE (34°)	G-M-I-
7:22:28 AM EST	078DPWT-UTFU-31963	12133 Eastern Ave	Middle River	MD	21220	0.7	44	NE (34°)	G-M-I-
7:23:28 AM EST	078DPWT-UTFU-31963	12521 Eastern Ave	Middle River	MD	21220	0.7	40	NE (42°)	G-M-I-
7:23:28 AM EST	078DPWT-UTFU-31963	12521 Eastern Ave	Middle River	MD	21220	0.7	40	NE (42°)	G-M-I-
7:23:28 AM EST	078DPWT-UTFU-31963	12521 Eastern Ave	Middle River	MD	21220	0.7	40	NE (42°)	G-M-I-
7:23:28 AM EST	078DPWT-UTFU-31963	12521 Eastern Ave	Middle River	MD	21220	0.7	40	NE (42°)	G-M-I-
7:24:28 AM EST	078DPWT-UTFU-31963	Kelly's Kitchen & Bakery	Middle River	MD	21220	0.2	0	SE (127°)	G-M-I-
7:24:28 AM EST	078DPWT-UTFU-31963	Kelly's Kitchen & Bakery	Middle River	MD	21220	0.2	0	SE (127°)	G-M-I-
7:24:28 AM EST	078DPWT-UTFU-31963	Kelly's Kitchen & Bakery	Middle River	MD	21220	0.2	0	SE (127°)	G-M-I-
7:24:28 AM EST	078DPWT-UTFU-31963	Kelly's Kitchen & Bakery	Middle River	MD	21220	0.2	0	SE (127°)	G-M-I-
7:25:28 AM EST	078DPWT-UTFU-31963	Kelly's Kitchen & Bakery	Middle River	MD	21220	0.0	0	SE (127°)	G-M-I-
7:25:28 AM EST	078DPWT-UTFU-31963	Kelly's Kitchen & Bakery	Middle River	MD	21220	0.0	0	SE (127°)	G-M-I-
7:25:28 AM EST	078DPWT-UTFU-31963	Kelly's Kitchen & Bakery	Middle River	MD	21220	0.0	0	SE (127°)	G-M-I-
7:25:28 AM EST	078DPWT-UTFU-31963	Kelly's Kitchen & Bakery	Middle River	MD	21220	0.0	0	SE (127°)	G-M-I-
7:26:28 AM EST	078DPWT-UTFU-31963	Kelly's Kitchen & Bakery	Middle River	MD	21220	0.0	0	SE (127°)	G-M-I-
7:26:28 AM EST	078DPWT-UTFU-31963	Kelly's Kitchen & Bakery	Middle River	MD	21220	0.0	0	SE (127°)	G-M-I-
7:26:28 AM EST	078DPWT-UTFU-31963	Kelly's Kitchen & Bakery	Middle River	MD	21220	0.0	0	SE (127°)	G-M-I-
7:26:28 AM EST	078DPWT-UTFU-31963	Kelly's Kitchen & Bakery	Middle River	MD	21220	0.0	0	SE (127°)	G-M-I-

Note: Activity related to Mobiles not access ble by the current user, is not included in this report

Detailed Activity Report for Baltimore County

Dates: 1/31/2023 to 1/31/2023

Driver: [REDACTED], Shift: 12:00 AM to 12:00 AM

Flags Legend G: GPS P: Ping S: Speeding O: Old M: Moving I: Ignition									
Time	Mobile	Location	City	St	Zip	Miles	MPH	Heading	Flags
1/31/2023 12:00 AM to 2/1/2023 12:00 AM									
7:26:50 AM EST	078DPWT-UTFU-31963	Kelly's Kitchen & Bakery	Middle River	MD	21220	0.0	0	SE (127°)	G—I—
7:26:50 AM EST	078DPWT-UTFU-31963	Kelly's Kitchen & Bakery	Middle River	MD	21220	0.0	0	SE (127°)	G—I—
7:26:50 AM EST	078DPWT-UTFU-31963	Kelly's Kitchen & Bakery	Middle River	MD	21220	0.0	0	SE (127°)	G—I—
7:26:50 AM EST	078DPWT-UTFU-31963	Kelly's Kitchen & Bakery	Middle River	MD	21220	0.0	0	SE (127°)	G—I—
7:38:25 AM EST	078DPWT-UTFU-31963	Kelly's Kitchen & Bakery	Middle River	MD	21220	0.0	2	SW (223°)	G—M—I—
7:38:25 AM EST	078DPWT-UTFU-31963	Kelly's Kitchen & Bakery	Middle River	MD	21220	0.0	2	SW (223°)	G—M—I—
7:38:25 AM EST	078DPWT-UTFU-31963	Kelly's Kitchen & Bakery	Middle River	MD	21220	0.0	2	SW (223°)	G—M—I—
7:38:25 AM EST	078DPWT-UTFU-31963	Kelly's Kitchen & Bakery	Middle River	MD	21220	0.0	2	SW (223°)	G—M—I—
7:39:24 AM EST	078DPWT-UTFU-31963	12330 Eastern Ave	Middle River	MD	21220	0.4	29	SW (217°)	G—M—I—
7:39:24 AM EST	078DPWT-UTFU-31963	12330 Eastern Ave	Middle River	MD	21220	0.4	29	SW (217°)	G—M—I—
7:39:24 AM EST	078DPWT-UTFU-31963	12330 Eastern Ave	Middle River	MD	21220	0.4	29	SW (217°)	G—M—I—
7:39:24 AM EST	078DPWT-UTFU-31963	12330 Eastern Ave	Middle River	MD	21220	0.4	29	SW (217°)	G—M—I—
7:40:24 AM EST	078DPWT-UTFU-31963	12066 Eastern Ave	Middle River	MD	21220	0.7	41	W (250°)	G—M—I—
7:40:24 AM EST	078DPWT-UTFU-31963	12066 Eastern Ave	Middle River	MD	21220	0.7	41	W (250°)	G—M—I—
7:40:24 AM EST	078DPWT-UTFU-31963	12066 Eastern Ave	Middle River	MD	21220	0.7	41	W (250°)	G—M—I—
7:40:24 AM EST	078DPWT-UTFU-31963	12066 Eastern Ave	Middle River	MD	21220	0.7	41	W (250°)	G—M—I—
7:41:24 AM EST	078DPWT-UTFU-31963	11748 Eastern Ave	Middle River	MD	21220	0.7	42	SW (222°)	G—M—I—
7:41:24 AM EST	078DPWT-UTFU-31963	11748 Eastern Ave	Middle River	MD	21220	0.7	42	SW (222°)	G—M—I—
7:41:24 AM EST	078DPWT-UTFU-31963	11748 Eastern Ave	Middle River	MD	21220	0.7	42	SW (222°)	G—M—I—
7:41:24 AM EST	078DPWT-UTFU-31963	11748 Eastern Ave	Middle River	MD	21220	0.7	42	SW (222°)	G—M—I—
7:42:24 AM EST	078DPWT-UTFU-31963	Pump Station - Bengies	Middle River	MD	21220	0.6	10	S (180°)	G—M—I—
7:42:24 AM EST	078DPWT-UTFU-31963	Pump Station - Bengies	Middle River	MD	21220	0.6	10	S (180°)	G—M—I—
7:42:24 AM EST	078DPWT-UTFU-31963	Pump Station - Bengies	Middle River	MD	21220	0.6	10	S (180°)	G—M—I—

Note: Activity related to Mobiles not access ble by the current user, is not included in this report

Detailed Activity Report for Baltimore County

Dates: 1/31/2023 to 1/31/2023

Driver: [REDACTED], Shift: 12:00 AM to 12:00 AM

Flags Legend G: GPS P: Ping S: Speeding O: Old M: Moving I: Ignition									
Time	Mobile	Location	City	St	Zip	Miles	MPH	Heading	Flags
1/31/2023 12:00 AM to 2/1/2023 12:00 AM									
7:42:24 AM EST	078DPWT-UTFU-31963	Pump Station - Bengies	Middle River	MD	21220	0.6	10	S (180°)	G-M-I-
7:43:24 AM EST	078DPWT-UTFU-31963	Pump Station - Bengies	Middle River	MD	21220	0.0	5	SE (133°)	G-M-I-
7:43:24 AM EST	078DPWT-UTFU-31963	Pump Station - Bengies	Middle River	MD	21220	0.0	5	SE (133°)	G-M-I-
7:43:24 AM EST	078DPWT-UTFU-31963	Pump Station - Bengies	Middle River	MD	21220	0.0	5	SE (133°)	G-M-I-
7:43:24 AM EST	078DPWT-UTFU-31963	Pump Station - Bengies	Middle River	MD	21220	0.0	5	SE (133°)	G-M-I-
7:44:24 AM EST	078DPWT-UTFU-31963	Pump Station - Bengies	Middle River	MD	21220	0.0	0	SE (124°)	G-M-I-
7:44:24 AM EST	078DPWT-UTFU-31963	Pump Station - Bengies	Middle River	MD	21220	0.0	0	SE (124°)	G-M-I-
7:44:24 AM EST	078DPWT-UTFU-31963	Pump Station - Bengies	Middle River	MD	21220	0.0	0	SE (124°)	G-M-I-
7:44:24 AM EST	078DPWT-UTFU-31963	Pump Station - Bengies	Middle River	MD	21220	0.0	0	SE (124°)	G-M-I-
7:45:24 AM EST	078DPWT-UTFU-31963	Pump Station - Bengies	Middle River	MD	21220	0.0	0	SE (124°)	G-M-I-
7:45:24 AM EST	078DPWT-UTFU-31963	Pump Station - Bengies	Middle River	MD	21220	0.0	0	SE (124°)	G-M-I-
7:45:24 AM EST	078DPWT-UTFU-31963	Pump Station - Bengies	Middle River	MD	21220	0.0	0	SE (124°)	G-M-I-
7:45:24 AM EST	078DPWT-UTFU-31963	Pump Station - Bengies	Middle River	MD	21220	0.0	0	SE (124°)	G-M-I-
7:46:24 AM EST	078DPWT-UTFU-31963	Pump Station - Bengies	Middle River	MD	21220	0.0	0	SE (124°)	G-M-I-
7:46:24 AM EST	078DPWT-UTFU-31963	Pump Station - Bengies	Middle River	MD	21220	0.0	0	SE (124°)	G-M-I-
7:46:24 AM EST	078DPWT-UTFU-31963	Pump Station - Bengies	Middle River	MD	21220	0.0	0	SE (124°)	G-M-I-
7:46:24 AM EST	078DPWT-UTFU-31963	Pump Station - Bengies	Middle River	MD	21220	0.0	0	SE (124°)	G-M-I-
7:46:33 AM EST	078DPWT-UTFU-31963	Pump Station - Bengies	Middle River	MD	21220	0.0	0	SE (124°)	G-I-I-
7:46:33 AM EST	078DPWT-UTFU-31963	Pump Station - Bengies	Middle River	MD	21220	0.0	0	SE (124°)	G-I-I-
7:46:33 AM EST	078DPWT-UTFU-31963	Pump Station - Bengies	Middle River	MD	21220	0.0	0	SE (124°)	G-I-I-
7:46:33 AM EST	078DPWT-UTFU-31963	Pump Station - Bengies	Middle River	MD	21220	0.0	0	SE (124°)	G-I-I-
11:22:20 AM EST	078DPWT-UTFU-31963	Pump Station - Bengies	Middle River	MD	21220	0.0	3	W (275°)	G-M-I-
11:22:20 AM EST	078DPWT-UTFU-31963	Pump Station - Bengies	Middle River	MD	21220	0.0	3	W (275°)	G-M-I-

