

**Assaults on Public Transit Operators
(Transportation Article §7-714)**

**A Report to the Maryland General Assembly
Senate Judicial Proceedings Committee,
Senate Finance Committee,
House Judiciary Committee,
and
House Environment and Transportation Committee**

**Maryland Department of Transportation
Maryland Transit Administration**

**MSAR # 14741 & 14823
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Section 1: Introduction

1.1 Reporting Requirement

This Report was prepared in response to Section 7-714, Maryland Annotated Code, Transportation. The language requiring this report is as follows:

- (a) The Administration shall submit an annual report on assaults on public transit operators as required by this section.*
- (b) The report shall include the following information for the immediately preceding 12 months:*
 - (1) For each assault on a public transit operator:*
 - (i) The nature of the assault;*
 - (ii) The mode of transit where the assault occurred;*
 - (iii) The location of the assault;*
 - (iv) Whether police were involved in responding to the assault; and*
 - (v) The outcome of any investigation into the assault, including any disciplinary action taken, if the information is available.*
 - (2) A comparison of the aggregate data compiled under item (1) of this subsection with at least two other states with similar transit systems or populations; and*
 - (3) A review of current transit industry best practices to prevent and mitigate assaults on public transit operators.*
- (c) On or before December 1, 2023, and each December 1 thereafter, the Administration shall submit the report under this section to:*
 - (1) Each local executive authority;*
 - (2) The State's Attorney for each county; and*
 - (3) The following committees of the General Assembly, in accordance with § 2-1257 of the State Government Article:*
 - (i) The Senate Judicial Proceedings Committee;*
 - (ii) The Senate Finance Committee;*
 - (iii) The House Judiciary Committee, and*
 - (iv) The House Environment and Transportation Committee.*

It should be noted that Appendix A addresses an additional reporting requirement, as required.

1.2 Public Transit Operators in Maryland¹

Public transportation agencies that provide transit service in Maryland include the Maryland Transit Administration (MTA), Washington Metropolitan Area Transit Authority (WMATA), and 21 Locally Operated Transit Systems (LOTS) that are operated by local governing bodies such as county governments, municipalities, or local non-profit organizations.

1.2.1 MTA

The MTA operates a statewide system of public transportation services that includes the MARC commuter rail, which operates as far west as Martinsburg, WV and as far north as Perryville, MD,

¹ MDOT would like to recognize that other front-line workers are also experiencing assaults while on the job. MVA has recorded one assault in the last year on a customer service representative.

and MTA commuter bus, which reaches as far south as California, MD and as far north as Hagerstown, MD. However, since neither MTA's commuter rail nor commuter bus services experienced any operator assaults during fiscal year (FY) 2023 (July 1, 2022-June 30, 2023), the MTA data in this Report focuses on the four modes of transit operated in the 717-square mile Baltimore urbanized area (UZA), where MTA provides Core Bus, Light Rail, Metro, and Demand Response transit services. The MTA's Core Bus system has 66 bus routes. The MTA's Metro system operates elevated and underground over a 15.5-mile right-of-way with 14 stations. The MTA's Light Rail system travels from Hunt Valley in Baltimore County southward through the heart of the central business district down to BWI Marshall Airport and Cromwell/Glen Burnie in Anne Arundel County, a 30.0-mile system with 33 stations.

1.2.2 WMATA

WMATA's service area size is approximately 1,500 square miles, providing Rail, Bus, and Demand Response service to a population of almost 4 million people in Washington D.C., the Maryland counties of Prince George's and Montgomery, and the Northern Virginia counties of Arlington, Fairfax and Loudoun and the cities of Alexandria, Fairfax, and Falls Church. The Metrorail system includes 130 track miles and 98 stations; of which 25 stations are in Maryland. Metrobus operates 269 bus routes; 70 bus lines operate in Prince George's and Montgomery Counties. The WMATA transit operator assault information in this Report is limited to assaults reported to the Metro Transit Police Department that occurred in Prince George's and Montgomery Counties during FY 2023 and represents a subset of the total number of assaults experienced on the WMATA system.

1.2.3 LOTS

LOTS are smaller local transit agencies that are managed by county and city governments and some non-profit entities throughout the State of Maryland. There are 22 LOTS in total, ranging in size from agencies serving rural areas and small urbanized areas with fewer than 20 buses to the largest LOTS agency, Montgomery County Ride On, which operates 255 buses in peak revenue service. None of the LOTS operate rail transit; most LOTS operate both fixed route bus and demand response/paratransit services.

1.3 National, State, and Local Response to Transit Operator Assaults

This report can be viewed in the context of a heightened national, statewide, and local emphasis on understanding, preventing, and more effectively responding to assaults on public transit workers.

1.3.1 National Response

The Bipartisan Infrastructure Law (BIL), Public Law 117-58, was signed by President Biden on November 15, 2021. Several new elements were added to the section of United States Code (U.S.C.) governing public transportation safety, 49 U.S.C. 5329, including a new definition of transit worker assault, initiatives to improve the collection of data on transit worker assaults that is reported to the National Transit Database (NTD), and a requirement for agencies serving large UZAs to establish risk reduction programs aimed at preventing transit worker assaults. These new BIL requirements reflect a stronger focus from Congress and the Federal Transit Administration (FTA) on addressing transit worker assaults which, according to NTD data, have increased 121 percent from 2008 to 2021.

1.3.2 State Response

States have taken various approaches to protect transit workers including, in some states, more stringent legal penalties for assaulting a transit worker. The Maryland General Assembly has considered legislation in the past that would have increased the penalties for assaulting a transit operator, to make them equivalent to the penalties for assaulting a police officer or other first responders, but these bills were not enacted. On May 8, 2023, Maryland Governor Wes Moore signed legislation to enact a law requiring an annual statewide compilation report on transit operator assaults. This annual report will provide legislators with detailed data regarding the frequency and types of assaults that occur on transit systems throughout the State, and to inform future policies that may help protect transit employees from assault while performing their duties. Additionally, a one-time report is required, which looks at a five-year span of data, and provides further information.

1.3.3 Local Response

At the MTA, the issue of transit operator assaults is given proactive and focused attention and support. Even before the passage of the BIL, the MTA formed the Operator Assault Prevention and Response Task Force, which meets quarterly. This group reviews assault data, explores preventive actions such as de-escalation training, discusses physical vehicle and equipment improvements that have been/are being implemented to enhance operator protection, and builds open and effective communication across the agency to develop effective mitigation responses to transit worker assault issues. The MTA also has oversight responsibility over Maryland subrecipient transit agencies (the LOTS) and has provided training and technical assistance to ensure that these agencies are aware of new NTD transit worker assault reporting requirements, expanded de-escalation training requirements, and other best practices for bus-only transit agencies to prevent and more effectively respond to operator assaults.

Section 2. Data Analysis Approach and Limitations

2.1 Approach

MTA data was provided by the MTA Police Force and the Office of Safety Management and Risk Control's Worker's Compensation and Compliance unit. Utilizing both MTA Police-reported assault incidents and worker's compensation assault claims that did not have an associated MTA Police report has resulted in a higher total assault number for MTA than for the other large multimodal transit agencies whose assault data is included in this report.

WMATA data was provided by WMATA's Metro Transit Police Department (MTPD). This data was extracted from the MTPD's total Police-reported assault incidents but includes only those incidents that occurred on Metrorail, Metrobus, or Metro Access systems in Prince George's and Montgomery Counties. WMATA's operator assault dataset does not include worker's compensation claims data.

LOTS data was collected through individual email and phone communications with each local agency who reported to MTA's Office of Local Transit Support that they had experienced any fatalities, injuries, or safety events during FY 2023. Of the 21 LOTS agencies, 13 reported in FY 2023 that they had experienced either an injury or other safety event on their fixed route bus services and five of

those agencies confirmed they had experienced operator assaults.

Data Cleaning: All data from each agency was compiled, cleaned, and analyzed. The following data cleaning steps were taken on the datasets included in this report:

- Removal of assault reports against police officers, fare inspectors, maintenance staff, or other transit workers, since these transit workers are not included in the Md. Code §7-714(a)(3) definition of transit operator as an individual who is “engaged in providing public transportation services.”
- Removal of assault reports where one transit agency employee assaults another employee. Worker-on-worker violence is a separate issue from transit worker assault; it is often related to interpersonal or relationship violence.
- Removal of duplicate assault reports between the MTA Police records and MTA Worker’s Compensation (WCI) claims records, using date of report/incident and summary to identify duplicates.

2.2 Limitations

Ability to Analyze Outcome of Assaults: Both MTA Police Force and WMATA MTPD noted that there is no way to easily search and track court records to determine the final legal disposition of cases where charges were brought against an assailant of a transit operator. Therefore, the status and case outcome data dataset include only whether the transit police investigation is "Open" or "Closed.” In the case of operator assaults that occurred at LOTS agencies, where there are no dedicated transit police and all police response is provided by local law enforcement, the transit agency did not have access to the status of the police investigation.

Section 3. Results

3.1 Maryland Operator Assault Synthesis

To present a comprehensive analysis of transit operator assault in Maryland, this report compiles operator assault data provided by MTA, WMATA, and LOTS agencies. For this report, a public transit operator is defined as an individual who provides public transportation services, including Bus, Rail, and Demand Response vehicle operators and rail station managers. The data in this report is solely focused on assaults by passengers or members of the public on transit operators.

3.1.1 Required Data

The Maryland transit operator assault data is focused on five required data elements required in Md. Code, Transportation §7-714. These five data elements are listed below, as well as one additional element – employee type – that adds further value and understanding. The definitions below were utilized by the report team to create consistency in terminology among the three sets of data from MTA, WMATA, and LOTS.

3.1.1.1 Nature of Assault

It is important to distinguish between the traditional law enforcement definition of operator assaults, versus the new FTA definition of “transit worker assault” in the BIL. The MTA Police Force and WMATA MTPD utilize the definition of assault outlined in the Maryland Digest of Criminal Law (revised October 1, 2022). Assaults are defined as either Aggravated or Simple Assaults (definitions below). FTA’s definition of transit worker assault includes threats that do not involve any bodily injury on the part of the transit worker: “An individual knowingly, without lawful authority or permission and with intent to endanger the safety of any individual, or with a reckless disregard for the safety of human life, interferes with, disables, or incapacitates a transit worker while the worker is performing their duties.”

In this Report, the data gathered from MTA incorporates both MTA Police Force assault data and assault report claims from MTA’s Worker’s Compensation unit. The MTA worker’s compensation claims include some assaults that do not meet the Maryland Digest of Criminal Law definition of assaults, but that do meet the FTA definition of assault. However, the WMATA operator assault data is limited to MTPD assault data and does not include worker’s compensation claims data. Therefore, the MTA dataset is broader, including both assaults that were reported to police and those that were not, which adheres more closely to the new FTA definition of transit worker assault by including more non-physical assaults. In this report, the nature, or types, of assault are defined as follows:

Simple Assault: An unlawful physical attack by one person upon another where neither the offender displays a weapon, nor the victim suffers obvious severe or aggravated bodily injury involving apparent broken bones, loss of teeth, possible internal injury, severe laceration, or loss of consciousness.

