



October 20, 2025

To: Members of the Board of Directors

From: Jason Jewell, Managing Director

Subject: Fiscal Year 2024-25 Fourth 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 fourth quarter of fiscal year 2024-25, covering the months of April, May and June 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 fourth quarter of fiscal year (FY) 2024-25.

Reported Crimes

Trespass of Real Property – Non collision

During the fourth quarter there was one trespassing incident on railroad property that did not result in a collision. Train 774 initiated emergency braking near Orangethorpe Avenue in Fullerton after the engineer observed an individual on the tracks. The trespasser cleared the area before being struck, and the train experienced a 10-minute delay.

Trespass of Real Property – Collisions

There were **six** reported trespasser strikes involving Pacific Surfliner Trains, three of which were fatal.

The first non-fatal collision involved Train 587 in the City of Santa Fe Springs. A trespasser walking near the tracks was struck after the train initiated emergency braking. The individual sustained non-life-threatening injuries, fled the scene, and was later located by officers. The train was delayed by two hours and one minute.

The second non-fatal collision occurred when Train 586, traveling from Los Angeles to San Diego, struck a vehicle on the tracks between San Juan Capistrano and Oceanside. No injuries were reported, but due to the severity of delay caused by the impact, the train was canceled.

The third non-fatal collision occurred in Oxnard when Train 794 struck a bicyclist crossing the Santa Clara River bridge. The trespasser was seriously injured and transported to a hospital for treatment. The train was delayed by one hour and nineteen minutes.

The first fatal collision occurred in Santa Ana when Train 790 struck a trespasser walking on the tracks north of the McFadden crossing. The individual did not respond to the horn and was fatally struck after the train was placed into emergency braking. The train was delayed for three hours and 28 minutes.

The second fatal collision involved Train 784. The engineer observed a person sitting on the tracks and applied emergency braking after sounding the horn. The trespasser attempted to stand but was struck and killed, resulting in a three hour and 30-minute delay.

The final fatal collision occurred in San Diego when Train 581 struck a trespasser near Washington Street at Pacific Highway. The individual did not appear to acknowledge the horn as it approached and was fatally struck despite emergency braking. As a result of this incident, both Train 581 and Train 586 were canceled.

Larceny/Theft

There were **eight** reports of larceny and theft onboard Surfliner trains during the fourth quarter.

Four of these incidents occurred on Train 769. Three involved luggage being stolen from the overhead racks, and one involved a bag being taken directly from a passenger's seat. Although all of the thefts took place on the same train, they happened on different days and at different points along the route between San Diego and Goleta.

Two thefts occurred on Train 770. In the first case, luggage was removed from the rack, and in the second case, a folding bicycle was taken from the bike rack shortly after boarding at Los Angeles Union Station (LAUS).

Another theft took place on Train 765, where an electric bicycle was removed from the train.

The final reported theft occurred on Train 790, when a suitcase was taken from the luggage rack.

Assaults

There were **six** assaults reported during the fourth quarter related to Surfliner operations.

The first incident occurred on Train 790 when a passenger boarded with an invalid ticket and refused to leave the train as instructed by the conductor. Other passengers became involved and forcibly removed the individual by pulling him off the train. The suspect left before officers arrived, and the victim did not require medical attention.

The second assault took place on Train 595. A fare evader boarded at the Old Town San Diego platform and, without provocation, struck three passengers as the train traveled toward Solano Beach. The conductor detained the suspect until law enforcement arrived, and the individual was arrested and transported to jail. None of the passengers that were struck required medical treatment.

Two of the incidents occurred on Train 765. The first involved a male passenger that spat on another rider and punched the back of her seat without cause. The suspect was arrested by the Ventura County Sheriff's Department upon arrival in the City of Ventura.

The second involved a conductor that requested a ticket from a passenger sitting on the lower level. The suspect attempted to pay with a credit card, which was

not accepted. After being informed, the suspect stood up and punched the conductor in the face before fleeing the train. This is still an open case. APD issued a "Be On the Look Out (BOLO)" for this suspect in hopes to identify them.

Another assault happened at LAUS when a suspect attempted to board Train 562 without a ticket. When stopped by the conductor, the suspect punched the conductor in the chest and then fled the location before police arrived. The case is still an open investigation; APD obtained a clearer picture with hopes to identify suspect.

The sixth and final assault occurred on Train 580 as it arrived in Fullerton. A conductor discovered that a passenger did not have a valid ticket and escorted him off the train. As the passenger placed his bags on the platform, he struck the conductor several times in the head and face with closed fists before running away. The same suspect later boarded Train 582, where he was identified and arrested by Fullerton Police.