Note: Activity related to Mobiles not access ble by the current user, is not included in this report

Detailed Activity Report for Baltimore County

Dates: 1/31/2023 to 1/31/2023

Driver: [REDACTED], Shift: 12:00 AM to 12:00 AM

Flags Legend G: GPS P: Ping S: Speeding O: Old M: Moving I: Ignition

Time	Mobile	Location	City	St	Zip	Miles	MPH	Heading	Flags
1/31/2023 12:00 AM to 2/1/2023 12:00 AM									
11:22:20 AM EST	078DPWT-UTFU-31963	Pump Station - Bengies	Middle River	MD	21220	0.0	3	W (275°)	G-M-I-
11:22:20 AM EST	078DPWT-UTFU-31963	Pump Station - Bengies	Middle River	MD	21220	0.0	3	W (275°)	G-M-I-
11:23:19 AM EST	078DPWT-UTFU-31963	Pump Station - Bengies	Middle River	MD	21220	0.0	0	NW (318°)	G-M-I-
11:23:19 AM EST	078DPWT-UTFU-31963	Pump Station - Bengies	Middle River	MD	21220	0.0	0	NW (318°)	G-M-I-
11:23:19 AM EST	078DPWT-UTFU-31963	Pump Station - Bengies	Middle River	MD	21220	0.0	0	NW (318°)	G-M-I-
11:23:19 AM EST	078DPWT-UTFU-31963	Pump Station - Bengies	Middle River	MD	21220	0.0	0	NW (318°)	G-M-I-
11:23:19 AM EST	078DPWT-UTFU-31963	Pump Station - Bengies	Middle River	MD	21220	0.0	0	NW (318°)	G-M-I-
11:24:19 AM EST	078DPWT-UTFU-31963	11438 Eastern Ave	Middle River	MD	21220	0.0	20	SW (235°)	G-M-I-
11:24:19 AM EST	078DPWT-UTFU-31963	11438 Eastern Ave	Middle River	MD	21220	0.0	20	SW (235°)	G-M-I-
11:24:19 AM EST	078DPWT-UTFU-31963	11438 Eastern Ave	Middle River	MD	21220	0.0	20	SW (235°)	G-M-I-
11:24:19 AM EST	078DPWT-UTFU-31963	11438 Eastern Ave	Middle River	MD	21220	0.0	20	SW (235°)	G-M-I-
11:25:19 AM EST	078DPWT-UTFU-31963	11404 Eastern Ave	Middle River	MD	21220	0.1	0	SW (214°)	G-M-I-
11:25:19 AM EST	078DPWT-UTFU-31963	11404 Eastern Ave	Middle River	MD	21220	0.1	0	SW (214°)	G-M-I-
11:25:19 AM EST	078DPWT-UTFU-31963	11404 Eastern Ave	Middle River	MD	21220	0.1	0	SW (214°)	G-M-I-
11:25:19 AM EST	078DPWT-UTFU-31963	11404 Eastern Ave	Middle River	MD	21220	0.1	0	SW (214°)	G-M-I-
11:26:19 AM EST	078DPWT-UTFU-31963	304 BOWLEYS QUARTERS 21220	Middle River	MD	21220	0.4	30	S (167°)	G-M-I-
11:26:19 AM EST	078DPWT-UTFU-31963	304 BOWLEYS QUARTERS 21220	Middle River	MD	21220	0.4	30	S (167°)	G-M-I-
11:26:19 AM EST	078DPWT-UTFU-31963	304 BOWLEYS QUARTERS 21220	Middle River	MD	21220	0.4	30	S (167°)	G-M-I-
11:26:19 AM EST	078DPWT-UTFU-31963	304 BOWLEYS QUARTERS 21220	Middle River	MD	21220	0.4	30	S (167°)	G-M-I-
11:27:19 AM EST	078DPWT-UTFU-31963	29 BLUE HERON 21220	Middle River	MD	21220	0.6	35	S (173°)	G-M-I-
11:27:19 AM EST	078DPWT-UTFU-31963	29 BLUE HERON 21220	Middle River	MD	21220	0.6	35	S (173°)	G-M-I-
11:27:19 AM EST	078DPWT-UTFU-31963	29 BLUE HERON 21220	Middle River	MD	21220	0.6	35	S (173°)	G-M-I-
11:27:19 AM EST	078DPWT-UTFU-31963	29 BLUE HERON 21220	Middle River	MD	21220	0.6	35	S (173°)	G-M-I-

Note: Activity related to Mobiles not access ble by the current user, is not included in this report

Detailed Activity Report for Baltimore County

Dates: 1/31/2023 to 1/31/2023

Driver: [REDACTED], Shift: 12:00 AM to 12:00 AM

Flags Legend G: GPS P: Ping S: Speeding O: Old M: Moving I: Ignition									
Time	Mobile	Location	City	St	Zip	Miles	MPH	Heading	Flags
1/31/2023 12:00 AM to 2/1/2023 12:00 AM									
11:28:19 AM EST	078DPWT-UTFU-31963	900 Bowleys Quarters Rd	Middle River	MD	21220	0.6	34	SE (137°)	G-M-I-
11:28:19 AM EST	078DPWT-UTFU-31963	900 Bowleys Quarters Rd	Middle River	MD	21220	0.6	34	SE (137°)	G-M-I-
11:28:19 AM EST	078DPWT-UTFU-31963	900 Bowleys Quarters Rd	Middle River	MD	21220	0.6	34	SE (137°)	G-M-I-
11:28:19 AM EST	078DPWT-UTFU-31963	900 Bowleys Quarters Rd	Middle River	MD	21220	0.6	34	SE (137°)	G-M-I-
11:29:19 AM EST	078DPWT-UTFU-31963	1124 Bowleys Quarters Rd	Middle River	MD	21220	0.5	34	SE (115°)	G-M-I-
11:29:19 AM EST	078DPWT-UTFU-31963	1124 Bowleys Quarters Rd	Middle River	MD	21220	0.5	34	SE (115°)	G-M-I-
11:29:19 AM EST	078DPWT-UTFU-31963	1124 Bowleys Quarters Rd	Middle River	MD	21220	0.5	34	SE (115°)	G-M-I-
11:29:19 AM EST	078DPWT-UTFU-31963	1124 Bowleys Quarters Rd	Middle River	MD	21220	0.5	34	SE (115°)	G-M-I-
11:30:19 AM EST	078DPWT-UTFU-31963	Burke Rd	Middle River	MD	21220	0.4	13	SW (226°)	G-M-I-
11:30:19 AM EST	078DPWT-UTFU-31963	Burke Rd	Middle River	MD	21220	0.4	13	SW (226°)	G-M-I-
11:30:19 AM EST	078DPWT-UTFU-31963	Burke Rd	Middle River	MD	21220	0.4	13	SW (226°)	G-M-I-
11:30:19 AM EST	078DPWT-UTFU-31963	Burke Rd	Middle River	MD	21220	0.4	13	SW (226°)	G-M-I-
11:31:19 AM EST	078DPWT-UTFU-31963	Burke Rd	Middle River	MD	21220	0.1	11	NW (319°)	G-M-I-
11:31:19 AM EST	078DPWT-UTFU-31963	Burke Rd	Middle River	MD	21220	0.1	11	NW (319°)	G-M-I-
11:31:19 AM EST	078DPWT-UTFU-31963	Burke Rd	Middle River	MD	21220	0.1	11	NW (319°)	G-M-I-
11:31:19 AM EST	078DPWT-UTFU-31963	Burke Rd	Middle River	MD	21220	0.1	11	NW (319°)	G-M-I-
11:32:19 AM EST	078DPWT-UTFU-31963	1251 Burke Rd	Middle River	MD	21220	0.1	0	SW (203°)	G-M-I-
11:32:19 AM EST	078DPWT-UTFU-31963	1251 Burke Rd	Middle River	MD	21220	0.1	0	SW (203°)	G-M-I-
11:32:19 AM EST	078DPWT-UTFU-31963	1251 Burke Rd	Middle River	MD	21220	0.1	0	SW (203°)	G-M-I-
11:32:19 AM EST	078DPWT-UTFU-31963	1251 Burke Rd	Middle River	MD	21220	0.1	0	SW (203°)	G-M-I-
11:33:19 AM EST	078DPWT-UTFU-31963	1251 Burke Rd	Middle River	MD	21220	0.0	0	SW (203°)	G-M-I-
11:33:19 AM EST	078DPWT-UTFU-31963	1251 Burke Rd	Middle River	MD	21220	0.0	0	SW (203°)	G-M-I-
11:33:19 AM EST	078DPWT-UTFU-31963	1251 Burke Rd	Middle River	MD	21220	0.0	0	SW (203°)	G-M-I-