Aggravated Assault: An unlawful attack by one person upon another wherein the offender uses a weapon or displays it in a threatening manner, or the victim suffers obvious severe or aggravated bodily injury involving apparent broken bones, loss of teeth, possible internal injury, severe laceration, or loss of consciousness.

Threat: To unlawfully place another person in reasonable fear of bodily harm through use of threatening words and/or other conduct but without displaying a weapon or subjecting the victim to actual physical attack.

3.1.1.2 Mode of Transit Where the Assault Occurred

Bus (MTA, WMATA, LOTS): Fixed route public transportation service on standard 40 or 60-foot transit buses, provided on a regular schedule throughout a transit agency’s service area.

Metro (MTA, WMATA): Fixed guideway rail transit service on a dedicated, fenced right-of-way without highway or pedestrian crossings, in trainsets of multiple large-capacity passenger cars powered by electric traction.

Light Rail (MTA): Fixed guideway rail transit service on a dedicated right-of-way that sometimes operates along or in city streets, includes highway and pedestrian crossings. Trainsets are smaller and powered by electric catenary.

Demand Response (MTA, WMATA, LOTS): Public transportation service provided for persons with disabilities who are unable to utilize fixed route bus transit services, usually in vans or other handicap-accessible vehicles. Also called Paratransit.

Commuter Rail (MTA – no assaults reported): High-capacity train service on the general railway system (can be shared with freight rail and/or Amtrak) characterized by higher levels of service in the morning and evening rush hours. Consists of a locomotive pulling passenger cars.

Commuter Bus (MTA – no assaults reported): Longer distance point-to-point bus service from outside the local service area to employment centers, usually provided on weekday rush hours, utilizing over-the-road buses.

3.1.1.3 Employee Type

- *Bus Operator*
- *Metro Operator*
- *Light Rail Operator*
- *Demand Response Operator*
- *Station Manager/Attendant (Metro stations)*
- *Unknown*

3.1.1.3 Location of the Assault

The MTA and WMATA Police data provided a physical address, cross street, and/or station, as well as zip code where each assault occurred. However, assaults reported through MTA worker's compensation claims and LOTS assault reports did not include the location of the assault incident. (MTA's WCI data listed the affected employee's base division as the location.)

3.1.1.4 Police Response to the Assault

This data element asks whether police responded to the assault. Threat assaults reported through MTA WCI data did not include information regarding police response.

3.1.1.5 Outcome of Investigation Into the Assault

This data element asks for the outcome of any investigation into the assault, including any disciplinary action taken, if the information is available. In this Report, the police investigation is characterized as either Open or Closed. For reasons mentioned above, this report does not contain information regarding legal penalties for assailants who were charged with a crime.

3.2 Findings

In total, 156 operator assaults were reported statewide in FY 2023. Most assaults (83 percent) occurred on bus systems, and the majority were Simple Assaults that did not involve serious injury. **Table 1** shows a summary of the compiled transit operator assault data for transit agencies operating in the State of Maryland, FY 2023. In addition to **Table 1**, **Appendix B** contains a chronological listing of all transit operator assaults experienced in Maryland that are included in this report's analysis.

Table 1: Findings Summary Table

Field	MTA	WMATA (Maryland Only)	LOTS	Total
Assaults (Total)	95	46	15	156
<i>Assaults (Percentage)</i>	60.9%	29.5%	9.6%	100%
Assault Type				
<i>Simple</i>	76	35	8	119
<i>Aggravated</i>	17	8	6	31
<i>Threat</i>	2	3	-	5
<i>Unknown</i>	-	-	1	1
Mode				
<i>Bus</i>	79	35	15	129
<i>Metro</i>	9	10	-	19
<i>Demand Response</i>	6	1	-	7
<i>Light Rail</i>	1	-	-	1
<i>Commuter Rail</i>	-	-	-	0
<i>Commuter Bus</i>	-	-	-	0
Employee Type				
<i>Bus Operator</i>	79	35	15	129
<i>Station Manager/Attendant</i>	1	8	-	9
<i>Demand Response Operator</i>	6	1	-	7
<i>Metro Operator</i>	4	2	-	6
<i>Unknown</i>	4	-	-	4
<i>Light Rail Operator</i>	1	-	-	1

3.2.1 Total Number of Assaults

In FY 2023, MTA, WMATA, and LOTS reported a total of 156 transit operator assaults throughout the State of Maryland. See **Table 2** for these numbers separated by agency.

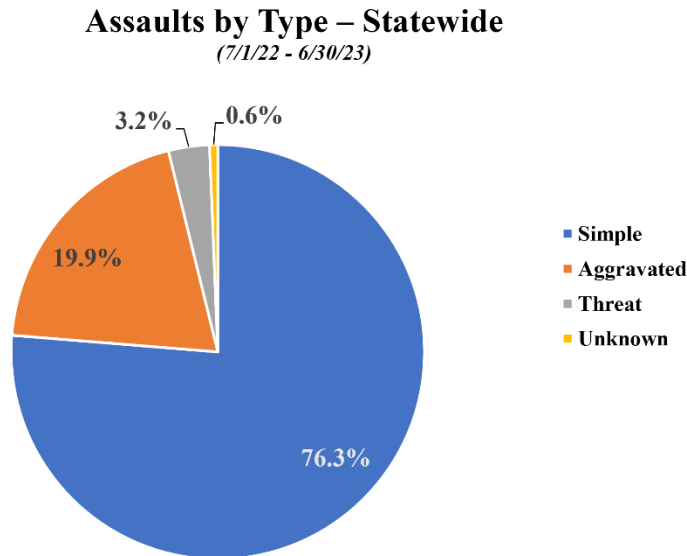
Table 22: Operator Assaults - by Agency

Agency	# Assaults	% of total
MTA	95	60.9%
WMATA (Maryland Only)	46	29.5%
LOTS	15	9.6%
Grand Total	156	100.0%

33.2.2 Nature of Assault

Of the 156 operator assaults that occurred in FY 2023, 119 were simple assaults, 31 were aggravated assaults, 5 were threats, and 1 was classified as “unknown.” **Figure 1** shows the breakdown by percent of total reported assaults. See **Table**Error! Reference source not found. for these numbers separated by agency.

Figure 1 – Operator Assaults, by assault type



Out of the 156 total assaults, on average, over three out of every four assaults (76.3 percent) were simple assaults and approximately one out of every five of the reported assaults (19.9 percent) were identified as aggravated. About three percent involved a threat. One incident (or about 0.6 percent of the total assaults) could not be categorized into the three categories and remains unknown.

SOURCE: MTA Police, WMATA - Metro Transit Police Department, LOTS

Table 34: Operator Assaults, by Assault Type and Agency

Assault Type	MTA	WMATA (Maryland Only)	LOTS	Grand Total
Simple	76	35	8	119
Aggravated	17	8	6	31
Threat/Intimidation	2	3		5
Unknown			1	1
Grand Total	95	46	15	156

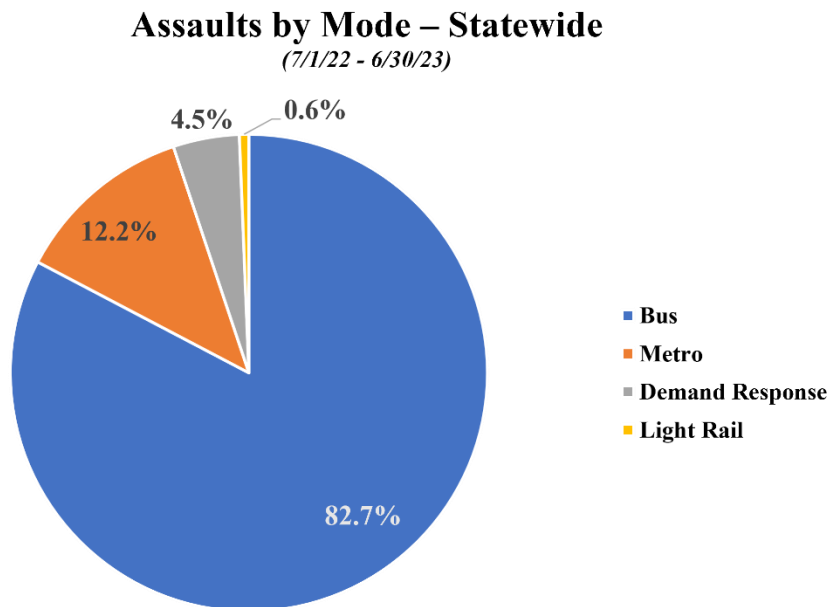
3.2.3 Mode of Transit

The vast majority – over 82 percent – of operator assaults occurred on fixed route transit Bus services. About 12 percent of operator assaults occurred on Metro, and the remainder occurred on Demand Response and Light Rail. No operator assaults were reported on Commuter Rail or Commuter Bus services. **Table 4** reflects the numbers, by mode and agency and **Figure 2** illustrates the data.

Table 45: Operator Assaults, by Mode and Agency

Mode	MTA	WMATA (Maryland Only)	LOTS	Total
Bus	79	35	15	129
Metro	9	10	-	19
Demand Response	6	1	-	7
Light Rail	1	-	-	1
Commuter Rail	-	-	-	-
Commuter Bus	-	-	-	-
Total	95	46	15	156

Figure 2 – Operator Assaults, by mode of transit



SOURCE: MTA Police, WMATA - Metro Transit Police Department, LOTS

When comparing the data between assaults on MTA local buses and WMATA bus ridership, it is important to consider that the reported WMATA data only represents Prince George’s and Montgomery Counties and not the entire WMATA system. Using 2022 ridership data from the MTA Office of Performance Management and Maryland’s GIS Data Catalog², it was found that MTA local buses showed a slightly lower rate of assaults on operators per 1,000,000 rides than the WMATA buses operating in Maryland. Specifically, MTA local buses had 1.90 assaults per 1 million rides, whereas WMATA’s buses operating in Maryland had 2.21 assaults per 1 million rides. Of note, ridership numbers from both agencies are from the calendar year 2022, while assault counts are from FY 2023. Nevertheless, each timeframe applies to both agencies in the same way, and the comparison can be considered an acceptable estimation. **Table 5** shows more detail.

