




June 16, 2025

To: Members of the Board of Directors

From: Jason Jewel, Managing Director 

Subject: Fiscal Year 2024-25 Third Quarter Amtrak Pacific Surfliner System Safety and Incident Report

Overview

The Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency operating agreement with Amtrak includes police services to provide a safe, secure, and reliable service to Pacific Surfliner crews and passengers. These police services have a considerable effect on repeat ridership, based on the customer travel experience. This report presents a summary on system safety and incidents for Amtrak Pacific Surfliner service during the third quarter of fiscal year 2024-25, covering the months of January, February, and March 2025.

Recommendation

Receive and file as an information item.

Background

The Amtrak Pacific Surfliner route operates in a complex environment, along the 351-mile Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor, which traverses through a six-county coastal region in Southern California. The Amtrak Police Department (APD) provides law enforcement officers along the entire corridor to ensure the safety and security of Pacific Surfliner employees, passengers, and infrastructure. These officers are based out of three substations, San Diego Santa Fe Depot, Los Angeles Union Station, and the Santa Barbara Amtrak station.

Discussion

This report presents system safety and incident information, covering trespasser strikes by Pacific Surfliner trains, reported crimes on Pacific Surfliner trains and or at stations, response, and mitigation measures to these crimes for the third quarter of fiscal year (FY) 2024-25.

Reported Crimes

Trespass of Real Property – Non collision

There were **two** incidents reported of trespassers on railroad tracks that did not involve a collision.

Both incidents involved train 769. The first occurred when train entered “Emergency Braking” near the City of Oxnard, at milepost (MP) 404.64 of the Union Pacific Railroad (UPRR) Santa Barbara Subdivision, when a trespasser was observed on the tracks. As the train braked and decreased in speed, the trespasser was seen running from the tracks and away from the area. This incident caused a 7-minute delay.

The second incident occurred the train entered “Emergency Braking” after an unknown type of vehicle was seen passing under the downed activated gates at a crossing in the City of Encinitas, along the North County Transit District (NCTD) San Diego Subdivision. The train was able to stop short of striking the vehicle, as the vehicle backed off the tracks and fled the location. This incident caused a 15-minute delay.

Trespass of Real Property – Collisions

There were **two** reported trespasser strikes involving Pacific Surfliner trains, both of which proved to be fatal.

The first incident involved train 774 near MP 378.5, one mile south of Carpinteria Station, on the UPRR Santa Barbara Subdivision. In this incident, a female trespasser was observed walking in the gauge with her back towards the train. Despite efforts to stop and alert the trespasser using the horn, the trespasser made no attempt to avoid the collision and was struck. As a result of this incident, due to extensive delays, trains 572 and 587 were canceled, and several additional train schedules were adjusted.

The second incident occurred with train 785 near MP 372.56 of the UPRR Santa Barbara Subdivision where the train struck a trespasser laying across the tracks, despite attempts by the engineer to stop the train in time.

Larceny/Theft

There was a total of **seven** reported thefts of property during this quarter.

Two of these incidents occurred onboard train 777. The first occurred when a passenger moved his backpack from the luggage rack to the overhead storage and noticed items missing from within the bag. The second occurred after a

passenger placed their luggage in the luggage rack, only to discover it missing upon their arrival at Los Angeles Union Station.

Another occurred on a platform when a passenger was awaiting the arrival of their train at Burbank Airport. At the time of the incident, the passenger was not aware of the theft until they boarded the train and noticed their luggage was missing.

There were also two thefts of cellular devices that occurred onboard trains. The first occurred onboard train 580, when a passenger left their phone charging, only to notice it missing upon arrival at their destination. The second occurred when a passenger traveling onboard train 572 awoke after a nap and discovered the cellular device they had placed in their shirt pocket was missing.

Another involved the theft of a jacket onboard train 784, when a passenger placed their jacket in the overhead storage rack and walked to another car to retrieve additional property. After returning, they noticed the jacket had been removed from the overhead storage rack.

Lastly, a passenger reported the theft/loss of a wallet while onboard train 573. The passenger believed they may have misplaced the wallet, but during their search, subsequently found it in a trash can within the car. After examining the contents of the wallet, the passenger realized all U.S. currency within the wallet had been stolen. The passenger then reported the theft.

Assaults

There were **nine** assaults reported during this quarter related to Surfliner Train operation.

Two of the assaults occurred at the San Diego Santa Fe Depot. The first assault occurred on board train 581 when a potential fare evader was stopped by the conductor while attempting to board the train. The suspect became angry, and aggressively forced their way passed the conductor, purposefully striking the conductor with her shoulder.

The second assault which occurred at the San Diego Santa Fe Depot took place when the conductor of train 591 informed an un-ticketed passenger that they were not allowed to board the train. In receiving the information, the fare evader became angry, shoved, and struck the conductor, as they attempted to board. During the altercation, the conductor was able to physically escort/remove the suspect from the of the train, at which time they fled the location on foot.

Another assault occurred in the City of Oceanside, when a potential fare evader attempted to board train 586, but was stopped by the conductor. At that time the suspect became angry, and as the door to the train was closed to prevent their

boarding, the suspect spat on the conductor's face. The suspect then fled the location.

There were also two assaults that occurred on board train 774. The first of which occurred at Los Angeles Union Station, when the conductor of train 774 contacted a person who boarded and locked his bicycle onboard the train without the proper ticket. In questioning the person, the person grabbed the conductor by the shoulders and threw him to the ground before walking from the train. The suspect was contacted by APD and arrested at the location.

The second assault on board train 774 occurred when a passenger, for unknown reason, struck another in the face. The victim immediately notified the conductor. In response, the train was held at Solano Beach while the conductor requested local law enforcement. Both parties were contacted at the location, and the suspect was arrested.