Note: Activity related to Mobiles not access ble by the current user, is not included in this report

Detailed Activity Report for Baltimore County

Dates: 1/31/2023 to 1/31/2023

Driver: [REDACTED], Shift: 12:00 AM to 12:00 AM

Flags Legend G: GPS P: Ping S: Speeding O: Old M: Moving I: Ignition									
Time	Mobile	Location	City	St	Zip	Miles	MPH	Heading	Flags
1/31/2023 12:00 AM to 2/1/2023 12:00 AM									
11:33:19 AM EST	078DPWT-UTFU-31963	1251 Burke Rd	Middle River	MD	21220	0.0	0	SW (203°)	G-M-I-
11:34:19 AM EST	078DPWT-UTFU-31963	1251 Burke Rd	Middle River	MD	21220	0.0	0	SW (203°)	G-M-I-
11:34:19 AM EST	078DPWT-UTFU-31963	1251 Burke Rd	Middle River	MD	21220	0.0	0	SW (203°)	G-M-I-
11:34:19 AM EST	078DPWT-UTFU-31963	1251 Burke Rd	Middle River	MD	21220	0.0	0	SW (203°)	G-M-I-
11:34:19 AM EST	078DPWT-UTFU-31963	1251 Burke Rd	Middle River	MD	21220	0.0	0	SW (203°)	G-M-I-
11:35:10 AM EST	078DPWT-UTFU-31963	1251 Burke Rd	Middle River	MD	21220	0.0	0	SW (203°)	G-I-
11:35:10 AM EST	078DPWT-UTFU-31963	1251 Burke Rd	Middle River	MD	21220	0.0	0	SW (203°)	G-I-
11:35:10 AM EST	078DPWT-UTFU-31963	1251 Burke Rd	Middle River	MD	21220	0.0	0	SW (203°)	G-I-
11:35:10 AM EST	078DPWT-UTFU-31963	1251 Burke Rd	Middle River	MD	21220	0.0	0	SW (203°)	G-I-
11:48:20 AM EST	078DPWT-UTFU-31963	1251 Burke Rd	Middle River	MD	21220	0.0	4	NW (319°)	G-M-I-
11:48:20 AM EST	078DPWT-UTFU-31963	1251 Burke Rd	Middle River	MD	21220	0.0	4	NW (319°)	G-M-I-
11:48:20 AM EST	078DPWT-UTFU-31963	1251 Burke Rd	Middle River	MD	21220	0.0	4	NW (319°)	G-M-I-
11:48:20 AM EST	078DPWT-UTFU-31963	1251 Burke Rd	Middle River	MD	21220	0.0	4	NW (319°)	G-M-I-
11:49:20 AM EST	078DPWT-UTFU-31963	1110 Burke Rd	Middle River	MD	21220	0.3	16	SE (156°)	G-M-I-
11:49:20 AM EST	078DPWT-UTFU-31963	1110 Burke Rd	Middle River	MD	21220	0.3	16	SE (156°)	G-M-I-
11:49:20 AM EST	078DPWT-UTFU-31963	1110 Burke Rd	Middle River	MD	21220	0.3	16	SE (156°)	G-M-I-
11:49:20 AM EST	078DPWT-UTFU-31963	1110 Burke Rd	Middle River	MD	21220	0.3	16	SE (156°)	G-M-I-
11:50:20 AM EST	078DPWT-UTFU-31963	3521 Galloway Rd	Middle River	MD	21220	0.2	17	N (355°)	G-M-I-
11:50:20 AM EST	078DPWT-UTFU-31963	3521 Galloway Rd	Middle River	MD	21220	0.2	17	N (355°)	G-M-I-
11:50:20 AM EST	078DPWT-UTFU-31963	3521 Galloway Rd	Middle River	MD	21220	0.2	17	N (355°)	G-M-I-
11:50:20 AM EST	078DPWT-UTFU-31963	3521 Galloway Rd	Middle River	MD	21220	0.2	17	N (355°)	G-M-I-
11:51:20 AM EST	078DPWT-UTFU-31963	3635 Galloway Rd	Middle River	MD	21220	0.3	21	W (280°)	G-M-I-
11:51:20 AM EST	078DPWT-UTFU-31963	3635 Galloway Rd	Middle River	MD	21220	0.3	21	W (280°)	G-M-I-

Note: Activity related to Mobiles not access ble by the current user, is not included in this report

Detailed Activity Report for Baltimore County

Dates: 1/31/2023 to 1/31/2023

Driver: [REDACTED], Shift: 12:00 AM to 12:00 AM

Flags Legend G: GPS P: Ping S: Speeding O: Old M: Moving I: Ignition

Time	Mobile	Location	City	St	Zip	Miles	MPH	Heading	Flags
1/31/2023 12:00 AM to 2/1/2023 12:00 AM									
11:51:20 AM EST	078DPWT-UTFU-31963	3635 Galloway Rd	Middle River	MD	21220	0.3	21	W (280°)	G-M-I-
11:51:20 AM EST	078DPWT-UTFU-31963	3635 Galloway Rd	Middle River	MD	21220	0.3	21	W (280°)	G-M-I-
11:52:20 AM EST	078DPWT-UTFU-31963	3729 Galloway Rd	Middle River	MD	21220	0.3	24	NE (40°)	G-M-I-
11:52:20 AM EST	078DPWT-UTFU-31963	3729 Galloway Rd	Middle River	MD	21220	0.3	24	NE (40°)	G-M-I-
11:52:20 AM EST	078DPWT-UTFU-31963	3729 Galloway Rd	Middle River	MD	21220	0.3	24	NE (40°)	G-M-I-
11:52:20 AM EST	078DPWT-UTFU-31963	3729 Galloway Rd	Middle River	MD	21220	0.3	24	NE (40°)	G-M-I-
11:53:20 AM EST	078DPWT-UTFU-31963	807 Bowleys Quarters Rd	Middle River	MD	21220	0.4	32	NW (337°)	G-M-I-
11:53:20 AM EST	078DPWT-UTFU-31963	807 Bowleys Quarters Rd	Middle River	MD	21220	0.4	32	NW (337°)	G-M-I-
11:53:20 AM EST	078DPWT-UTFU-31963	807 Bowleys Quarters Rd	Middle River	MD	21220	0.4	32	NW (337°)	G-M-I-
11:53:20 AM EST	078DPWT-UTFU-31963	807 Bowleys Quarters Rd	Middle River	MD	21220	0.4	32	NW (337°)	G-M-I-
11:54:20 AM EST	078DPWT-UTFU-31963	591 Bowleys Quarters Rd	Middle River	MD	21220	0.6	36	N (356°)	G-M-I-
11:54:20 AM EST	078DPWT-UTFU-31963	591 Bowleys Quarters Rd	Middle River	MD	21220	0.6	36	N (356°)	G-M-I-
11:54:20 AM EST	078DPWT-UTFU-31963	591 Bowleys Quarters Rd	Middle River	MD	21220	0.6	36	N (356°)	G-M-I-
11:54:20 AM EST	078DPWT-UTFU-31963	591 Bowleys Quarters Rd	Middle River	MD	21220	0.6	36	N (356°)	G-M-I-
11:55:20 AM EST	078DPWT-UTFU-31963	Royal Farms - Bowleys Quarters Rd	Middle River	MD	21220	0.3	0	W (250°)	G-M-I-
11:55:20 AM EST	078DPWT-UTFU-31963	Royal Farms - Bowleys Quarters Rd	Middle River	MD	21220	0.3	0	W (250°)	G-M-I-
11:55:20 AM EST	078DPWT-UTFU-31963	Royal Farms - Bowleys Quarters Rd	Middle River	MD	21220	0.3	0	W (250°)	G-M-I-
11:55:20 AM EST	078DPWT-UTFU-31963	Royal Farms - Bowleys Quarters Rd	Middle River	MD	21220	0.3	0	W (250°)	G-M-I-
11:56:20 AM EST	078DPWT-UTFU-31963	Royal Farms - Bowleys Quarters Rd	Middle River	MD	21220	0.0	0	N (356°)	G-M-I-
11:56:20 AM EST	078DPWT-UTFU-31963	Royal Farms - Bowleys Quarters Rd	Middle River	MD	21220	0.0	0	N (356°)	G-M-I-
11:56:20 AM EST	078DPWT-UTFU-31963	Royal Farms - Bowleys Quarters Rd	Middle River	MD	21220	0.0	0	N (356°)	G-M-I-
11:56:20 AM EST	078DPWT-UTFU-31963	Royal Farms - Bowleys Quarters Rd	Middle River	MD	21220	0.0	0	N (356°)	G-M-I-

Note: Activity related to Mobiles not access ble by the current user, is not included in this report