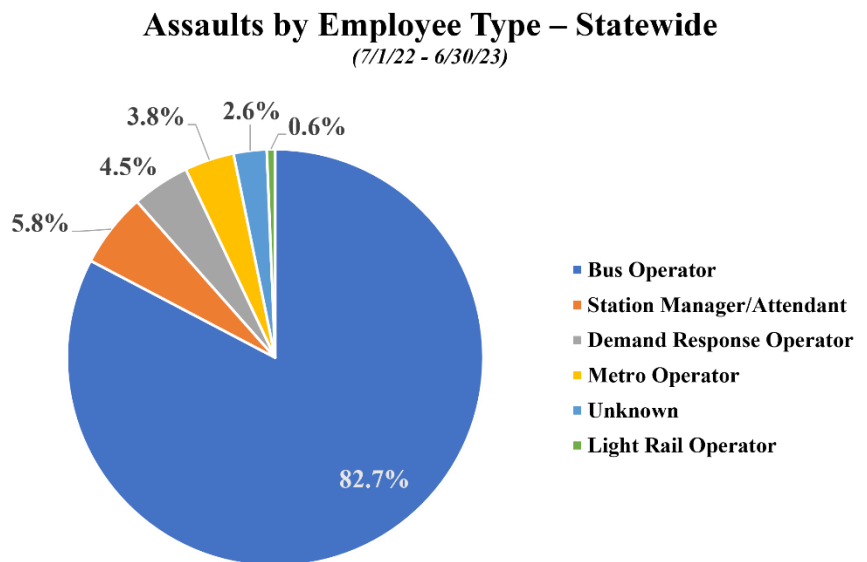
Table 56: Operator Assaults and Ridership for MTA and WMATA (Maryland only)

Bus locale	# Assaults on Local Bus	2022 Ridership	# Assaults per 1,000,000 rides
MTA	79	42,563,325	1.86
WMATA (Maryland only)	35	15,869,835	2.21

3.2.4 Employee Type

Analysis of assaults on operators by employee type naturally aligns with the mode of transit data. For example, assaults on bus operators account for 82.7 percent of the total number of assaults, similar to the 81.9 percent of assaults occurring on the bus. The remaining 17.3 percent of the assaults were across six other employee types, including “unknown.” Further, these six employee types had fewer than 10 assaults each. **Table 6** shows the details and **Figure 3** illustrates the data.

Figure 3 – Operator Assaults, by employee type



SOURCE: MTA Police, WMATA - Metro Transit Police Department, LOTS

² <https://data.imap.maryland.gov/>

Table 67: Operator Assaults - by Employee Type and Agency

Employee Type	MTA	WMATA (Maryland Only)	LOTS	Total
Bus Operator	79	35	15	129
Station Manager/Attendant	1	8	-	9
Demand Response Operator	6	1	-	7
Metro Operator	4	2	-	6
Unknown	4	-	-	4
Light Rail Operator	1	-	-	1
Grand Total	95	46	15	156

3.2.5 Location

The assault data provided did not always include the address of the incident. While the data provided by MTA Police Force and MTPD included specific locations and zip codes, the MTA WCI data used the address of the bus terminal or railyard as the address, since that is where employees begin their shift. Additionally, LOTS agencies were unable to provide addresses for their reported assault incidents. In total, 30.2 percent of the total statewide incidents had unusable location data.

The location data is useful to Transit Police forces to help guide their prevention strategies, such as the strategic deployment of visible police presence to act as a deterrent to potential criminal actions or assault. **Table 7** shows the breakdown.

Table 78: Operator Assaults - by Zip Code

Zip Code	# Assaults	% of total
Unusable	32	21.4%
Unknown	15	8.8%
47 various zip codes	109	69.8%
Grand Total	156	100.0%

3.2.6 Police Response

The legislation required that the data analysis indicates whether police were involved in responding to each operator assault. Since most of the operator assault data came from Transit Police forces, a police response is inherent within the data. From the data received (other than MTA’s WCI data, which did not include information about police response), every reported operator assault was responded to by either Transit Police or local law enforcement.

3.2.7 Investigation Outcome

The legislation required that, for each assault on a public transit operator, an analysis should be conducted of the outcome of any investigation into the assault, including any disciplinary action taken, if the information is available. The data received from the agencies either simply stated whether the case was “open” or “closed,” or was not included in the submission at all. The reporting entities did not have capacity to track the adjudication of individuals charged with operator assaults through the court system.

3.3 Peer Agency Data Comparison

Section 7-714(c)(2) of Maryland Code, Transportation requires that the Annual Report on Assaults on Public Transit Operators include a comparison of the aggregate operator assault data with at least two other states with similar transit systems or populations. This report aggregates data from multiple transit operators who provide public transportation services in the State of Maryland. Transit safety and security data is not normally reported on a statewide basis, but instead is reported to the FTA through the NTD, based on the size of the transit agency. Larger transit operators with more than 30 vehicles in revenue service are “full reporters” and report their data to the NTD monthly. Smaller agencies (fewer than 30 revenue vehicles) and those serving rural areas have their safety and security data reported to the NTD annually by their state department of transportation. In drafting this report, the MTA was unable to locate other departments of transportation who had aggregated statewide data on transit operator assault.

This report provides a comparison of the operator assaults experienced by MTA to operator assault data from two other peer transit agencies located in cities with similar populations. The MTA determined that two transit agencies that match up well are the Metropolitan Area Rapid Transit Authority (MARTA) in Atlanta, Georgia, and the Metropolitan Transit Authority of Harris County (Houston METRO) in Houston, Texas.

Table 89: Baltimore MTA and Two Comparable U.S. Transit Agencies (MARTA, Houston METRO)

City	Transit Agency	2020 UZA Population	Population Per Square Mile	% Population < Poverty Threshold	Transit System Modes	Vehicles Operated in Maximum Service	2021 Vehicle Revenue Miles	2021 Ridership
Baltimore, MD	Maryland Transit Administration	2,212,038	3,337	21.2%	Bus	604	17,829,087	35,370,213
					Demand Response	463	12,160,617	1,577,787
					Metro	42	4,681,086	1,615,560
					Light Rail	17	3,166,877	2,458,661
					Commuter Bus	58	484,798	434,474
					Commuter Rail	149	4,379,575	880,344
					Total	1,333	42,702,040	42,337,039
Atlanta, GA	Metropolitan Area Rapid Transit Authority (MARTA)	5,100,112	1,997	20.8%	Bus	442	26,005,027	27,346,519
					Demand Response	188	5,403,657	427,535
					Metro	210	17,210,772	18,533,621
					Light Rail	2	52,664	86,159
					Total	842	48,672,120	46,393,834
Houston, TX	Metropolitan Transit Authority of Harris County (Houston METRO)	5,853,575	3,339	20.1%	Bus & Bus Rapid Transit	577	33,093,041	33,615,861
					Demand Response	446	12,561,818	1,238,290
					Light Rail	50	2,606,610	8,476,224
					Commuter Bus	126	3,097,042	25,998,332
					Total	1,199	51,358,511	69,328,707

Source: National Transit Database (NTD) Transit Agency Profiles, 2021

Although the cities of Atlanta and Houston have larger populations than Baltimore, they have similar levels of population density and percentages of the population below the poverty level. MTA and the two comparison agencies are all multimodal, with extensive Bus and Demand Response services. MARTA has a more extensive Metro system than Baltimore, but a considerably shorter Light Rail/streetcar system. Houston does not have a Metro system but has an extensive Light Rail System.

When comparing the operator assault data from MARTA and Houston METRO to MTA’s operator assault data, it is important to note that, as stated above, MTA’s data includes both police reports and worker’s compensation claims, whereas Houston data is based on police report data and MARTA data is based on worker’s compensation claims.

Table 9 compares the total number of transit operator assaults experienced by MTA with the MARTA and Houston METRO systems during the period of July 1, 2022, through June 30, 2023.

Table 9: Out-of-state Agency Comparison, total

Agency/Report Type	# Assaults	% of total
MTA	95	57.6%
Houston METRO	41	24.8%
MARTA	29	17.6%
Grand Total	165	100.0%

3.3.1 Nature of Assault

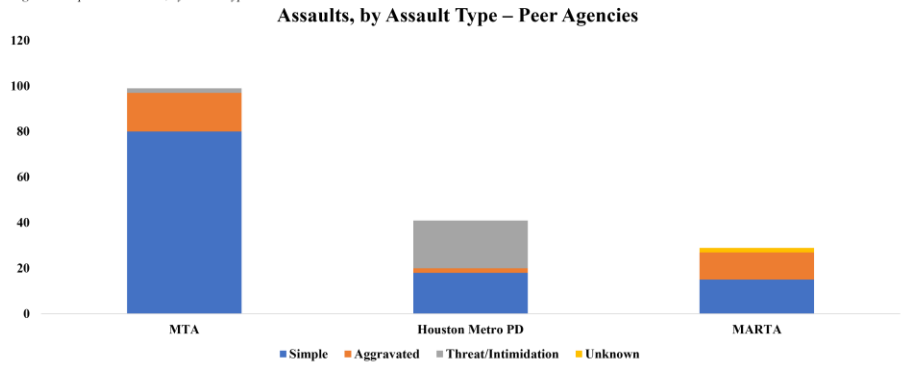
In each of the three agencies, simple assaults were more frequent than aggravated assaults. **Table 10** shows the detailed breakdown and **Figure 4** illustrates the numbers.

Table 10: Out-of-state Agency Comparison, by Assault Type

Assault Type	MTA	Houston METRO	MARTA	Grand Total
Simple	76	18	15	109
Aggravated	17	2	12	31
Threat/Intimidation	2	21	-	23
Unknown	-	-	2	2
Grand Total	95	41	29	165

MTA had more reported assaults than Houston METRO and MARTA combined. Upon closer review, however, the types of reported assaults differed between MTA and MARTA. The proportion of MARTA’s reported assaults shows more aggravated assaults than simple assaults.

Figure 4 – Operator Assaults, by assault type



Further, if “Threat/Intimidation” claims were combined with “Simple” assaults and then compared to aggravated assaults, a clearer picture emerges. **Table 11** shows the percentage of assaults by type, after combining Simple assaults and Threats/Intimidation. Over 40 percent of MARTA’s reported assaults were deemed “aggravated” assaults, compared to MTA’s 17.9 percent.

Table 11 - Out-of-state Agency Comparison, Type of Assault as a Percentage of Agency Total

Assault Type	MTA	Houston METRO	MARTA
Simple Assault and Threat/Intimidation	82.1%	95.1%	51.7%
Aggravated Assault	17.9%	4.9%	41.4%
Unknown	-	-	6.9%

3.3.2 Mode of Transit

For all three agencies, most assaults occurred on fixed route Bus service. Houston METRO did not include a modal breakout for its data, though the location of the assault was characterized, and a victim job classification code was used. Therefore, it was not always possible to clearly identify the mode of transit where Houston METRO assaults had occurred and those reports the report team could not clearly identify were included in an “Other” category, representing about 30 percent of Houston’s assaults. Nevertheless, for all three agencies, the Bus mode is where the highest number of assaults occur. **Table 12** displays the breakdown.