Another assault occurred on board train 777 near the Northridge station. For this incident, the passenger did not have a valid ticket. After the conductor advised them that they were on the wrong train, the conductor turned around to help other passengers, at which time the suspect spat on the back of the conductor's head and shoulder. After the train arrived at Northridge station, the suspect fled the train and area on foot.

There was also an assault on train 784, when a passenger, who was boarding with a suitcase, was purposely pushed from behind by another passenger, causing them to fall to the floor. The passenger sustained minor injuries.

The last reported assault occurred onboard train 790, when a female passenger was approached by a male passenger who placed his hand on her leg and leaned towards her in an attempt to kiss her. The victim yelled at the suspect, after which the suspect ceased their actions.

Disorderly Conduct

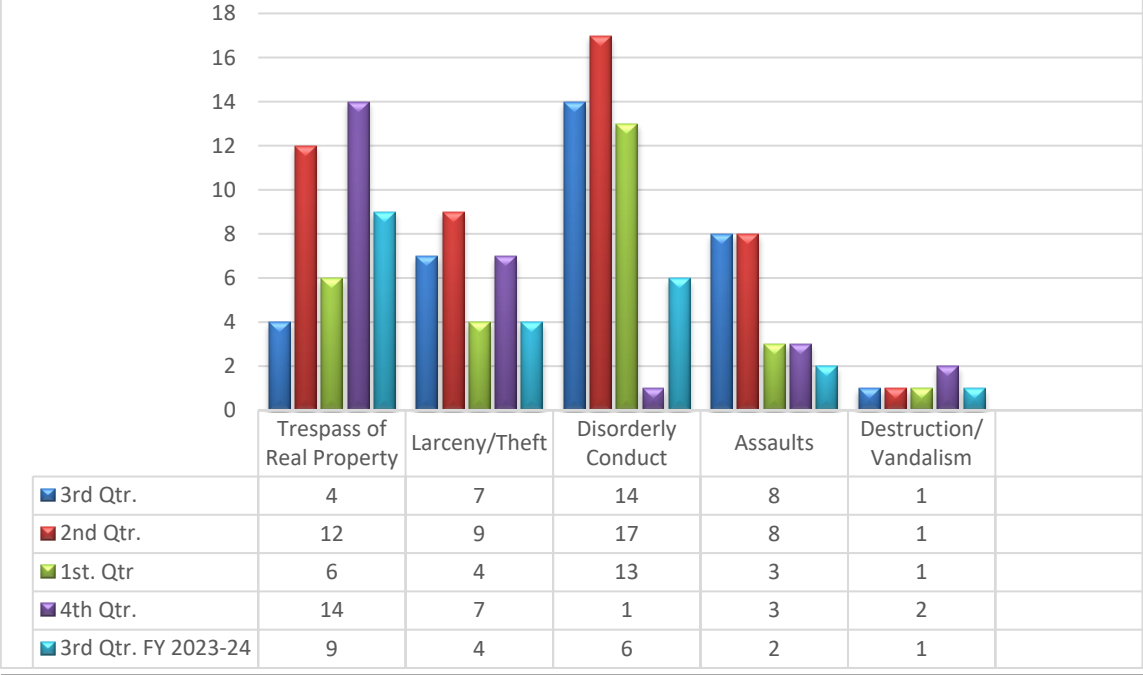
There were 14 reports of disorderly conduct across eleven trains during this reporting period. Of these trains, trains 761, 769 and 794 had two reported incidents each, most of which dealt with potential fare-evaders attempting to board.

The remaining eight trains each reported one incident, with intoxication being the leading cause for the disturbance, followed by loud and or threatening behavior. These incidents were reported by the conductors, with some leading to arrest or removal from the train.

Vandalism

There was one incident of vandalism reported during this quarter, which occurred near the City of San Clemente to train 581. In this instance, three juveniles were seen throwing rocks at the train as it passed by, striking a window, causing it to shatter.

Figure 1: Fiscal Year 2024-2025 Quarterly Reported Crimes



Response and Mitigation Measures

During the third quarter of FY 2024-2025, officers increased their presence onboard targeted train routes, focusing on fare evaders and disorderly conduct passengers.

For the upcoming quarter, based on recent patterns, officers will increase their high visibility patrols on specific trains, in response to an elevated number of assaults on conductors.

Figure 2 below summarizes the total officer self-initiated services provided during this quarter, for officers assigned to the Santa Barbara, Los Angeles, and San Diego area. In total, there were 2,712 self-initiated patrols by officers, and 119 train rides.

Figure 2: Officer Self-Initiated Services

Row Labels	Number of Self-Initiated Patrols
PROPERTY	2,261
PROPERTY-FOUND	2
PROPERTY-LOST	4
PROPERTY-PROTECTION	1,913
PROPERTY-ROW CHECK	337
PROPERTY-ROW GATE CHECK	5
TACTICAL INTENSE PATROL	2,712
TIP-VIP TRAIN RIDE	4
TRAIN BOARDING, PLATFORM INSPECTION	2,589
TRAIN RIDE	119
Grand Total	4,973

Summary

In the third quarter of fiscal year 2024-2025, there was a notable decrease in trespasser strikes, when compared to the second quarter of FY 2024-2025. There was also a decrease in larcenies, when compared to the previous quarter.


As for assaults, there were a total of nine, six of which occurred to conductors, as they attempted to enforce the rules of carriage related to proper fare. It should be noted that there was a total of an additional fourteen fair evader reports during this quarter that did not lead to assaultive behavior.

For the upcoming quarter, officers will continue to conduct tactical intense patrols focused on those behaviors that lead the assaults or other crimes.

Attachment

None.

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