Detailed Activity Report for Baltimore County

Dates: 1/31/2023 to 1/31/2023

Driver: [REDACTED], Shift: 12:00 AM to 12:00 AM

Flags Legend G: GPS P: Ping S: Speeding O: Old M: Moving I: Ignition

Time	Mobile	Location	City	St	Zip	Miles	MPH	Heading	Flags
1/31/2023 12:00 AM to 2/1/2023 12:00 AM									
11:57:20 AM EST	078DPWT-UTFU-31963	Royal Farms - Bowleys Quarters Rd	Middle River	MD	21220	0.0	0	SW (234°)	G-M-I-
11:57:20 AM EST	078DPWT-UTFU-31963	Royal Farms - Bowleys Quarters Rd	Middle River	MD	21220	0.0	0	SW (234°)	G-M-I-
11:57:20 AM EST	078DPWT-UTFU-31963	Royal Farms - Bowleys Quarters Rd	Middle River	MD	21220	0.0	0	SW (234°)	G-M-I-
11:57:20 AM EST	078DPWT-UTFU-31963	Royal Farms - Bowleys Quarters Rd	Middle River	MD	21220	0.0	0	SW (234°)	G-M-I-
11:57:59 AM EST	078DPWT-UTFU-31963	Royal Farms - Bowleys Quarters Rd	Middle River	MD	21220	0.0	1	SW (215°)	G-I-I-
11:57:59 AM EST	078DPWT-UTFU-31963	Royal Farms - Bowleys Quarters Rd	Middle River	MD	21220	0.0	1	SW (215°)	G-I-I-
11:57:59 AM EST	078DPWT-UTFU-31963	Royal Farms - Bowleys Quarters Rd	Middle River	MD	21220	0.0	1	SW (215°)	G-I-I-
11:57:59 AM EST	078DPWT-UTFU-31963	Royal Farms - Bowleys Quarters Rd	Middle River	MD	21220	0.0	1	SW (215°)	G-I-I-
11:58:08 AM EST	078DPWT-UTFU-31963	Royal Farms - Bowleys Quarters Rd	Middle River	MD	21220	0.0	2	NE (67°)	G-M-I-
11:58:08 AM EST	078DPWT-UTFU-31963	Royal Farms - Bowleys Quarters Rd	Middle River	MD	21220	0.0	2	NE (67°)	G-M-I-
11:58:08 AM EST	078DPWT-UTFU-31963	Royal Farms - Bowleys Quarters Rd	Middle River	MD	21220	0.0	2	NE (67°)	G-M-I-
11:58:08 AM EST	078DPWT-UTFU-31963	Royal Farms - Bowleys Quarters Rd	Middle River	MD	21220	0.0	2	NE (67°)	G-M-I-
11:59:07 AM EST	078DPWT-UTFU-31963	213 Bowleys Quarters Rd	Middle River	MD	21220	0.3	32	N (349°)	G-M-I-
11:59:07 AM EST	078DPWT-UTFU-31963	213 Bowleys Quarters Rd	Middle River	MD	21220	0.3	32	N (349°)	G-M-I-
11:59:07 AM EST	078DPWT-UTFU-31963	213 Bowleys Quarters Rd	Middle River	MD	21220	0.3	32	N (349°)	G-M-I-
11:59:07 AM EST	078DPWT-UTFU-31963	213 Bowleys Quarters Rd	Middle River	MD	21220	0.3	32	N (349°)	G-M-I-
12:00:07 PM EST	078DPWT-UTFU-31963	17 Carroll Island Rd	Middle River	MD	21220	0.2	30	NW (301°)	G-M-I-
12:00:07 PM EST	078DPWT-UTFU-31963	17 Carroll Island Rd	Middle River	MD	21220	0.2	30	NW (301°)	G-M-I-
12:00:07 PM EST	078DPWT-UTFU-31963	17 Carroll Island Rd	Middle River	MD	21220	0.2	30	NW (301°)	G-M-I-
12:00:07 PM EST	078DPWT-UTFU-31963	17 Carroll Island Rd	Middle River	MD	21220	0.2	30	NW (301°)	G-M-I-
12:01:07 PM EST	078DPWT-UTFU-31963	3490 Eastern Blvd	Middle River	MD	21220	0.1	29	SW (225°)	G-M-I-

Note: Activity related to Mobiles not access ble by the current user, is not included in this report

Detailed Activity Report for Baltimore County

Dates: 1/31/2023 to 1/31/2023

Driver: [REDACTED], Shift: 12:00 AM to 12:00 AM

Flags Legend G: GPS P: Ping S: Speeding O: Old M: Moving I: Ignition

Time	Mobile	Location	City	St	Zip	Miles	MPH	Heading	Flags
1/31/2023 12:00 AM to 2/1/2023 12:00 AM									
12:01:07 PM EST	078DPWT-UTFU-31963	3490 Eastern Blvd	Middle River	MD	21220	0.1	29	SW (225°)	G-M-I-
12:01:07 PM EST	078DPWT-UTFU-31963	3490 Eastern Blvd	Middle River	MD	21220	0.1	29	SW (225°)	G-M-I-
12:01:07 PM EST	078DPWT-UTFU-31963	3490 Eastern Blvd	Middle River	MD	21220	0.1	29	SW (225°)	G-M-I-
12:02:07 PM EST	078DPWT-UTFU-31963	2950 Eastern Blvd	Middle River	MD	21220	0.6	42	W (285°)	G-M-I-
12:02:07 PM EST	078DPWT-UTFU-31963	2950 Eastern Blvd	Middle River	MD	21220	0.6	42	W (285°)	G-M-I-
12:02:07 PM EST	078DPWT-UTFU-31963	2950 Eastern Blvd	Middle River	MD	21220	0.6	42	W (285°)	G-M-I-
12:02:07 PM EST	078DPWT-UTFU-31963	2950 Eastern Blvd	Middle River	MD	21220	0.6	42	W (285°)	G-M-I-
12:03:07 PM EST	078DPWT-UTFU-31963	Eastern Blvd	Middle River	MD	21220	0.5	42	W (255°)	G-M-I-
12:03:07 PM EST	078DPWT-UTFU-31963	Eastern Blvd	Middle River	MD	21220	0.5	42	W (255°)	G-M-I-
12:03:07 PM EST	078DPWT-UTFU-31963	Eastern Blvd	Middle River	MD	21220	0.5	42	W (255°)	G-M-I-
12:03:07 PM EST	078DPWT-UTFU-31963	Eastern Blvd	Middle River	MD	21220	0.5	42	W (255°)	G-M-I-
12:04:07 PM EST	078DPWT-UTFU-31963	Eastern Blvd	Middle River	MD	21220	0.8	42	SW (232°)	G-M-I-
12:04:07 PM EST	078DPWT-UTFU-31963	Eastern Blvd	Middle River	MD	21220	0.8	42	SW (232°)	G-M-I-
12:04:07 PM EST	078DPWT-UTFU-31963	Eastern Blvd	Middle River	MD	21220	0.8	42	SW (232°)	G-M-I-
12:05:07 PM EST	078DPWT-UTFU-31963	1827 KITTYHAWK 21221	Essex	MD	21221	0.7	17	S (188°)	G-M-I-
12:05:07 PM EST	078DPWT-UTFU-31963	1827 KITTYHAWK 21221	Essex	MD	21221	0.7	17	S (188°)	G-M-I-
12:05:07 PM EST	078DPWT-UTFU-31963	1827 KITTYHAWK 21221	Essex	MD	21221	0.7	17	S (188°)	G-M-I-
12:05:07 PM EST	078DPWT-UTFU-31963	1827 KITTYHAWK 21221	Essex	MD	21221	0.7	17	S (188°)	G-M-I-
12:06:07 PM EST	078DPWT-UTFU-31963	1700 Old Eastern Ave	Essex	MD	21221	0.5	29	SW (203°)	G-M-I-
12:06:07 PM EST	078DPWT-UTFU-31963	1700 Old Eastern Ave	Essex	MD	21221	0.5	29	SW (203°)	G-M-I-
12:06:07 PM EST	078DPWT-UTFU-31963	1700 Old Eastern Ave	Essex	MD	21221	0.5	29	SW (203°)	G-M-I-
12:06:07 PM EST	078DPWT-UTFU-31963	1700 Old Eastern Ave	Essex	MD	21221	0.5	29	SW (203°)	G-M-I-

Note: Activity related to Mobiles not access ble by the current user, is not included in this report

Detailed Activity Report for Baltimore County

Dates: 1/31/2023 to 1/31/2023

Driver: [REDACTED], Shift: 12:00 AM to 12:00 AM

Flags Legend G: GPS P: Ping S: Speeding O: Old M: Moving I: Ignition									
Time	Mobile	Location	City	St	Zip	Miles	MPH	Heading	Flags
1/31/2023 12:00 AM to 2/1/2023 12:00 AM									
12:07:07 PM EST	078DPWT-UTFU-31963	1600 Old Eastern Ave	Essex	MD	21221	0.3	0	SW (206°)	G-M-I-
12:07:07 PM EST	078DPWT-UTFU-31963	1600 Old Eastern Ave	Essex	MD	21221	0.3	0	SW (206°)	G-M-I-
12:07:07 PM EST	078DPWT-UTFU-31963	1600 Old Eastern Ave	Essex	MD	21221	0.3	0	SW (206°)	G-M-I-
12:07:07 PM EST	078DPWT-UTFU-31963	1600 Old Eastern Ave	Essex	MD	21221	0.3	0	SW (206°)	G-M-I-
12:08:07 PM EST	078DPWT-UTFU-31963	128 Back River Neck Rd	Essex	MD	21221	0.4	31	SE (147°)	G-M-I-
12:08:07 PM EST	078DPWT-UTFU-31963	128 Back River Neck Rd	Essex	MD	21221	0.4	31	SE (147°)	G-M-I-
12:08:07 PM EST	078DPWT-UTFU-31963	128 Back River Neck Rd	Essex	MD	21221	0.4	31	SE (147°)	G-M-I-
12:08:07 PM EST	078DPWT-UTFU-31963	128 Back River Neck Rd	Essex	MD	21221	0.4	31	SE (147°)	G-M-I-
12:09:07 PM EST	078DPWT-UTFU-31963	334 Back River Neck Rd	Essex	MD	21221	0.6	36	SE (142°)	G-M-I-
12:09:07 PM EST	078DPWT-UTFU-31963	334 Back River Neck Rd	Essex	MD	21221	0.6	36	SE (142°)	G-M-I-
12:09:07 PM EST	078DPWT-UTFU-31963	334 Back River Neck Rd	Essex	MD	21221	0.6	36	SE (142°)	G-M-I-
12:09:07 PM EST	078DPWT-UTFU-31963	334 Back River Neck Rd	Essex	MD	21221	0.6	36	SE (142°)	G-M-I-
12:10:07 PM EST	078DPWT-UTFU-31963	522 Back River Neck Rd	Essex	MD	21221	0.6	37	SE (140°)	G-M-I-
12:10:07 PM EST	078DPWT-UTFU-31963	522 Back River Neck Rd	Essex	MD	21221	0.6	37	SE (140°)	G-M-I-
12:10:07 PM EST	078DPWT-UTFU-31963	522 Back River Neck Rd	Essex	MD	21221	0.6	37	SE (140°)	G-M-I-
12:10:07 PM EST	078DPWT-UTFU-31963	522 Back River Neck Rd	Essex	MD	21221	0.6	37	SE (140°)	G-M-I-
12:11:07 PM EST	078DPWT-UTFU-31963	Back River Neck Rd	Essex	MD	21221	0.4	9	SW (209°)	G-M-I-
12:11:07 PM EST	078DPWT-UTFU-31963	Back River Neck Rd	Essex	MD	21221	0.4	9	SW (209°)	G-M-I-
12:11:07 PM EST	078DPWT-UTFU-31963	Back River Neck Rd	Essex	MD	21221	0.4	9	SW (209°)	G-M-I-
12:11:07 PM EST	078DPWT-UTFU-31963	Back River Neck Rd	Essex	MD	21221	0.4	9	SW (209°)	G-M-I-
12:12:07 PM EST	078DPWT-UTFU-31963	810 Back River Neck Rd	Essex	MD	21221	0.5	38	S (182°)	G-M-I-
12:12:07 PM EST	078DPWT-UTFU-31963	810 Back River Neck Rd	Essex	MD	21221	0.5	38	S (182°)	G-M-I-
12:12:07 PM EST	078DPWT-UTFU-31963	810 Back River Neck Rd	Essex	MD	21221	0.5	38	S (182°)	G-M-I-