Table 12 - Out-of-state Agency Comparison, by Mode

Mode	MTA	Houston METRO	MARTA	Grand Total
Bus	79	27	27	133
Other	-	12	-	12
Metro	9	1	2	12
Demand Response	6	-	-	6
Light Rail	1	1	-	2
Grand Total	95	41	29	165
% occurred on Bus	83.2%	65.9%	93.1%	80.6%

3.4 Best Practices

This section contains a review of current transit industry best practices to prevent and mitigate assaults on public transit operators. Preventing and effectively responding to transit operator assaults requires a multifaceted approach that combines education, technology, policy, and community engagement. By implementing these best practices, transit agencies can enhance the safety and security of their operations and protect their employees. The best practices described here are drawn from various industry resources, including FTA regulatory requirements, guidance, and research publications; American Public Transportation Association standards and best practices; research publications from the Center for Urban Transportation Research at the University of South Florida; and research publications from the Transit Cooperative Research Program, a division of the National Academy of Sciences.

In this summary, industry best practices for different aspects of transit operator assault prevention and response are organized using the emergency response cycle framework of Prevention, Preparedness, Response, and Recover, as shown in **Table 13**.

Table 1310: Summary Strategies by Operator Assault Prevention, Preparedness, Response, and Recovery

Prevention	Preparedness	Response	Recovery
Safety Barriers	Training & Education	Emergency Communication	Support to Operators Who Experience Assault
Lighting & Visibility at Stations	Crime Analysis	Security Personnel	Legislation & Enforcement
Passenger Codes of Conduct	Regular Security Audits	Surveillance Cameras	
Social Services Connection and Outreach		Mobile Apps & Technology	

3.4.1 Prevention

3.4.1.1 Safety Barriers

A best practice is to install bus operator barriers on existing transit bus and demand response vehicle fleets and include barriers as an original equipment manufacturer specification for new vehicle purchases. Barriers are considered as the best solution to prevent assaults. Currently all buses in the MTA fleet have a safety barrier. Some transit agencies, such as New York MTA, are testing full coverage barriers on their buses, which could be an upgrade for MTA’s upcoming bus purchases, depending on cost and effectiveness. Additionally, expanded or full barriers come with retrofitting challenges and the potential to obstruct or warp an operator’s view through the side mirror. They also introduce potential risk with emergency egress.

Figure 4: Bus Operator Safety Barrier with full enclosure



3.4.1.2 Lighting and Visibility at Stations

Improving lighting at transit stops, terminals, and on-board vehicles can enhance visibility and deter potential assailants. Security lighting supports surveillance of key areas and assets, deterring unauthorized entry to an area while aiding in detection. The MTA continues to seek funding, often through grants, to expand station cameras and improve systems.

3.4.1.3 Passenger Codes of Conduct

By establishing and prominently displaying a passenger code of conduct on vehicles and at transit stations, passengers can better understand expected behavior and the consequences of violating the code of conduct. Security awareness programs such as “See something, say something” inform transit customers to recognize potential threats and tell them how to report suspicious activities or items on the transit system. Public awareness and education campaigns may be utilized to inform passengers about the importance of respecting transit operators and the consequences of assaulting them. The MTA has considered including codes of conduct, but challenges can arise in defining consequences and enforcing non-citable offenses for riders who break the code of conduct.

3.4.1.4 Social Services Connections and Outreach

Coordination with state and city Human Services programs and local nonprofits to help assist people faced with housing needs, or who may have mental health challenges, can be an effective incident prevention strategy.

3.4.2 Preparedness

3.4.2.1 Training and Education

Training can help operators learn how to recognize potential threats, de-escalate conflict, and handle security situations when they arise. Transit agencies are required by the FTA to provide de-escalation training to vehicle operators and, at larger agencies, to maintenance employees as well. Training courses on preventing assaults, de-escalation techniques, and managing security events include:

- Assault Awareness and Prevention for Transit Operators (Train the Trainer) – National Transit Institute (NTI), Rutgers State University of New Jersey
- Violence in the Transit Workplace—Prevention, Response, and Recovery (Train the Trainer and Direct Delivery) – NTI
- Transit System Security – Transportation Safety Institute (TSI), U.S. Department of Transportation
- Crime Prevention Through Environmental Design – TSI

MTA currently facilitates de-escalation training during the onboarding of all new operator candidates, in addition to any time an operator is returning to work after being out for 90 or more days, is involved in an accident, or undergoes recertification.

3.4.2.2 Crime Analysis

Transit Police and relevant local and statewide entities should implement crime analysis tools to identify high-risk areas and times, allowing for the development and implementation of targeted security measures. MTA is currently developing an improved tracking system for operator assaults, which includes a wide range of factors such as location, route, time of day, day of week, and other variables.

3.4.2.3 Regular Security Audits

Conducting regular system-wide security audits and risk assessments can identify threats and vulnerabilities to make the necessary improvements accordingly. Clearly stated agency response plans for operators to follow in the event of an assault or threat should be developed and shared out with relevant transit agency staff, including transit operators, operator supervisors, and transit police.

3.4.3 Response

3.4.3.1 Emergency Communication

Transit vehicles should be equipped with panic buttons or emergency communication systems that can alert transit control centers and law enforcement in case of an assault or emergency. All of MTA's bus fleet has emergency buttons on the floor near the driver's foot to easily access, in addition to a dispatch-connected radio system, should operators need it.

3.4.3.2 Security Personnel

Security personnel or transit police should patrol stations and vehicles, providing a visible presence that can deter potential assailants. Security checkpoints staffed by security personnel and/or transport police officers can be added throughout the public transportation system to provide a visible human security presence and deterrence. The MTA Police Force and fare inspectors ride the service and are out at stations, as they are able, to assist with increased safety and security.

3.4.3.3 Surveillance Cameras

Installation of visible surveillance cameras on vehicles and at transit stops can be an effective strategy for deterring potential aggressors and providing evidence in case of an incident. MTA buses, for example, have a total of seven cameras on the interior and three cameras on the exterior of the buses. These cameras can record up to 30 days' worth of data and can be accessed remotely through cellular connection or wi-fi. Similar camera systems are deployed in Metro and Light Rail stations as well as some major bus hubs. More cameras can be added by some select high crime bus stops. The standard of lighting is an important consideration; lighting to a certain level of vertical lux (lighting quality and radiance) is necessary to support CCTV and human surveillance of key areas and assets.

3.4.3.4 Mobile Apps and Technology

By developing mobile apps or technology solutions, transit operators can use to quickly report incidents and request assistance to support timely and well-documented response to assaults and other emergencies.

3.4.4 Recovery

3.4.4.1 Support to Operators Who Experience Assault

An additional tool is to provide support services, including counseling and legal assistance, for operators who experience assaults. Offering mental health and stress management resources for transit operators can help them to cope with the challenges of their job. Furthermore, a support network or peer support program for operators can allow for them to share experiences and advice.

3.4.4.2 Legislation and Enforcement

Lastly, new legislation that imposes stricter penalties for assaulting transit operators can be beneficial in protecting our transit workers, as well as ensuring that such laws are enforced. Collaboration with local law enforcement agencies, community organizations, and other stakeholders can address safety concerns and promote a more secure transit environment. States should also consider how transit worker assaults are classified by the state's judicial system. Nationwide, over 30 states have laws that classify assaults on transit workers as a special category of violation.

Section 4. Conclusion

The Report has been completed with the most accurate data available. Upon request, more detailed information regarding the data and associated methodology utilized in the development of this report can be provided. Future annual reports will continue to expand and refine the documentation of transit operator assaults in the State of Maryland and explore how transit and law enforcement agencies can use this data to guide further improvements in preventing and responding to assaults.

Appendix A contains the additional one-time reporting requirement outlined in Senate Bill 693.

Appendix B lists all FY 2023 Maryland transit operator assaults that were reported and referenced in Section 3 of this report in chronological order, including assaults that occurred on the MTA, WMATA (Prince George's and Montgomery Counties), and LOTS transit systems.

Appendix A: Additional Statutory Requirements

On May 8, 2023, Maryland Governor Wes Moore signed into law Senate Bill 693, as amended, which requires the Maryland Transit Administration to submit an annual report on Public Transit Operator Assaults. The annual report requirement constituted Section 1 of Senate Bill 693 and was codified under Md. Code §7-714 (*see Section 1.1 of this report*).

Section 2 of Senate Bill 693 was non-codified legislative language which added a one-time requirement that the December 1, 2023 report additionally address the following four topics:

- Provide the data described in §7-714(c)(1) of the Transportation chapter of the Maryland Code for each of the immediately preceding 5 years
- Evaluate Maryland transit operators' assault prevention and mitigation technologies and policies
- Make recommendations for improvements to those operators' assault prevention and mitigation technologies and policies
- Evaluate the feasibility of establishing a statewide local transit safety officer position for Maryland to provide guidance on best practices to prevent and mitigate public transit operator assaults.

A-1 Five years of Maryland historical transit operator assault data.

It is taking longer than expected to collect, compile, and clean the relevant transit operator assault data from all Maryland transit agencies for fiscal years 2019 through 2022, to be added to the FY 2023 data included in Section 3 of the report. There are multiple challenges to gathering this historical data, including working with each of the LOTS, and comparing MTA Police Force reports with MTA worker's compensation claims data. The MTA recognizes the importance of this topic and is working diligently to gather and prepare this data. As soon as it is available, the information will be submitted to the Maryland General Assembly for review as a supplemental document.

A-2 Evaluation of assault prevention and mitigation technology and policies

Safety Barriers: All MTA, WMATA and LOTS agency buses have installed plastic or plexiglass shields to serve as protective barriers for operators. At MTA, the type of operator barriers has progressively increased the level of protection, starting at about 30 percent coverage and, with subsequent retrofits, barriers that had higher percentage of coverage. Eventually, MTA will likely order new buses that are factory-equipped with full 100 percent operator protection. MTA is also piloting Automatic Driver's Barriers that automatically close the operator barrier when the front door of the bus is opened and opens the door blocking passenger entry to front door area when the front door is closed. MTA and WMATA rail vehicles have separate operator cabs that protect rail operators while they are inside the operator cab.

Surveillance Cameras: All MTA, WMATA, and LOTS agency buses are equipped with up to 11 interior and exterior cameras. Signage in MTA buses and rail vehicles alerts passengers that they are being monitored on video and audio equipment.

Figure 5 - MTA Bus Signage Regarding Video and Audio Monitoring



In recent years, MTA has been gradually replacing its bus fleet’s surveillance equipment to include audio capabilities and solid-state hard drives. The system can capture, digitize, authenticate, encrypt, compress, and record high-quality motion video images. The storage capacity of the removable hard-drive sub-system is 2 terabytes on newer buses in order to provide 30 days of stored video images.

Security Personnel: Both MTA and WMATA have dedicated police forces whose mission is to protect the passengers, employees, facilities, and revenue associated with their transit services by providing law enforcement and public safety services. MTA Police Force has 183 sworn officers and 83 civilian employees. WMATA's Metro Transit Police Department has 468 sworn officers, 140 security special police, and 101 civilian personnel. The LOTS agencies are not large enough to support a dedicated police force and rely on local police departments to provide law enforcement services and respond to assault incidents and other transit emergencies.