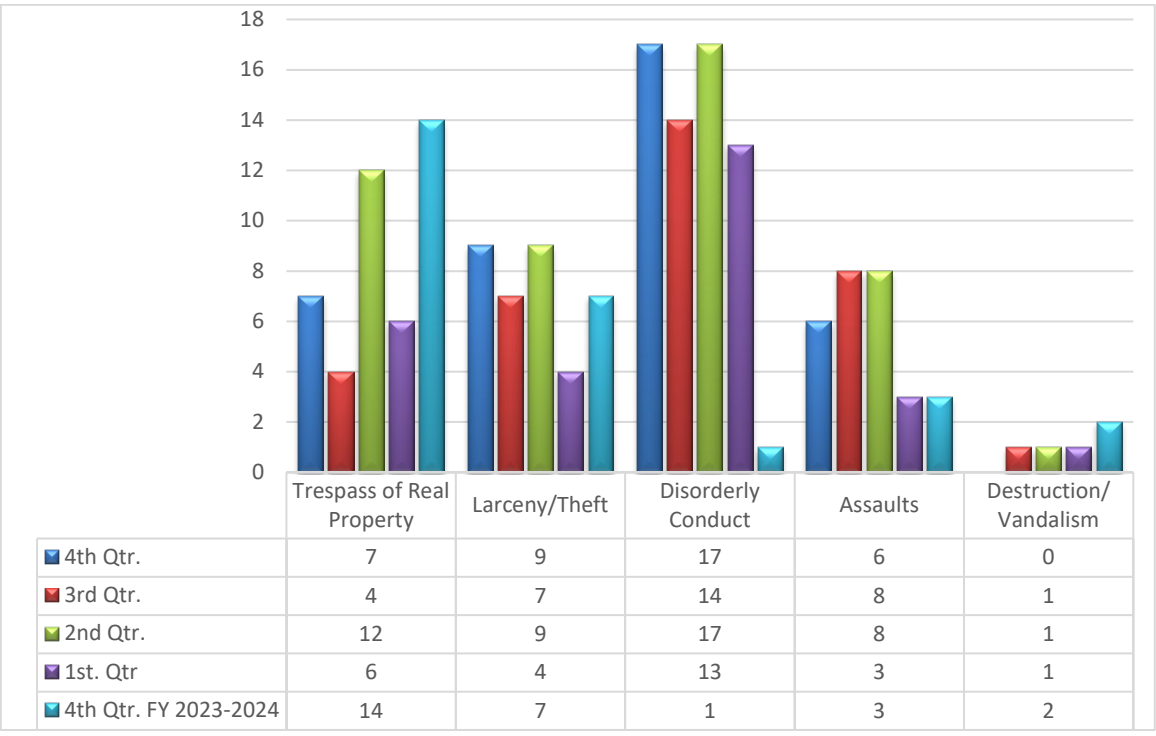
Disorderly Conduct

There were seventeen reports of disorderly conduct across eleven trains during the fourth quarter. Train 785 accounted for four of these reports. Train 774 accounted for three, and Train 790 accounted for two. The remaining eight incidents occurred on other trains throughout the corridor. The reports varied in nature and included indecent exposure, verbal disturbances, the use of offensive language, and loud or unreasonable noise. Several incidents also involved smoking or vaping in unauthorized areas. Most of these situations were resolved directly by Amtrak personnel before law enforcement became involved or prior to officers arriving on scene.

Vandalism

There were no incidents of vandalism reported during this quarter.

Figure 1: Fiscal Year 2024-2025 Quarterly Reported Crimes



Response and Mitigation Measures

During the fourth quarter of FY 2024-2025, officers increased their presence onboard targeted train routes, focusing on fare evaders and disorderly conduct passengers in response to special events being held throughout the route, which positively affected ridership.

Although assaults remain a challenge, Amtrak personnel continue to apply de-escalation techniques when confronted with disorderly or aggressive individuals. These approaches have frequently resulted in peaceful resolutions without the need for further escalation.

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 3,909 self-initiated patrols by officers, and 202 train rides.

Figure 2: Officer Self-Initiated Services

Row Labels	Number of Self-Initiated Patrols
PROPERTY	2,546
PROPERTY-FOUND	4
PROPERTY-LOST	2
PROPERTY-PROTECTION	2,225
PROPERTY-ROW CHECK	309
PROPERTY-ROW GATE CHECK	5
PROPERTY-UNATTENDED	1
TACTICAL INTENSE PATROL	3,909
TIP-VIP TRAIN RIDE	1
TRAIN BOARDING, PLATFORM INSPECTION	3,706
TRAIN RIDE	202
Grand Total	6,455

Summary

In the fourth quarter of FY 2024–25, there was an increase in trespasser strikes compared to the third quarter of the same fiscal year. However, when compared to the fourth quarter of FY 2023–24, the number of strikes showed a significant decrease.

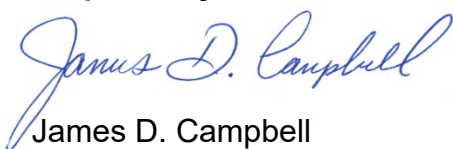
Approximately thirty incidents were related to individuals attempting to board Amtrak trains without paying the proper fare. In most of these cases, the individuals were removed from the train either by the conductor or by law enforcement officers. Three of these fare evasion incidents escalated to assaults against Amtrak conductors.

That said, for the upcoming quarter, officers will continue to conduct tactical intense patrols / self-initiated calls for service, focused on providing a visible presence at stations, platforms, and on specific trains in response to elevated ridership.

Attachment

None.

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