Note: Activity related to Mobiles not access ble by the current user, is not included in this report

Detailed Activity Report for Baltimore County

Dates: 1/31/2023 to 1/31/2023

Driver: [REDACTED], Shift: 12:00 AM to 12:00 AM

Flags Legend G: GPS P: Ping S: Speeding O: Old M: Moving I: Ignition									
Time	Mobile	Location	City	St	Zip	Miles	MPH	Heading	Flags
1/31/2023 12:00 AM to 2/1/2023 12:00 AM									
12:12:07 PM EST	078DPWT-UTFU-31963	810 Back River Neck Rd	Essex	MD	21221	0.5	38	S (182°)	G-M-I-
12:13:07 PM EST	078DPWT-UTFU-31963	1196 Back River Neck Rd	Essex	MD	21221	0.6	34	S (173°)	G-M-I-
12:13:07 PM EST	078DPWT-UTFU-31963	1196 Back River Neck Rd	Essex	MD	21221	0.6	34	S (173°)	G-M-I-
12:13:07 PM EST	078DPWT-UTFU-31963	1196 Back River Neck Rd	Essex	MD	21221	0.6	34	S (173°)	G-M-I-
12:13:07 PM EST	078DPWT-UTFU-31963	1196 Back River Neck Rd	Essex	MD	21221	0.6	34	S (173°)	G-M-I-
12:14:07 PM EST	078DPWT-UTFU-31963	1526 Back River Neck Rd	Essex	MD	21221	0.6	32	SE (149°)	G-M-I-
12:14:07 PM EST	078DPWT-UTFU-31963	1526 Back River Neck Rd	Essex	MD	21221	0.6	32	SE (149°)	G-M-I-
12:14:07 PM EST	078DPWT-UTFU-31963	1526 Back River Neck Rd	Essex	MD	21221	0.6	32	SE (149°)	G-M-I-
12:14:07 PM EST	078DPWT-UTFU-31963	1526 Back River Neck Rd	Essex	MD	21221	0.6	32	SE (149°)	G-M-I-
12:15:07 PM EST	078DPWT-UTFU-31963	Back River Neck Rd	Essex	MD	21221	0.6	36	SE (137°)	G-M-I-
12:15:07 PM EST	078DPWT-UTFU-31963	Back River Neck Rd	Essex	MD	21221	0.6	36	SE (137°)	G-M-I-
12:15:07 PM EST	078DPWT-UTFU-31963	Back River Neck Rd	Essex	MD	21221	0.6	36	SE (137°)	G-M-I-
12:15:07 PM EST	078DPWT-UTFU-31963	Back River Neck Rd	Essex	MD	21221	0.6	36	SE (137°)	G-M-I-
12:16:07 PM EST	078DPWT-UTFU-31963	1930 Back River Neck Rd	Essex	MD	21221	0.4	34	S (193°)	G-M-I-
12:16:07 PM EST	078DPWT-UTFU-31963	1930 Back River Neck Rd	Essex	MD	21221	0.4	34	S (193°)	G-M-I-
12:16:07 PM EST	078DPWT-UTFU-31963	1930 Back River Neck Rd	Essex	MD	21221	0.4	34	S (193°)	G-M-I-
12:16:07 PM EST	078DPWT-UTFU-31963	1930 Back River Neck Rd	Essex	MD	21221	0.4	34	S (193°)	G-M-I-
12:17:07 PM EST	078DPWT-UTFU-31963	2129 Riverview Rd	Essex	MD	21221	0.3	12	NW (303°)	G-M-I-
12:17:07 PM EST	078DPWT-UTFU-31963	2129 Riverview Rd	Essex	MD	21221	0.3	12	NW (303°)	G-M-I-
12:17:07 PM EST	078DPWT-UTFU-31963	2129 Riverview Rd	Essex	MD	21221	0.3	12	NW (303°)	G-M-I-
12:17:07 PM EST	078DPWT-UTFU-31963	2129 Riverview Rd	Essex	MD	21221	0.3	12	NW (303°)	G-M-I-
12:18:07 PM EST	078DPWT-UTFU-31963	Riverview Rd	Essex	MD	21221	0.2	17	NW (328°)	G-M-I-
12:18:07 PM EST	078DPWT-UTFU-31963	Riverview Rd	Essex	MD	21221	0.2	17	NW (328°)	G-M-I-

Note: Activity related to Mobiles not access ble by the current user, is not included in this report

Detailed Activity Report for Baltimore County

Dates: 1/31/2023 to 1/31/2023

Driver: [REDACTED], Shift: 12:00 AM to 12:00 AM

Flags Legend G: GPS P: Ping S: Speeding O: Old M: Moving I: Ignition

Time	Mobile	Location	City	St	Zip	Miles	MPH	Heading	Flags
1/31/2023 12:00 AM to 2/1/2023 12:00 AM									
12:18:07 PM EST	078DPWT-UTFU-31963	Riverview Rd	Essex	MD	21221	0.2	17	NW (328°)	G-M-I-
12:18:07 PM EST	078DPWT-UTFU-31963	Riverview Rd	Essex	MD	21221	0.2	17	NW (328°)	G-M-I-
12:19:07 PM EST	078DPWT-UTFU-31963	2023 Riverview Rd	Essex	MD	21221	0.1	0	NW (306°)	G-M-I-
12:19:07 PM EST	078DPWT-UTFU-31963	2023 Riverview Rd	Essex	MD	21221	0.1	0	NW (306°)	G-M-I-
12:19:07 PM EST	078DPWT-UTFU-31963	2023 Riverview Rd	Essex	MD	21221	0.1	0	NW (306°)	G-M-I-
12:19:07 PM EST	078DPWT-UTFU-31963	2023 Riverview Rd	Essex	MD	21221	0.1	0	NW (306°)	G-M-I-
12:20:07 PM EST	078DPWT-UTFU-31963	1349 Wildwood Beach Rd	Essex	MD	21221	0.1	22	NE (40°)	G-M-I-
12:20:07 PM EST	078DPWT-UTFU-31963	1349 Wildwood Beach Rd	Essex	MD	21221	0.1	22	NE (40°)	G-M-I-
12:20:07 PM EST	078DPWT-UTFU-31963	1349 Wildwood Beach Rd	Essex	MD	21221	0.1	22	NE (40°)	G-M-I-
12:20:07 PM EST	078DPWT-UTFU-31963	1349 Wildwood Beach Rd	Essex	MD	21221	0.1	22	NE (40°)	G-M-I-
12:21:07 PM EST	078DPWT-UTFU-31963	1387 Wildwood Beach Rd	Essex	MD	21221	0.4	0	NE (41°)	G-M-I-
12:21:07 PM EST	078DPWT-UTFU-31963	1387 Wildwood Beach Rd	Essex	MD	21221	0.4	0	NE (41°)	G-M-I-
12:21:07 PM EST	078DPWT-UTFU-31963	1387 Wildwood Beach Rd	Essex	MD	21221	0.4	0	NE (41°)	G-M-I-
12:21:07 PM EST	078DPWT-UTFU-31963	1387 Wildwood Beach Rd	Essex	MD	21221	0.4	0	NE (41°)	G-M-I-
12:22:07 PM EST	078DPWT-UTFU-31963	1623 Back River Neck Rd	Essex	MD	21221	0.4	38	NW (328°)	G-M-I-
12:22:07 PM EST	078DPWT-UTFU-31963	1623 Back River Neck Rd	Essex	MD	21221	0.4	38	NW (328°)	G-M-I-
12:22:07 PM EST	078DPWT-UTFU-31963	1623 Back River Neck Rd	Essex	MD	21221	0.4	38	NW (328°)	G-M-I-
12:22:07 PM EST	078DPWT-UTFU-31963	1623 Back River Neck Rd	Essex	MD	21221	0.4	38	NW (328°)	G-M-I-
12:23:07 PM EST	078DPWT-UTFU-31963	1273 Back River Neck Rd	Essex	MD	21221	0.6	35	N (0°)	G-M-I-
12:23:07 PM EST	078DPWT-UTFU-31963	1273 Back River Neck Rd	Essex	MD	21221	0.6	35	N (0°)	G-M-I-
12:23:07 PM EST	078DPWT-UTFU-31963	1273 Back River Neck Rd	Essex	MD	21221	0.6	35	N (0°)	G-M-I-
12:23:07 PM EST	078DPWT-UTFU-31963	1273 Back River Neck Rd	Essex	MD	21221	0.6	35	N (0°)	G-M-I-
12:24:07 PM EST	078DPWT-UTFU-31963	1003 Back River Neck Rd	Essex	MD	21221	0.5	18	N (359°)	G-M-I-

Note: Activity related to Mobiles not access ble by the current user, is not included in this report