Training and Education: MTA, WMATA, and the LOTS agencies all provide training and have certification requirements in place for their transit operators. Each agency’s training program includes some type of de-escalation training, as is required by FTA.

Ownership and Management of Assault Prevention and Response Programs: MTA has taken several steps to strengthen its assault prevention and response activities, including having a third party perform a comprehensive assessment of the agency’s programs, clearly delineating the roles, responsibilities and procedures of all departments at the agency who have a role in assault prevention and response, and convening a quarterly Operator Assault Prevention and Response Task Force under the direction of the Administrator to review assault data, discuss progress on implementing mitigating actions, and evaluate the effectiveness of the program.

Assault Reporting and Data Management: The BIL includes a much broader statutory definition of transit worker assault than is traditionally used by law enforcement agencies. MTA and WMATA police forces are their respective agencies’ leads for tracking and reporting assault data, but they do not utilize the FTA definition of assault. Rather, transit police throughout the country, as law enforcement entities, rely on Department of Justice Uniform Crime Reporting (UCR) Program definitions. To meet the new FTA requirements for NTD reporting, agencies will need to develop assault data that includes both physical assaults and non-physical assaults that constitute a threat that interferes with, disables, or incapacitates a transit worker. In this report, the report team attempted to create a data record for MTA that meets the NTD reporting requirement. To do this, the report team compiled both MTA Police Force data and worker’s compensation claim data, then eliminated duplicate entries. This added an additional 34 assault records to the 65 MTA Police-reported assaults.

The WMATA operator assault data was provided by the Metro Transit Police Department and includes only assaults that meet the Maryland Digest of Criminal Law definition of assault.

A-3 Recommendations to improve the existing assault prevention and mitigation technology and policies for each Maryland transit system. MTA conducted a third-party assessment of its operator assault prevention and response programs, resulting in a July 2021 report that included the following recommendations:

1. Improve assault data reporting and management, particularly to make it easier to consolidate and compare MTA Police and worker's compensation assault data.
2. Develop specific policies and procedures for return to work after an assault incident and for connecting employees to support services after an assault occurs.
3. Develop comprehensive written procedures for each stakeholder group that describe roles and responsibilities and the actions that shall be taken to support the prevention of assault or more effective response to an assault scenario.
4. Increase opportunities for operators to interact with MTA Police in training, at the bus and rail divisions, and in the field.
5. Reinforce new operator training with supplemental training that focuses on de-escalation techniques and root causes of assaults.
6. Assess bus operators' level of support for utilizing full-enclosure barriers.
7. Consider design elements in bus operator cabs, such as heating and ventilation, visual hazards from reflection or reduced resolution for mirrors, and ease of opening and closing barriers.
8. Evaluate displaying NVR video feed on in-vehicle screens so that passengers see their own behaviors on screen and implement video feed in vehicles accordingly.
9. Develop and implement community-based outreach and education on expected passenger behavior.
10. Increase communication between MTA Police Force and operators, including information regarding enforcement efforts, investigation procedures, and clearance rates.

Detailed recommendations for improving the assault prevention and mitigation policies at WMATA and the LOTS would best be done by those agencies themselves, as they have a deep understanding of their current practices. However, WMATA is in the same position as all U.S. transit agencies in needing to respond to new federal requirements in the BIL that have resulted in a broader definition of transit worker assault – the new definition applies to all transit employees (not just operators) and includes non-physical assaults as well as law enforcement-defined assaults.

A-4 Evaluation of feasibility of establishing a statewide local transit safety officer to provide guidance to transit systems on best practices to prevent and mitigate assaults on public transit operators. It was not found to be feasible or advisable to establish a statewide local transit safety officer position. As the FTA develops regulations and guidance to implement BIL changes to assault reporting requirements, set new Safety Performance Targets for transit worker assault, and expand de-escalation training requirements, there will be a substantial body of new federal guidance which obviates the necessity for a statewide officer to provide guidance on best practices to prevent and mitigate assaults.

Appendix B Maryland Transit Operator Assaults FY 2023 (Chronological List)

Report Type	Agency	Mode	Date of Loss / Report Date	Report Time	Location/ Address	Employee Type	Assault Type	Description Of Incident/Summary	Police Response	Status/Case Outcome
LOTS - BCDOT	LOTS	Bus	Unknown	Unknown	Unknown	Bus Operator	Aggravated	Per Conversation With Baltimore City DOT	Unknown	Unknown
LOTS - MoCo	LOTS	Bus	6/30/2023	Unknown	Unknown	Bus Operator	Simple	Verbal	Yes	Unknown
WMATA	WMATA	Bus	6/29/2023	7:35hrs	12501 Georgia Avenue, Glenmont, Md 20906	Bus Operator	Simple	-	Yes	Closed
WMATA	WMATA	Bus	6/27/2023	14:48hrs	4390 N View Drive, Bowie, Md 20716	Bus Operator	Simple	-	Yes	Closed
MTA Police	MTA	Bus	6/20/2023	1445hrs	1300 Edison Highway Baltimore, Md 21213	Bus Operator	Simple	Coach Operator Spat On After Fare Dispute With An Unknown Male Patron.	Yes	Open
WMATA	WMATA	Bus	6/20/2023	8:48hrs	5913 Auth Road, Camp Springs, Md 20746	Bus Operator	Aggravated	-	Yes	Closed
Worker's Comp	MTA	Bus	6/17/2023	-	1515 Washington Blvd, Bldg 5 Room 503, Office Of Safety-Mgmt. & Risk Control, Baltimore, Md 21230	Bus Operator	Simple	Claimant Bus Operator Suffering From Mental Stress And Trauma	Unknown	Open
WMATA	WMATA	Bus	6/14/2023	10:45hrs	133 Capitol Heights Blvd, Seat Pleasant, Md 20743	Bus Operator	Threat/Intimidation	-	Yes	Closed
WMATA	WMATA	Bus	6/5/2023	21:26hrs	100 Addison Road, Seat Pleasant, Md 20743	Bus Operator	Simple	-	Yes	Closed

MTA Police	MTA	Bus	6/2/2023	1949hrs	302 West Preston Street Baltimore, Md 21201	Bus Operator	Simple	Suspect Threw An Unknown Substance At The Operator, Striking His Leg And Damaged The Entrance Door To The Coach.	Yes	Open
WMATA	WMATA	Bus	5/28/2023	1:24hrs	8404 Colesville Road, Silver Spring, Md 20910	Bus Operator	Simple	-	Yes	Closed
WMATA	WMATA	Metro	5/27/2023	8:00hrs	8401 Colesville Road, Silver Spring, Md 20910	Metro Operator	Aggravated	-	Yes	Closed
WMATA	WMATA	Bus	5/24/2023	8:20hrs	4500 Silver Hill Rd, Suitland, Md 20746	Bus Operator	Simple	-	Yes	Closed
MTA Police	MTA	Bus	5/21/2023	2315hrs	2900 West Patapsco Avenue Baltimore, Md 21230	Bus Operator	Simple	Individual Assaulted Operator Of Coach.	Yes	Closed
WMATA	WMATA	Bus	5/19/2023	13:30hrs	Swann Creek Rd & Horizon Ct, Fort Washington, Md 20744	Bus Operator	Simple	-	Yes	Closed
WMATA	WMATA	Bus	5/16/2023	22:53hrs	101 Mgm National Ave, Oxon Hill, Md 20745	Bus Operator	Simple	-	Yes	Open
MTA Police	MTA	Bus	5/12/2023	1520hrs	200 West 27th Street Baltimore, MD 21211	Bus Operator	Simple	Coach Operator From Coach 19022 Was Spat On His Left Eye By An Upset POV Driver.	Yes	Closed
MTA Police	MTA	Bus	5/10/2023	627hrs	2700 Kirk Avenue Baltimore, Md 21218	Bus Operator	Aggravated	Aggravated Assault At Kirk Ave And Gorsuch Ave	Yes	Closed
MTA Police	MTA	Demand Response	5/9/2023	1154hrs	9400 Franklin Square Drive Rosedale, Md 21237	Demand Response Operator	Aggravated	Mobility Driver Was A Victim Of An Individual Who Brandished A Gun At Him.	Yes	Closed
LOTS - MoCo	LOTS	Bus	5/8/2023	Unknown	Unknown	Bus Operator	Simple	Verbal	Yes	Unknown

MTA Police	MTA	Bus	5/6/2023	213hrs	800 North Eutaw Street Baltimore, Md 21201	Bus Operator	Simple	Police Officer Was Dispatched To An Unknown Problem On Coach 19040. Upon Arriving On Location Operator Informed Officers He Was Assaulted By A Black Male.	Yes	Closed
MTA Police	MTA	Demand Response	5/6/2023	1236hrs	1100 Exeter Hall Avenue Baltimore, Md 21218	Demand Response Operator	Aggravated	Mobility Operator Had A Handgun Pointed At Her While Driving.	Yes	Closed
WMATA	WMATA	Metro	5/4/2023	22:25hrs	15902 Somerville Drive, Rockville, Md 20855	Metro Operator	Simple	-	Yes	Closed
MTA Police	MTA	Bus	5/3/2023	2252hrs	1800 Block Of North Charles Baltimore, MD 21202	Bus Operator	Aggravated	Black Male Threatened MTA Coach Operator With A Pointed/Sharp Device In His Direction While Seated.	Yes	Closed
WMATA	WMATA	Bus	4/30/2023	18:47hrs	1501 Chillum Road, Hyattsville, Md 20782	Bus Operator	Simple	-	Yes	Closed
Worker's Comp	MTA	Bus	4/29/2023	-	1515 Washington Blvd., Bush Bus Transportation, Baltimore, Md 21230	Bus Operator	Simple	Outside Of Bus A Passenger Struck Him In The Face On The Right Side	Unknown	Open
MTA Police	MTA	Bus	4/29/2023	332hrs	1100 West North Avenue Baltimore, Md 21217	Bus Operator	Simple	Female Patron Assault On Operator On Board Yellow Line Coach At 1100 W North Avenue	Yes	Closed
WMATA	WMATA	Bus	4/29/2023	19:35hrs	8661 Colesville Road, Silver Spring, Md 20910	Bus Operator	Simple	-	Yes	Closed
MTA Police	MTA	Bus	4/28/2023	34hrs	001 Light Street Baltimore, Md 21202	Bus Operator	Simple	Juice Thrown On Operator By Juveniles	Yes	Closed
MTA Police	MTA	Bus	4/26/2023	2311hrs	4300 Old Court Road Pikesville, Md 21208	Bus Operator	Simple	Juvenile Spat On Operator After Alighting Coach At Old Court Metro Station	Yes	Closed

MTA Police	MTA	Bus	4/25/2023	1523hrs	1900 East Fayette Street Baltimore, Md 21231	Bus Operator	Simple	MTA Operator - Bus Was Assaulted On The Coach	Yes	Open
MTA Police	MTA	Metro	4/24/2023	2102hrs	702 N Broadway Baltimore, Md 21205	Metro Operator	Simple	Black Male Laying Down On Metro Train With Feet Across The Aisle And Train Operator Stepped Over His Legs Causing Her To Trip And Fall.	Yes	Closed
MTA Police	MTA	Bus	4/15/2023	1343hrs	4500 Block Of Reisterstown Road Baltimore, MD 21215-6205	Bus Operator	Simple	Coach Operator Threatened By An Adult Female With A Knife Onboard Coach 09078.	Yes	Closed
WMATA	WMATA	Bus	4/15/2023	6:03hrs	16th St & East-West Hwy, Silver Spring, MD 20910	Bus Operator	Simple	-	Yes	Closed
WMATA	WMATA	Metro	4/14/2023	22:44hrs	3000 Pennsy Dr, Landover, Md 20785	Station Manager/Attendant	Aggravated	-	Yes	Closed
MTA Police	MTA	Bus	4/11/2023	2229hrs	4500 Edmondson Avenue Baltimore, Md 21229	Bus Operator	Simple	Police Officer Receives A Call For Service To Respond To The 4500 Block Of Edmondson Ave For A Possible Common Assault On An MTA Operator.	Yes	Closed
LOTS - Harford	LOTS	Bus	4/11/2023	Unknown	Unknown	Bus Operator	Aggravated	State Trooper Stopped The Bus And Put An Aggressive Passenger On The Bus. Driver Asked State Trooper Would The Passenger Be An Issue And The State Trooper Stated "No" The Passenger Just Needs To Get Back To The Train Station To Get Home. The Passenger Made Verbal Threats To Driver, Threatening To Kill Him And Got Physical With The Driver. The Physical Altercation Resulted In The Passenger Being Transported To The Hospital Via Ambulance. The Driver Did Have To Appear In Court, But They Do Not Have Any Record Of The Outcome At Their Level.	Yes	Unknown

Worker's Comp	MTA	Bus	4/5/2023	-	1515 Washington Blvd., Bush Bus Transportation, Baltimore, Md 21230	Bus Operator	Simple	I Was In A Verbal Attraction With A Male Patron.	Unknown	Closed
WMATA	WMATA	Bus	4/5/2023	13:45hrs	6802 Seat Pleasant Drive, Seat Pleasant, Md 20743	Bus Operator	Simple	-	Yes	Closed
MTA Police	MTA	Bus	4/2/2023	2351hrs	5400 Sinclair Lane Baltimore, Md 21206	Bus Operator	Simple	Assault On Operator, Non-Aggravated.	Yes	Closed
Worker's Comp	MTA	Bus	4/1/2023	-	4401 Mt Hope Dr, Northwest Bus Transportation, Baltimore, Md 21215	Bus Operator	Simple	Claimant Was Upset/Incident With Passenger (60 Yr Old Female Threatened Him With A Knife, No Knife Involved, Police Checked. (This Same Lady Has Had 3 Incidents From Diff Situations, The Same Day) Everyone Else Who Dealt With Her Continued To Work, After Having Her Removed From The Coach. Claimant Says He Could Not Finish Because 'He Was Upset'. Tokoya Took Possession, She Had To Transport Them (Bus & Claimant) Back To Division/Relieved Him Of The Coach-6:26am She Got To Her Car 7:08am	Unknown	Open
MTA Police	MTA	Bus	3/31/2023	2116hrs	1000 Shellbanks Road Brooklyn, Md 21225	Bus Operator	Simple	Unknown Black Juvenile Male Threw Rocks At The MTA Operator - Bus At The Bus Stop.	Yes	Closed
MTA Police	MTA	Bus	3/29/2023	1615hrs	300 West University Parkway Baltimore, Md 21210	Bus Operator	Simple	MTA Operator - Bus Was Assaulted By A Patron On The Coach	Yes	Closed
MTA Police	MTA	Bus	3/23/2023	1355hrs	4300 Hayward Avenue Baltimore, Md 21215	Bus Operator	Simple	A MTA Operator - Bus Was Assaulted At The Metro Station.	Yes	Closed

Worker's Comp	MTA	Bus	3/22/2023	-	1515 Washington Blvd., Bush Bus Transportation, Baltimore, Md 21230	Bus Operator	Simple	The Operator Experienced Gunshots Being Fired Toward The Coach Causing Mental Anguish.	Unknown	Closed
WMATA	WMATA	Metro	3/18/2023	1:11hrs	5717 Greenbelt Metro Dr, Greenbelt, Md 20770	Station Manager/Attendant	Simple	-	Yes	Closed
LOTS - MoCo	LOTS	Bus	3/18/2023	Unknown	Unknown	Bus Operator	Simple	Physical - Spit On	Yes	Unknown
MTA Police	MTA	Bus	3/16/2023	2hrs	4200 10th Street Baltimore, MD 21225	Bus Operator	Aggravated	Coach Operator Was The Victim Of An Aggravated Assault With A Knife.	Yes	Closed
Worker's Comp	MTA	Bus	3/15/2023	-	1515 Washington Blvd Bus Transportation Baltimore, Md 21230	Bus Operator	Aggravated	Operator Was Assault/Stabbed By Passenger	Unknown	Open
Worker's Comp	MTA	Bus	3/15/2023	-	1515 Washington Blvd Bus Transportation Baltimore, Md 21230	Bus Operator	Simple	She Was Assaulted Someone Pulled Her Hair	Unknown	Closed
MTA Police	MTA	Bus	3/15/2023	2238hrs	2800 East Preston Street Baltimore, Md 21213	Bus Operator	Simple	Operator Was Struck By A Rock That Was Thrown While Traveling In The 2900 Block Of East Preston Street Baltimore, Md 21213	Yes	Closed
LOTS - Howard	LOTS	Bus	3/15/2023	Unknown	Unknown	Bus Operator	Aggravated	Operator Was Struck While Driving The Bus	Yes	Unknown
WMATA	WMATA	Bus	3/14/2023	23:12hrs	Temple Hill Rd & Hagan Rd, Marlow Heights, Md 20748	Bus Operator	Simple	-	Yes	Closed
LOTS - Frederick	LOTS	Bus	3/14/2023	Unknown	Unknown	Bus Operator	Simple	Passenger Spit On Operator. A Case Was Filed Against Assailant, But Hearing Was Canceled And Never Rescheduled.	Yes	Unknown

MTA Police	MTA	Demand Response	3/13/2023	927hrs	4632 Asbury Avenue Baltimore, Md 21206-5766	Demand Response Operator	Simple	A Mobility Driver Was Spat On In The Face By An Impatient Motorist.	Yes	Open
WMATA	WMATA	Bus	3/13/2023	9:35hrs	Audrey Ln & Irvington St, Oxon Hill, Md 20745	Bus Operator	Simple	-	Yes	Closed
Worker's Comp	MTA	Bus	3/12/2023	-	1515 Washington Blvd., Bush Bus Transportation, Baltimore, Md 21230	Bus Operator	Simple	Male Passenger Grab Face, Pulling Down Eye Wear.	Unknown	Closed
MTA Police	MTA	Bus	3/12/2023	2143hrs	600 Block Of W. Baltimore Street Baltimore 21201	Bus Operator	Simple	MTA Operator - Bus Who Was Spat On In The 600 Block Of W. Baltimore St.	Yes	Closed
Worker's Comp	MTA	Metro	3/10/2023	-	5801 Wabash Ave, Metro Transportation, Baltimore, Md 21215	Metro Operator	Simple	Iw Was On The Metro In The Operator Cab When There Was An Alleged Shooter On The Metro With The Iw And Other Passenger. Passenger Was Running To Cab Where Iw Was Yelling For Help Lying On The Floor With Iw And A Coworker Witness. Iw Had To Job Out Window To Help Police Get In The Train.	Unknown	Open
Worker's Comp	MTA	Metro	3/10/2023	-	6 St. Paul Street, Administration, Baltimore, Md 21202	Metro Operator	Simple	A Report Of A Patrons With A Weapon On The Train Created A Panic. The Passengers Were Crying And The Iw Was Overwhelmed With The Number Of Passenger Coming Towards Her.	Unknown	Closed
LOTS - MoCo	LOTS	Bus	3/8/2023	Unknown	Unknown	Bus Operator	Unknown	No Info - No Report	Yes	Unknown
LOTS - MoCo	LOTS	Bus	3/5/2023	Unknown	Unknown	Bus Operator	Simple	Physical - Spit On Off Of The Bus	Yes	Unknown

Worker's Comp	MTA	Bus	3/2/2023	-	Kirk Bus Transportation, Baltimore, Md 21218	Bus Operator	Simple	She Was Operating A Bus And A Number One Male Started Yelling And Screaming On Bus, He Came Up To The Front, Yelled At Her, Walk Towards Back Of Bus Stabbed A Juvenile Passenger Multiple Times, Went Back To Front And Assaulted Another Passenger. At That Time Doors Was Open On The Bus And Everybody Started Exiting And Thats When She Called 911 For Help.	Unknown	Open
Worker's Comp	MTA	Bus	2/23/2023	-	1515 Washington Blvd., Bush Bus Transportation, Baltimore, Md 21230	Bus Operator	Simple	A Passenger Got On The Bus With A Lit Cigarette, The Bus Operator Asked Him To Put It Out And They Got Into A Confrontation Back And Forth And The Man Went To The Back Of The Bus And Threatened The Bus Operator's Life.	Unknown	Closed
Worker's Comp	MTA	Bus	2/21/2023	-	1515 Washington Blvd., Bush Bus Transportation, Baltimore, Md 21230	Bus Operator	Simple	While He Was Operating The Coach, About Seven Of The Passengers Started Throwing Bricks At The Windshield And They Were Bouncing Off Of The Shield That Protects The Operator.	Unknown	Closed
Worker's Comp	MTA	Bus	2/17/2023	-	Kirk Bus Transportation, Baltimore, Md 21218	Bus Operator	Simple	There Was A Minor Assault And Attempted Abduction On The Bus That The Operator Was Caught In The Middle Of. No Visible Physical Injuries But Is Being Transported For Evaluation At Concentra. Could Not Continue Working For The Day Due To Mental Duress From The Incident	Unknown	Closed
WMATA	WMATA	Bus	2/16/2023	16:57hrs	133 Central Ave, Seat Pleasant, Md 20743	Bus Operator	Simple	-	Yes	Closed
WMATA	WMATA	Bus	2/16/2023	23:06hrs	1309 Southview Dr, Glassmanor, Md 20745	Bus Operator	Simple	-	Yes	Closed
WMATA	WMATA	Bus	2/16/2023	23:06hrs	1437 Southview Dr, Glassmanor, Md 20745	Bus Operator	Threat/Intimidation	-	Yes	Closed