Detailed Activity Report for Baltimore County

Dates: 1/31/2023 to 1/31/2023

Driver: [REDACTED], Shift: 12:00 AM to 12:00 AM

Flags Legend G: GPS P: Ping S: Speeding O: Old M: Moving I: Ignition

Time	Mobile	Location	City	St	Zip	Miles	MPH	Heading	Flags
1/31/2023 12:00 AM to 2/1/2023 12:00 AM									
12:24:07 PM EST	078DPWT-UTFU-31963	1003 Back River Neck Rd	Essex	MD	21221	0.5	18	N (359°)	G-M-I-
12:24:07 PM EST	078DPWT-UTFU-31963	1003 Back River Neck Rd	Essex	MD	21221	0.5	18	N (359°)	G-M-I-
12:24:07 PM EST	078DPWT-UTFU-31963	1003 Back River Neck Rd	Essex	MD	21221	0.5	18	N (359°)	G-M-I-
12:25:07 PM EST	078DPWT-UTFU-31963	1148 Back River Neck Rd	Essex	MD	21221	0.3	36	S (184°)	G-M-I-
12:25:07 PM EST	078DPWT-UTFU-31963	1148 Back River Neck Rd	Essex	MD	21221	0.3	36	S (184°)	G-M-I-
12:25:07 PM EST	078DPWT-UTFU-31963	1148 Back River Neck Rd	Essex	MD	21221	0.3	36	S (184°)	G-M-I-
12:25:07 PM EST	078DPWT-UTFU-31963	1148 Back River Neck Rd	Essex	MD	21221	0.3	36	S (184°)	G-M-I-
12:26:07 PM EST	078DPWT-UTFU-31963	Pump Station - Back River Neck Rd	Essex	MD	21221	0.3	0	SW (209°)	G-M-I-
12:26:07 PM EST	078DPWT-UTFU-31963	Pump Station - Back River Neck Rd	Essex	MD	21221	0.3	0	SW (209°)	G-M-I-
12:26:07 PM EST	078DPWT-UTFU-31963	Pump Station - Back River Neck Rd	Essex	MD	21221	0.3	0	SW (209°)	G-M-I-
12:26:07 PM EST	078DPWT-UTFU-31963	Pump Station - Back River Neck Rd	Essex	MD	21221	0.3	0	SW (209°)	G-M-I-
12:27:07 PM EST	078DPWT-UTFU-31963	Pump Station - Back River Neck Rd	Essex	MD	21221	0.0	0	SW (209°)	G-M-I-
12:27:07 PM EST	078DPWT-UTFU-31963	Pump Station - Back River Neck Rd	Essex	MD	21221	0.0	0	SW (209°)	G-M-I-
12:27:07 PM EST	078DPWT-UTFU-31963	Pump Station - Back River Neck Rd	Essex	MD	21221	0.0	0	SW (209°)	G-M-I-
12:27:07 PM EST	078DPWT-UTFU-31963	Pump Station - Back River Neck Rd	Essex	MD	21221	0.0	0	SW (209°)	G-M-I-
12:28:07 PM EST	078DPWT-UTFU-31963	Pump Station - Back River Neck Rd	Essex	MD	21221	0.0	0	SW (209°)	G-M-I-
12:28:07 PM EST	078DPWT-UTFU-31963	Pump Station - Back River Neck Rd	Essex	MD	21221	0.0	0	SW (209°)	G-M-I-
12:28:07 PM EST	078DPWT-UTFU-31963	Pump Station - Back River Neck Rd	Essex	MD	21221	0.0	0	SW (209°)	G-M-I-
12:28:07 PM EST	078DPWT-UTFU-31963	Pump Station - Back River Neck Rd	Essex	MD	21221	0.0	0	SW (209°)	G-M-I-
12:28:47 PM EST	078DPWT-UTFU-31963	Pump Station - Back River Neck Rd	Essex	MD	21221	0.0	0	SW (209°)	G-I-

Note: Activity related to Mobiles not access ble by the current user, is not included in this report

Detailed Activity Report for Baltimore County

Dates: 1/31/2023 to 1/31/2023

Driver: [REDACTED], Shift: 12:00 AM to 12:00 AM

Flags Legend G: GPS P: Ping S: Speeding O: Old M: Moving I: Ignition

Time	Mobile	Location	City	St	Zip	Miles	MPH	Heading	Flags
1/31/2023 12:00 AM to 2/1/2023 12:00 AM									
12:28:47 PM EST	078DPWT-UTFU-31963	Pump Station - Back River Neck Rd	Essex	MD	21221	0.0	0	SW (209°)	G—I—
12:28:47 PM EST	078DPWT-UTFU-31963	Pump Station - Back River Neck Rd	Essex	MD	21221	0.0	0	SW (209°)	G—I—
12:28:47 PM EST	078DPWT-UTFU-31963	Pump Station - Back River Neck Rd	Essex	MD	21221	0.0	0	SW (209°)	G—I—
2:37:06 PM EST	078DPWT-UTFU-31963	1311 Back River Neck Rd	Essex	MD	21221	0.0	4	E (69°)	G—M—I—
2:37:06 PM EST	078DPWT-UTFU-31963	1311 Back River Neck Rd	Essex	MD	21221	0.0	4	E (69°)	G—M—I—
2:37:06 PM EST	078DPWT-UTFU-31963	1311 Back River Neck Rd	Essex	MD	21221	0.0	4	E (69°)	G—M—I—
2:37:06 PM EST	078DPWT-UTFU-31963	1311 Back River Neck Rd	Essex	MD	21221	0.0	4	E (69°)	G—M—I—
2:38:05 PM EST	078DPWT-UTFU-31963	1101 Back River Neck Rd	Essex	MD	21221	0.5	31	N (359°)	G—M—I—
2:38:05 PM EST	078DPWT-UTFU-31963	1101 Back River Neck Rd	Essex	MD	21221	0.5	31	N (359°)	G—M—I—
2:38:05 PM EST	078DPWT-UTFU-31963	1101 Back River Neck Rd	Essex	MD	21221	0.5	31	N (359°)	G—M—I—
2:38:05 PM EST	078DPWT-UTFU-31963	1101 Back River Neck Rd	Essex	MD	21221	0.5	31	N (359°)	G—M—I—
2:39:05 PM EST	078DPWT-UTFU-31963	799 Back River Neck Rd	Essex	MD	21221	0.6	39	N (340°)	G—M—I—
2:39:05 PM EST	078DPWT-UTFU-31963	799 Back River Neck Rd	Essex	MD	21221	0.6	39	N (340°)	G—M—I—
2:39:05 PM EST	078DPWT-UTFU-31963	799 Back River Neck Rd	Essex	MD	21221	0.6	39	N (340°)	G—M—I—
2:39:05 PM EST	078DPWT-UTFU-31963	799 Back River Neck Rd	Essex	MD	21221	0.6	39	N (340°)	G—M—I—
2:40:05 PM EST	078DPWT-UTFU-31963	Md-702	Essex	MD	21221	0.7	45	NW (320°)	G—M—I—
2:40:05 PM EST	078DPWT-UTFU-31963	Md-702	Essex	MD	21221	0.7	45	NW (320°)	G—M—I—
2:40:05 PM EST	078DPWT-UTFU-31963	Md-702	Essex	MD	21221	0.7	45	NW (320°)	G—M—I—
2:40:05 PM EST	078DPWT-UTFU-31963	Md-702	Essex	MD	21221	0.7	45	NW (320°)	G—M—I—
2:41:05 PM EST	078DPWT-UTFU-31963	Southeast Blvd	Essex	MD	21221	0.6	44	NW (319°)	G—M—I—
2:41:05 PM EST	078DPWT-UTFU-31963	Southeast Blvd	Essex	MD	21221	0.6	44	NW (319°)	G—M—I—
2:41:05 PM EST	078DPWT-UTFU-31963	Southeast Blvd	Essex	MD	21221	0.6	44	NW (319°)	G—M—I—
2:41:05 PM EST	078DPWT-UTFU-31963	Southeast Blvd	Essex	MD	21221	0.6	44	NW (319°)	G—M—I—

Note: Activity related to Mobiles not access ble by the current user, is not included in this report