Worker's Comp	MTA	Bus	2/14/2023	-	Kirk Bus Transportation, Baltimore, Md 21218	Bus Operator	Simple	Operator Stated A Male Customer Threatened Her.	Unknown	Closed
MTA Police	MTA	Bus	2/12/2023	649hrs	300 West Madison Street Baltimore, Md 21201	Bus Operator	Simple	Police Officer Was Dispatched To An Assault On Operator. Canvass Was Done With Negative Results.	Yes	Closed
LOTS - MoCo	LOTS	Bus	2/1/2023	Unknown	Unknown	Bus Operator	Simple	Verbal	Yes	Unknown
Worker's Comp	MTA	Bus	1/27/2023	-	Kirk Bus Transportation, Baltimore, Md 21218	Bus Operator	Simple	The Passenger Came To The Front Of The Coach And Spat On The Driver.	Unknown	Closed
MTA Police	MTA	Bus	1/27/2023	934hrs	6100 Frankford Avenue Baltimore, Md 21206	Bus Operator	Simple	Common Assault On Operator And Patron On Board 30 Line Coach At The 6100 Block Of Frankford Avenue.	Yes	Closed
MTA Police	MTA	Bus	1/20/2023	2025hrs	5600 Ritchie Highway Brooklyn Park, Md 21225	Bus Operator	Simple	Juvenile Female Assaults MTA Operator - Bus On Board The 70 Line.	Yes	Closed
WMATA	WMATA	Bus	1/20/2023	17:25hrs	W Cedar Ln & Rockville Pike, Bethesda, Md 20814	Bus Operator	Simple	-	Yes	Open
Worker's Comp	MTA	Bus	1/17/2023	-	201 Oldham St, Eastern Bus Transportation Baltimore, Md 21224	Bus Operator	Simple	Operator Was Assaulted By A Patron - Struck In The Arm By Assailant	Unknown	Open
MTA Police	MTA	Bus	1/17/2023	833hrs	6021 Bethlehem Boulevard Sparrows Point, Md 21219	Bus Operator	Simple	A Common Assault On A Coach Operator By A Female Patron.	Yes	Closed
MTA Police	MTA	Bus	1/15/2023	1153hrs	500 East Fayette Street Baltimore, Md 21202	Bus Operator	Simple	MTA Operator - Bus Was Spat On.	Yes	Closed
WMATA	WMATA	Bus	1/15/2023	23:12hrs	3414 Rhode Sland Ave, Mount Rainer, Md 20712	Bus Operator	Simple	-	Yes	Closed

MTA Police	MTA	Metro	1/12/2023	1043hrs	2307 Liberty Heights Avenue Md 21215	Unknown	Simple	I Responded To The Platform Of Mondawmin Metro For A Disorderly Person.	Yes	Closed
MTA Police	MTA	Bus	1/11/2023	1140hrs	700 North Rolling Road Baltimore, Md 21228	Bus Operator	Simple	Operator Spit On By Unknown Black Male.	Yes	Open
LOTS - MoCo	LOTS	Bus	1/5/2023	Unknown	Unknown	Bus Operator	Aggravated	Physical – Injured	Yes	Unknown
MTA Police	MTA	Bus	1/2/2023	1623hrs	2500 West Coldspring Lane Baltimore, Md 21215	Bus Operator	Simple	While On Patrol I Received A Call For Service For An Operator Having An Unknown Substance Thrown On Her.	Yes	Closed
WMATA	WMATA	Metro	12/30/2022	0:20hrs	4704 Old Soper Rd, Suitland, Md 20746	Station Manager/Attendant	Simple	-	Yes	Closed
MTA Police	MTA	Bus	12/29/2022	1401hrs	2300 East Fayette Street Baltimore, Md 21224	Bus Operator	Simple	Juvenile Black Male Spit On The Operator And Fled From The Scene.	Yes	Open
WMATA	WMATA	Metro	12/28/2022	0:35hrs	5717 Greenbelt Metro Dr, Greenbelt, Md 20770	Station Manager/Attendant	Simple	-	Yes	Closed
WMATA	WMATA	Bus	12/25/2022	6:35hrs	East-West Hwy & Riggs Rd, Chillum, Md 20783	Bus Operator	Simple	-	Yes	Closed
MTA Police	MTA	Bus	12/10/2022	920hrs	8000 Block Of Governor Ritchie Highway Pasadena, MD 21122	Bus Operator	Simple	I Responded To The 8000 Block Of Governor Ritchie Highway And Jumpers Hole Road For An Assault On A MTA Bus Operator.	Yes	Closed
MTA Police	MTA	Demand Response	12/10/2022	1406hrs	6420 Petrie Way Rosedale, Md 21237	Demand Response Operator	Simple	Coach Operator And A POV Driver Got Into A Physical Altercation.	Yes	Open
Worker's Comp	MTA	Bus	12/8/2022	-	1515 Washington Blvd., Bush Bus Transportation, Baltimore, Md 21230	Bus Operator	Simple	Operator Had Two Passengers Having An Altercation With Each Other. One Of The Passengers Pulled A Gun Out On The Other Passenger.	Unknown	Closed

Worker's Comp	MTA	Bus	12/2/2022	-	Kirk Bus Transportation, Baltimore, Md 21218	Bus Operator	Simple	A Passenger Hit The Iw In The Head With A Soda Bottle. Injured Head.	Unknown	Open
MTA Police	MTA	Bus	12/2/2022	1011hrs	2900 Greenmount Avenue Baltimore, Md 21218	Bus Operator	Simple	I Was Dispatched To The 2900 Block Of Greenmount Ave For An Operator Being Assaulted On The Coach.	Yes	Closed
WMATA	WMATA	Bus	12/2/2022	22:07hrs	Annapolis Rd & Harkins Rd, Lanham, Md 20706	Bus Operator	Simple	-	Yes	Closed
Worker's Comp	MTA	Bus	11/26/2022	-	4401 Mt Hope Dr, Northwest Bus Transportation, Baltimore, Md 21215	Bus Operator	Aggravated	Operator Stated That Passenger Pulled A Gun On Him	Unknown	Closed
MTA Police	MTA	Bus	11/26/2022	507hrs	1400 Edmondson Avenue Baltimore, Md 21223	Bus Operator	Aggravated	MTA Coach Operator Reported He Was Threatened By A Black Male Who Was Onboard His Coach And Alighted At Edmondson Avenue And North Calhoun Street In An Unknown Direction.	Yes	Closed
WMATA	WMATA	Demand Response	11/25/2022	12:30hrs	114 Fire Thorn Ct, Largo, Md 20774	Demand Response Operator	Aggravated	-	Yes	Closed
LOTS - MoCo	LOTS	Bus	11/25/2022	Unknown	Unknown	Bus Operator	Aggravated	Physical – Injured	Yes	Unknown
WMATA	WMATA	Bus	11/22/2022	16:25hrs	3101 Branch Ave, Temple Hills, Md 20748	Bus Operator	Simple	-	Yes	Closed
Worker's Comp	MTA	Bus	11/21/2022	-	Kirk Bus Transportation, Baltimore, Md 21218	Bus Operator	Simple	A Woman Pushing A Stroller Was Very Upset Because I Didn't Let Her Off Where There Was Not A Stop. She Began Threatening Me. This Continued Until Kirk And 25th Street, Which Then She Exited The Coach And Spat On Me.	Unknown	Closed
Worker's Comp	MTA	Metro	11/16/2022	-	5801 Wabash Ave, Metro Transportation,	Metro Operator	Simple	Iw Was Confronted By Ride That He Ask To Exit The Train. As The Rider Was Leaving, He Got Into The Iw Face Became Very Aggressive	Unknown	Open

					Baltimore, Md 21215			We Was Talking To Him And Was Spiting In His Face		
MTA Police	MTA	Bus	11/12/2022	601hrs	1200 Harford Avenue Baltimore, Md 21202	Bus Operator	Simple	Common Assault On Board 54 Line Coach At The 1200 Block Of Harford Avenue.	Yes	Closed
MTA Police	MTA	Bus	11/10/2022	1957hrs	4300 Old Court Road Pikesville, Md 21208	Bus Operator	Aggravated	Bus Operator Was Threatened By Unknown Suspect And A Knife Was Pulled Out.	Yes	Open
WMATA	WMATA	Metro	11/8/2022	16:40hrs	5717 Greenbelt Metro Dr, Greenbelt, Md 20770	Station Manager/Attendant	Aggravated	-	Yes	Closed
WMATA	WMATA	Bus	11/1/2022	8:10hrs	5500 Marinelli Rd, Rockville, Md 20852	Bus Operator	Simple	-	Yes	Closed
MTA Police	MTA	Bus	10/31/2022	1104hrs	2100 Greenmount Avenue Baltimore, Md 21218	Bus Operator	Aggravated	Bus Operator Pepper Sprayed By Unidentified Female Patron.	Yes	Closed
WMATA	WMATA	Bus	10/31/2022	18:15hrs	Martin Luther King Jr Hwy & Johnson Ave, New Carrollton, Md 20706	Bus Operator	Simple	-	Yes	Closed
WMATA	WMATA	Bus	10/26/2022	19:42hrs	St Clair Dr & 28th Ave, Marlow Heights, MD 20748	Bus Operator	Simple	-	Yes	Closed
Worker's Comp	MTA	Bus	10/25/2022	-	1515 Washington Blvd, Bush Bus, Baltimore, Md 21230	Bus Operator	Simple	Operator Was Assaulted By A Patron Pulling Her Arm Trying To Drag Th Operator Out The Seat.	Unknown	Closed
MTA Police	MTA	Demand Response	10/19/2022	907hrs	4739 Bonnie Brae Road Pikesville, Md 21208	Demand Response Operator	Simple	Common Assault Involving Operator Onboard Mobility Coach At 4739 Bonnie Brae Road.	Yes	Closed