Detailed Activity Report for Baltimore County

Dates: 1/31/2023 to 1/31/2023

Driver: [REDACTED], Shift: 12:00 AM to 12:00 AM

Flags Legend G: GPS P: Ping S: Speeding O: Old M: Moving I: Ignition

Time	Mobile	Location	City	St	Zip	Miles	MPH	Heading	Flags
1/31/2023 12:00 AM to 2/1/2023 12:00 AM									
2:42:05 PM EST	078DPWT-UTFU-31963	Md-702	Essex	MD	21221	0.8	44	NW (337°)	G-M-I-
2:42:05 PM EST	078DPWT-UTFU-31963	Md-702	Essex	MD	21221	0.8	44	NW (337°)	G-M-I-
2:42:05 PM EST	078DPWT-UTFU-31963	Md-702	Essex	MD	21221	0.8	44	NW (337°)	G-M-I-
2:42:05 PM EST	078DPWT-UTFU-31963	Md-702	Essex	MD	21221	0.8	44	NW (337°)	G-M-I-
2:43:05 PM EST	078DPWT-UTFU-31963	Md-702	Essex	MD	21221	0.2	1	NW (335°)	G-M-I-
2:43:05 PM EST	078DPWT-UTFU-31963	Md-702	Essex	MD	21221	0.2	1	NW (335°)	G-M-I-
2:43:05 PM EST	078DPWT-UTFU-31963	Md-702	Essex	MD	21221	0.2	1	NW (335°)	G-M-I-
2:43:05 PM EST	078DPWT-UTFU-31963	Md-702	Essex	MD	21221	0.2	1	NW (335°)	G-M-I-
2:44:05 PM EST	078DPWT-UTFU-31963	Md-702	Essex	MD	21221	0.8	60	W (288°)	G-M-I-
2:44:05 PM EST	078DPWT-UTFU-31963	Md-702	Essex	MD	21221	0.8	60	W (288°)	G-M-I-
2:44:05 PM EST	078DPWT-UTFU-31963	Md-702	Essex	MD	21221	0.8	60	W (288°)	G-M-I-
2:44:05 PM EST	078DPWT-UTFU-31963	Md-702	Essex	MD	21221	0.8	60	W (288°)	G-M-I-
2:45:05 PM EST	078DPWT-UTFU-31963	Md-702	Essex	MD	21221	1.0	52	NW (319°)	G-M-I-
2:45:05 PM EST	078DPWT-UTFU-31963	Md-702	Essex	MD	21221	1.0	52	NW (319°)	G-M-I-
2:45:05 PM EST	078DPWT-UTFU-31963	Md-702	Essex	MD	21221	1.0	52	NW (319°)	G-M-I-
2:45:05 PM EST	078DPWT-UTFU-31963	Md-702	Essex	MD	21221	1.0	52	NW (319°)	G-M-I-
2:46:05 PM EST	078DPWT-UTFU-31963	I-695	Rosedale	MD	21237	0.9	60	NW (321°)	G-M-I-
2:46:05 PM EST	078DPWT-UTFU-31963	I-695	Rosedale	MD	21237	0.9	60	NW (321°)	G-M-I-
2:46:05 PM EST	078DPWT-UTFU-31963	I-695	Rosedale	MD	21237	0.9	60	NW (321°)	G-M-I-
2:46:05 PM EST	078DPWT-UTFU-31963	I-695	Rosedale	MD	21237	0.9	60	NW (321°)	G-M-I-
2:47:05 PM EST	078DPWT-UTFU-31963	I-695	Rosedale	MD	21237	1.0	57	N (348°)	G-M-I-
2:47:05 PM EST	078DPWT-UTFU-31963	I-695	Rosedale	MD	21237	1.0	57	N (348°)	G-M-I-
2:47:05 PM EST	078DPWT-UTFU-31963	I-695	Rosedale	MD	21237	1.0	57	N (348°)	G-M-I-

Note: Activity related to Mobiles not access ble by the current user, is not included in this report

Detailed Activity Report for Baltimore County

Dates: 1/31/2023 to 1/31/2023

Driver: [REDACTED], Shift: 12:00 AM to 12:00 AM

Flags Legend G: GPS P: Ping S: Speeding O: Old M: Moving I: Ignition

Time	Mobile	Location	City	St	Zip	Miles	MPH	Heading	Flags
1/31/2023 12:00 AM to 2/1/2023 12:00 AM									
2:47:05 PM EST	078DPWT-UTFU-31963	I-695	Rosedale	MD	21237	1.0	57	N (348°)	G-M-I-
2:48:05 PM EST	078DPWT-UTFU-31963	I-695	Rosedale	MD	21237	0.9	57	NW (326°)	G-M-I-
2:48:05 PM EST	078DPWT-UTFU-31963	I-695	Rosedale	MD	21237	0.9	57	NW (326°)	G-M-I-
2:48:05 PM EST	078DPWT-UTFU-31963	I-695	Rosedale	MD	21237	0.9	57	NW (326°)	G-M-I-
2:48:05 PM EST	078DPWT-UTFU-31963	I-695	Rosedale	MD	21237	0.9	57	NW (326°)	G-M-I-
2:49:05 PM EST	078DPWT-UTFU-31963	32b	Nottingham	MD	21236	0.9	37	N (346°)	G-M-I-
2:49:05 PM EST	078DPWT-UTFU-31963	32b	Nottingham	MD	21236	0.9	37	N (346°)	G-M-I-
2:49:05 PM EST	078DPWT-UTFU-31963	32b	Nottingham	MD	21236	0.9	37	N (346°)	G-M-I-
2:49:05 PM EST	078DPWT-UTFU-31963	32b	Nottingham	MD	21236	0.9	37	N (346°)	G-M-I-
2:50:05 PM EST	078DPWT-UTFU-31963	8023 Belair Rd	Nottingham	MD	21236	0.5	28	NE (40°)	G-M-I-
2:50:05 PM EST	078DPWT-UTFU-31963	8023 Belair Rd	Nottingham	MD	21236	0.5	28	NE (40°)	G-M-I-
2:50:05 PM EST	078DPWT-UTFU-31963	8023 Belair Rd	Nottingham	MD	21236	0.5	28	NE (40°)	G-M-I-
2:50:05 PM EST	078DPWT-UTFU-31963	8023 Belair Rd	Nottingham	MD	21236	0.5	28	NE (40°)	G-M-I-
2:51:05 PM EST	078DPWT-UTFU-31963	4347 Bucks Schoolhouse Rd	Rosedale	MD	21237	0.3	30	E (73°)	G-M-I-
2:51:05 PM EST	078DPWT-UTFU-31963	4347 Bucks Schoolhouse Rd	Rosedale	MD	21237	0.3	30	E (73°)	G-M-I-
2:51:05 PM EST	078DPWT-UTFU-31963	4347 Bucks Schoolhouse Rd	Rosedale	MD	21237	0.3	30	E (73°)	G-M-I-
2:51:05 PM EST	078DPWT-UTFU-31963	4347 Bucks Schoolhouse Rd	Rosedale	MD	21237	0.3	30	E (73°)	G-M-I-
2:52:05 PM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.2	9	E (105°)	G-M-I-
2:52:05 PM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.2	9	E (105°)	G-M-I-
2:52:05 PM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.2	9	E (105°)	G-M-I-
2:52:05 PM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.2	9	E (105°)	G-M-I-
2:53:05 PM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (338°)	G-M-I-

Note: Activity related to Mobiles not access ble by the current user, is not included in this report

Detailed Activity Report for Baltimore County

Dates: 1/31/2023 to 1/31/2023

Driver: [REDACTED], Shift: 12:00 AM to 12:00 AM

Flags Legend G: GPS P: Ping S: Speeding O: Old M: Moving I: Ignition

Time	Mobile	Location	City	St	Zip	Miles	MPH	Heading	Flags
1/31/2023 12:00 AM to 2/1/2023 12:00 AM									
2:53:05 PM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (338°)	G-M-I-
2:53:05 PM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (338°)	G-M-I-
2:53:05 PM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (338°)	G-M-I-
2:54:05 PM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (338°)	G-M-I-
2:54:05 PM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (338°)	G-M-I-
2:54:05 PM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (338°)	G-M-I-
2:54:05 PM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (338°)	G-M-I-
2:55:05 PM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (338°)	G-M-I-
2:55:05 PM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (338°)	G-M-I-
2:55:05 PM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (338°)	G-M-I-
2:55:05 PM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (338°)	G-M-I-
2:55:19 PM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (338°)	G-I-
2:55:19 PM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (338°)	G-I-
2:55:19 PM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (338°)	G-I-
2:55:19 PM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	N (338°)	G-I-
3:20:13 PM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	2	NW (317°)	G-M-I-
3:20:13 PM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	2	NW (317°)	G-M-I-
3:20:13 PM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	2	NW (317°)	G-M-I-
3:20:13 PM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	2	NW (317°)	G-M-I-
3:21:13 PM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.1	7	SW (213°)	G-M-I-
3:21:13 PM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.1	7	SW (213°)	G-M-I-
3:21:13 PM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.1	7	SW (213°)	G-M-I-
3:21:13 PM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.1	7	SW (213°)	G-M-I-

Note: Activity related to Mobiles not access ble by the current user, is not included in this report

Detailed Activity Report for Baltimore County

Dates: 1/31/2023 to 1/31/2023

Driver: [REDACTED], Shift: 12:00 AM to 12:00 AM

Flags Legend G: GPS P: Ping S: Speeding O: Old M: Moving I: Ignition									
Time	Mobile	Location	City	St	Zip	Miles	MPH	Heading	Flags
1/31/2023 12:00 AM to 2/1/2023 12:00 AM									
3:22:13 PM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	S (183°)	G-M-I-
3:22:13 PM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	S (183°)	G-M-I-
3:22:13 PM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	S (183°)	G-M-I-
3:22:13 PM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	S (183°)	G-M-I-
3:22:40 PM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	S (183°)	G-----
3:22:40 PM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	S (183°)	G-----
3:22:40 PM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	S (183°)	G-----
3:22:40 PM EST	078DPWT-UTFU-31963	Utilities Fullerton Campus	Rosedale	MD	21237	0.0	0	S (183°)	G-----
Totals for 1/31/2023 12:00 AM to 2/1/2023 12:00 AM						319.6			
Totals for Driver: [REDACTED]						319.6			

Note: Activity related to Mobiles not access ble by the current user, is not included in this report



JOHN A. OLSZEWSKI, JR.
County Executive

STACY L. RODGERS
County Administrative Officer

August 16, 2023

Ms. Kelly Madigan
Inspector General
Office of the Inspector General
Baltimore County Government
400 Washington Avenue
Towson, Maryland 21204

RE: OIG Investigative Report 23-010

Dear Ms. Madigan:

Thank you for Report, Case No. 23-010 and our follow-up phone discussion regarding the report clarifying specific provisions of the report, particularly, the time and attendance observations. The Administration has reviewed the OIT Investigative Report, Case No. 23-010 and offers the following response.

Throughout the report there is mention of employees (under coded information). Per our phone discussion you advised that the direction of the report was not to suggest inappropriate time and attendance activities. Therefore, our response does not address this matter. Thank you for the clarification.

The Report provided a series of recommendations, each recommendation is addressed below:

- I. The Bureau of Utilities should draft specific policies and procedures that address NexTraq usage by its supervisors and take the necessary steps to ensure that those policies and procedures are being followed. The Bureau should ensure that all of its supervisors, who manage operational personnel, such as the Subject Employees, have NexTraq accounts and are trained on how to run reports that can assist them with monitoring their employees. As noted in this report, the Office actually taught one of the supervisors how to run NexTraq reports during the investigation. These types of reports could help management identify and address negative behaviors before they result in waste and lead to serious misconduct.*

DPWT-Bureau of Utilities-Pumps Division has issued a Standard Operating Procedure based on consultation with other County Departments, this policy includes auditing of a sample of work orders vs. vehicle locations. NexTraq access has been given to all 4 supervisors, the superintendent and 6 dispatchers. Additionally, staff have been reminded to follow County vehicle procedures and are being retrained as necessary.

Regarding the use of the NexTraq reports as a real-time “*monitoring*” system, this is not the intent of the system nor is it possible to have interface between *NexTraq*, the County’s vehicle monitoring system and *City Works*, the County’s Work Order System. It was never the intent for the two systems to interface. The two systems have two separate purposes.

CityWorks was initiated to ensure that the Department has record of work that is being completed, *in a given day*. While in the field Department staff enter work information using a tablet through wireless access. There are times and locations where there is no connectivity available. Therefore, staff cannot always enter work orders into CityWorks in *real time*, but do so later, when connectivity is available.

Given this issue, the NexTraq and CityWorks systems times will never fully match. As reflected in the report, Section 1.15.4 of the Personnel Manual states “all work requests for a given individual must match the vehicle tracking information for a given day.” This policy language “for a given day” gives latitude for comparison between two systems. It was never the intent that CityWorks and NexTraq would interface.

Finally, the NexTraq vehicle monitoring device is an enterprise-wide effort that is utilized for all County fleet vehicles (that have been equipped thus far). The ticket system is not utilized by *all departments*. Given the array of staff who utilize County fleet vehicles there are numerous methods by which staff document completed work.

- II.** *“The Division’s Management should start utilizing reports in Cityworks to identify work orders that have not been initiated or completed by employees in the Grinder Pump Section within a reasonable amount of time. Currently, such reports only identify work orders that have been completed by employees but have yet to be reviewed by management. If possible, the supervisors should receive productivity reports so they can track whether personnel are meeting management’s expectation of completing approximately 10 work orders per day, which was a policy that was formalized within the Grinder Pump Section during the investigation.”*

The purpose statement from the requisition of CityWorks is as follows: “*The purpose of this program is to replace manual processes and other applications utilized in DPW&T with an Enterprise-wide service ticket, work order, and asset management system that can later be leveraged across other County agencies and departments.*” A report is being created to capture all work orders that have not been assigned.

It is important to note that the CityWorks work orders discussed in this report are for *preventative maintenance*. The grinder pump staff provide support for both preventative maintenance and emergency repairs. During the period of the report’s assessment, October 2022-March 2023 there were 258 service requests issued through the Dispatch Office. To the Department’s knowledge, none of these requests were escalated outside of the Pumps Division. This data confirms that the work orders were successfully completed during the timeframe. To ensure that staff are clear on the expectation, the Department has issued SOPs to clarify staff responsibilities in using CityWorks.

- III.** *“All employees in the Grinder Pump Section should become proficient with Cityworks. The investigation showed that while the employees were given an introductory training on CityWorks, some of the employees need to be encouraged, if not mandated, to take more in-depth training.”*

The Bureau respectfully disagrees that staff *only received introductory training* on CityWorks. Multiple training opportunities have been provided to staff. This has included a dedicated person for the Bureau of Utilities who rotates among all Utilities locations that use CityWorks. The training staff person provides individual trainings for staff that request assistance.

To further support staff, on August 14, 2023, the Department issued a new SOP that clarifies the employee responsibilities related to CityWorks. Additionally, re-training will be offered on this SOP with full compliance expected by January 1, 2024 (See Attachment A –8 14 2023 SOP).

- IV. “There should be standard practices for filling out work orders in the Grinder Pump Section. Therefore, management needs to ensure that all employees include starttimes on their work orders, follow the 15-minute increment rule when recording their labor hours, and document all personnel who are involved with the work order. Also, there needs to be uniformity among all personnel as to whether travel times should be included as part of the time spent on a work order”.*

As reflected in Section III an SOP has been issued to address staff responsibilities and retraining will be provided. Full compliance expected by January 1, 2024.

As discussed in Section I., The Department notes, the CityWorks Work Order System and NexTraq vehicle GPS system are not intended to be interlinked and it is not reasonable for them to ever match 100%. The CityWorks system is being used on tablets that require wireless signal, there are locations in the County where there is no signal available and therefore the work orders will not be noted in CityWorks at the exact time as the vehicle is at a location.

- V. “There should be standard procedures as to when work orders are filled out by field personnel such as the Subject Employees. If the Division expects the employees to complete their work orders while in the field, then the County needs to invest in technology that will make it feasible to do so. Otherwise, the employees should have specific times set aside, when feasible, at the beginning or end of their workdays at the Fullerton complex to access CityWorks so they can complete their work orders. The Division may also want to institute deadlines for completing work orders, which potentially could be incorporated into management’s reports.”*

As reflected in Section III an SOP has been issued to address staff responsibilities and retraining will be provided. Full compliance expected by January 1, 2024. The Bureau respectfully disagrees with investing in additional technology to ensure that the vehicle GPS matches 100% with work orders. As discussed in section I, this is not the intent of the two systems.

- VI.** *“There should be standard procedures as to when work orders are filled out by field personnel such as the Subject Employees. If the Division expects the employees to complete their work orders while in the field, then the County needs to invest in technology that will make it feasible to do so. Otherwise, the employees should have specific times set aside, when feasible, at the beginning or end of their workdays at the Fullerton complex to access CityWorks so they can complete their work orders. The Division may also want to institute deadlines for completing work orders, which potentially could be incorporated into management’s reports.”*

As reflected in Section III an SOP has been issued to address staff responsibilities and retraining will be provided. Full compliance expected by January 1, 2024. The Bureau respectfully disagrees with investing in additional technology to ensure that the vehicle GPS matches 100% with work orders. As discussed in section I, this is not the intent of the two systems.

- VII.** *“Additional employees in the Division need to know how to establish grinder pump preventative maintenance work orders in Cityworks. Based on the investigation, it is the Office’s understanding that only the Administrative Employee is responsible for this task. As stated in the report, there are about 1,300 preventative maintenance work orders that still need to be entered into Cityworks and addressed by the Subject Employees. If this does not occur, the County risks being in violation of the requirement to service all grinder pumps every three years. Based on the data available to the Office, the County may already be in violation as the first work order was entered into Cityworks about three years ago, in July 2020. The Administration should research this issue further, and if it determines that the County is not in compliance, assess the legal and financial ramifications and devise a plan to rectify the problem.”*

The Bureau confirmed that per the approved O&M plan that all grinder pumps need to be inspected every 4 years. The number of grinder pumps that do not have records for an inspection/PM are being assessed. Grinders that do not have a current Preventative Maintenance work order completed in CityWorks will be prioritized for inspection by date of previous known PM. Additional staff have already been trained to do this data entry.

- VIII.** *“The Division should consider developing a better system for assigning Miss Utility service requests. As noted in the report, the employees who are responsible for carrying out the service requests are also responsible for going into CityWorks and reassigning the service requests to themselves. This frequently is not done, which makes it difficult to account for the time spent by employees on service requests. The Office recommends that the service requests be handled in the same manner as work orders. Either a manager or an administrator should be responsible for assigning them to the field personnel. Once the service requests are completed by the employees, they should be work-flowed to management for review and approval. Like with work orders, reports should be produced and reviewed by management showing which service requests have been completed and which ones are still outstanding.”*

As reflected in Section III an SOP has been issued to address staff responsibilities and retraining will be provided. Full compliance expected by January 1, 2024.

- IX. “If there is a lack of resources within the Division justifying why a number of these recommendations have not already been implemented, the Administration should consider creating one or more dedicated positions to address the types of issues raised in this report. The costs associated with such positions may very well be outweighed by the benefits obtained through improved productivity, a reduction in waste, more accurate cost projections and resource allocations, and increased compliance with state and federal requirements.”*

Since the hiring of the current Bureau Chief and Pumps Superintendent, the Bureau has done extensive analysis of internal staffing and vacancies. The Bureau has already repurposed existing vacancies to fill needs such as administrative work within the Pumps section. The Bureau continues to analyze job duties, current positions, and prioritizing hiring to meet operational needs.

- X. “The County should consider having the Office of the County Auditor perform a review of the County’s NexTraQ program to determine if the program is also being underutilized in other departments and agencies across County government.”*

Thank you. We will further consider this recommendation and make a determination.

Again, thank you for reaching out regarding this matter. If you have questions or need further clarification please feel free to contact me or Director Walker.

Sincerely,



Stacy L. Rodgers, MPA
County Administrative Officer

cc: John A. Olszewski, Jr., County Executive
Dori Henry, Chief of Staff
Sameer Sidh, Deputy County Administrative Officer for Economic Development & Infrastructure
James R. Benjamin, County Attorney
D’Andrea Walker, Director, Department of Public Works and Transportation



JOHN A. OLSZEWSKI, JR.
County Executive

D'ANDREA L. WALKER, *Director*
Department of Public Works and Transportation

Department of Public Works & Transportation
Bureau of Utilities - Pumping and Treatment Division
CityWorks Work Order System Usage
Standard Operating Procedure

Created: August 3, 2023

Effective: August 14, 2023

Summary:

CityWorks is first and foremost of workorder management system that is then leveraged to assist in asset management of County Assets. It is essential that all staff in the Bureau complete and manage Work Orders consistently across the board. Accuracy and consistency of the data input assists in proactive analysis and asset management practices. This document is to formalize procedures for the proper filling out and processing of Work Orders for the Pumping and Treatment Division.

Time Related Items

- It is essential that employees fill out all time related items on a work order consistently. All work orders associated with finished work need to be completed in CityWorks by the end of the shift. If unforeseen circumstance does not allow for the work to be completed by the end of the shift, the work order should be completed within 48 hours.
- The Actual Start and Actual Finish times are required to be entered. These times should be the time you physically arrive at the station or grinder pump.
 - Travel time should not be included in these times.
 - All times should be rounded to the nearest 15-minute interval (ex. 15, 30, 45, 60).
 - Any work performed on an asset off-site (away from the station) should have ELM entered as well as a note in the comment section that work was done offsite.
 - When entering time in ELM, ensure that the date is for when the work was physically completed, not the date you doing data entry of the work order if these days are different.

MISS Utility Items

- Employees who mark MISS Utility tickets are required to mark the Service Request complete once they have completed the marking.
- This will be forwarded back to Dispatch who will input the information into the One Call system.