Worker's Comp	MTA	Bus	10/11/2022	-	201 Oldham St, Eastern Bus Transportation, Baltimore, Md 21224	Bus Operator	Aggravated	Operator Was Held At Gunpoint By One Assailant While Others Assaulted Another Patron On Her Coach.	Unknown	Closed
MTA Police	MTA	Bus	10/11/2022	1355hrs	1600 Light Street Baltimore, Md 21230	Bus Operator	Simple	Patron Aboard Silver Line, Coach 12046 Spit On Coach Operator Several Times And Tried To Physically Attack Her Then Alighted The Area.	Yes	Closed
MTA Police	MTA	Bus	10/9/2022	703hrs	1800 West North Ave Baltimore, Md 21217	Bus Operator	Simple	Assault On Operator On The Gold Line Coach 10004 Block 3755	Yes	Closed
WMATA	WMATA	Bus	10/9/2022	11:04hrs	4500 Silver Hill Rd, Suitland, Md 20746	Bus Operator	Threat/Intimidation	-	Yes	Closed
WMATA	WMATA	Metro	10/8/2022	11:45hrs	3575 East West Hwy, Hyattsville, Md 20782	Station Manager/Attendant	Simple	-	Yes	Closed
MTA Police	MTA	Bus	10/5/2022	2032hrs	1500 West North Avenue Baltimore, Md 21217	Bus Operator	Simple	MTA Operator Assaulted While On MTA Coach.	Yes	Closed
MTA Police	MTA	Bus	10/5/2022	2058hrs	300 West Pratt Street Baltimore, Md 21201	Bus Operator	Simple	Operator Was Assaulted With A Water Bottle.	Yes	Closed
MTA Police	MTA	Metro	10/5/2022	2119hrs	110 East Baltimore Street Baltimore, Md 21202	Station Manager/Attendant	Simple	Assault On Station Attendant That Was Struck In The Head With A Blunt Object. She Sustained Serious Injury And Was In The ICU For Two Days. She Is Now In Stable Condition At Johns Hopkins Hospital.	Yes	Closed
WMATA	WMATA	Bus	10/5/2022	12:00hrs	16000 Georgia Ave, Rockville, Md 20853	Bus Operator	Simple	-	Yes	Closed
Worker's Comp	MTA	Metro	10/3/2022	-	5801 Wabash Ave, Metro Transportation, Baltimore, Md 21215	Unknown	Aggravated	Claimant Was Violently Assaulted By Citizen Who Refused To Pay Fare At Train Station.	Unknown	Open

Worker's Comp	MTA	Bus	9/30/2022	-	201 Oldham St, Eastern Bus Transportation, Baltimore, Md 21224	Bus Operator	Simple	Iw Was Driving The Bus When Someone Throw A Unknow Substance In Her Face And Neck	Unknown	Closed
MTA Police	MTA	Bus	9/30/2022	1533hrs	1500 Edison Highway Baltimore, Md 21213	Bus Operator	Simple	Bus Operator Of Coach 09044 Hit With A Chick-Fil-A Cup That Came From An Unknown Vehicle Passing By.	Yes	Open
WMATA	WMATA	Bus	9/30/2022	11:31hrs	20 Audrey Ln, Oxon Hill, Md 20745	Bus Operator	Aggravated	-	Yes	Closed
MTA Police	MTA	Bus	9/29/2022	1524hrs	1100 West Pratt Street Baltimore, Md 21223	Bus Operator	Simple	Coach Operator Assaulted By Adult Black Female Who Threw A Water Bottle At Him Through The Open Front Door After Alighting The Coach. The Water Bottle Hit The Safety Shield But Liquid From Water Bottle Got On The Operator.	Yes	Closed
WMATA	WMATA	Metro	9/26/2022	16:18hrs	4704 Old Soper Rd, Suitland, Md 20746	Station Manager/Attendant	Simple	-	Yes	Closed
Worker's Comp	MTA	Bus	9/22/2022	-	201 Oldham St, Eastern Bus Transportation, Baltimore, Md 21224	Bus Operator	Threat/Intimidation	Iw Was Stopped At The Bus Stop When A Wheelchair Customer Jump In Front Of Bus Pulled The Bike Rack And Sat On The Bike Rack And Made A Gun Gesture To The Iw As If He Was Going To Kill The Iw	Unknown	Open
MTA Police	MTA	Bus	9/18/2022	2321hrs	700 West Saratoga Street Baltimore, Md 21201	Bus Operator	Simple	Bus Operator Assaulted By An Unknown Black Male While On Board Coach 19058	Yes	Open
WMATA	WMATA	Bus	9/18/2022	2:20hrs	8401 Colesville Rd, Silver Spring, Md 20910	Bus Operator	Simple	-	Yes	Closed
MTA Police	MTA	Demand Response	9/16/2022	1305hrs	3449 Wilkens Avenue Baltimore, Md 21229	Demand Response Operator	Simple	Mobility Operator Was Assaulted By Way Of Spitting.	Yes	Closed
MTA Police	MTA	Bus	9/15/2022	25hrs	2700 East Fayette Street Baltimore, Md 21224	Bus Operator	Simple	Three Juvenile Females Assault Coach Operator By Attempting To Expectorate On Him Resulting In A Fare Dispute.	Yes	Open

Worker's Comp	MTA	Bus	9/14/2022	-	201 Oldham St, Eastern Bus Transportation, Baltimore, Md 21224	Bus Operator	Simple	Was Spit On By A Customer On The Bus Because Of A Fare Complaint	Unknown	Closed
Worker's Comp	MTA	Bus	9/13/2022	-	1515 Washington Blvd., Bush Bus Transportation, Baltimore, Md 21230	Bus Operator	Simple	Ee Was Standing Outside Of Bus When A Male Pedestrian Came Up And Pulled Her Hair/Head From Back Injuring Ee Head	Unknown	Open
MTA Police	MTA	Bus	9/10/2022	2145hrs	1900 Greenmount Avenue Baltimore, Md 21224	Bus Operator	Simple	Ms. James Threw Water On The Coach Operator.	Yes	Closed
MTA Police	MTA	Bus	9/5/2022	1708hrs	700 Fairmount Avenue Towson, Md 21286	Bus Operator	Aggravated	A Coach Operator Was Assaulted And Sprayed With Pepper Spray.	Yes	Closed
MTA Police	MTA	Light Rail	9/3/2022	35hrs	320 West North Avenue North Baltimore, Md 21217	Light Rail Operator	Simple	Black Female Patron Assaults Operator On Light Rail Train 7 Car 5003	Yes	Closed
Worker's Comp	MTA	Bus	8/29/2022	-	201 Oldham St, Eastern Bus Transportation, Baltimore, Md 21224	Bus Operator	Threat/Intimidation	Parent Of A Student The Operator Passed By Due To Coach Being At Capacity Met The Coach At Sinclair Lane And Threatened The Operator, Causing Mental Anguish.	Unknown	Open
LOTS - MoCo	LOTS	Bus	8/29/2022	Unknown	Unknown	Bus Operator	Simple	Physical - Liquid Thrown In Face	Yes	Unknown
WMATA	WMATA	Bus	8/24/2022	15:50hrs	4500 Silver Hill Rd, Suitland, Md 20746	Bus Operator	Simple	-	Yes	Closed
MTA Police	MTA	Bus	8/19/2022	1625hrs	5100 North Point Boulevard Edgemere, Md 21219	Bus Operator	Simple	Operator Of Coach 20042 Advised A Patron Spat On Him And Threatened Him.	Yes	Closed
MTA Police	MTA	Bus	8/15/2022	222hrs	200 East Baltimore Street Baltimore, Md 21202	Bus Operator	Simple	I Responded To Unit Block West Fayette Street For Assault On MTA Bus Operator That Took Place At Guilford Avenue And East Baltimore Street.	Yes	Closed

LOTS - MoCo	LOTS	Bus	8/9/2022	Unknown	Unknown	Bus Operator	Simple	Verbal	Yes	Unknown
MTA Police	MTA	Bus	8/6/2022	1408hrs	1400 East North Avenue North Baltimore, Md 21213	Bus Operator	Simple	An Operator Of The Gold Line Was Spat On By An Irate Passenger.	Yes	Open
WMATA	WMATA	Bus	8/4/2022	0:25hrs	4201 Ellin Rd, New Carrollton, Md 20785	Bus Operator	Aggravated	-	Yes	Closed
MTA Police	MTA	Bus	8/3/2022	1840hrs	698 West Patapsco Avenue Baltimore, Md 21225	Bus Operator	Aggravated	Three To Four Black Juveniles Threw Objects At MTA Coach 14005 Which Caused The Glass To Shatter. The Coach Operator Claimed Injury Due To The Incident And She Was Transported To John Hopkins Hospital By Her Supervisor.	Yes	Closed
LOTS - MoCo	LOTS	Bus	7/31/2022	Unknown	Unknown	Bus Operator	Aggravated	Physical - Injured/Transported	Yes	Unknown
Worker's Comp	MTA	Metro	7/28/2022	-	5801 Wabash Ave, Metro Facilities, Baltimore, Md 21215	Unknown	Aggravated	She Was Putting Her Belongings Into Her Vehicle When Someone Came Behind Her And Put A Gun To Her Head.	Unknown	Open
MTA Police	MTA	Metro	7/28/2022	931hrs	4300 Old Court Road Pikesville, Md 21208	Unknown	Simple	Unknown Male Struck An HNB Employee Working At Old Court Metro. Victim Did Not Sustain Any Injuries Despite Being Hit In The Face With A Closed Fist. Suspect Alighted The Area In Black Vehicle.	Yes	Closed
WMATA	WMATA	Bus	7/27/2022	10:40hrs	4700 Garden City Drive, New Carrollton, Md 20785	Bus Operator	Simple	-	Yes	Closed
MTA Police	MTA	Bus	7/26/2022	1217hrs	7 Amtrak Way Baltimore, Md 21240	Bus Operator	Simple	<Name redacted> Reported To MDTA Police Officer Howard Badge #1172 That His Right Hand Was Burned And Injured While In A Verbal Dispute Over A Parking Spot With Operator Hugo Gomez On Coach #21035. The Coach Was Parked At The Front Entrance Of BWI Marc Station. Operator Hugo Gomez Reported He Had Hot Coffee	Yes	Closed

								Thrown On His Uniform Shirt, Operator Reported No Injuries.		
MTA Police	MTA	Bus	7/22/2022	1022hrs	2501 Pennsylvania Avenue Baltimore, Md 21217	Bus Operator	Simple	Operator Had Water Thrown In His Face By An Individual.	Yes	Closed
WMATA	WMATA	Bus	7/15/2022	20:49hrs	5950 Martin Luther King Jr Hwy, Capitol Heights, Md 20743	Bus Operator	Aggravated	-	Yes	Closed
WMATA	WMATA	Bus	7/13/2022	14:30hrs	5035 Indian Head Hwy, Oxon Hill, Md 20745	Bus Operator	Simple	-	Yes	Closed
MTA Police	MTA	Bus	7/11/2022	1354hrs	2600 Block Of Giles Road Baltimore City, MD 21225	Bus Operator	Aggravated	Patron Spit On And Pulled A Knife On An Operator.	Yes	Closed
Worker's Comp	MTA	Bus	7/8/2022	-	Kirk Bus Transportation, Baltimore, Md 21218	Bus Operator	Aggravated	Iw Was Driving The Bus When A Passenger Threw A Unknown Liquid Thrown On Her And In Her Face	Unknown	Closed
WMATA	WMATA	Metro	7/5/2022	0:00hrs	3101 Branch Ave, Temple Hills, Md 20748	Station Manager/Attendant	Simple	-	Yes	Closed
MTA Police	MTA	Bus	7/1/2022	458hrs	5616 Sinclair Lane Baltimore, Md 21206-4548	Bus Operator	Simple	Operator On The Pink Line Was Assaulted With A Soda Bottle By Unknown Black Male Wearing A Red Shirt And Blue Jeans. The Assault Happened On The 5600 Block Of Sinclair Lane.	Yes	Open