



**June 4, 2026**

**To:** Members of the Board of Directors

**From:** Jason Jewell, Managing Director

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**Subject:** Fiscal Year 2025-26 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 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 2025-26, covering the months of January, February, and March 2026.

### **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) 2025-26.

### ***Reported Crimes***

#### ***Trespass of Real Property – Non collision***

On February 19, 2026, train 777 entered into “emergency braking” when a trespasser was seen walking on the ballast near milepost (MP) 360.8, near the Santa Barbara subdivision. The trespasser managed to leave the ballast safely. There were no injuries and no damage recorded. The train incurred a **6-minute delay**.

#### ***Trespass of Real Property – Collisions***

On January 16, 2026, train 774 fatally struck a trespasser who was observed in a prone position between the rails at MP 161 on the BNSF San Bernardino Subdivision. At the time of the incident, the engineer placed the locomotive into emergency braking, but the train failed to stop in time, striking the victim. The train sustained a 4-hour, 33-minute delay.

On February 1, 2026, train 769 was traveling at the Milpas Street grade crossing in the City of Santa Barbara, when it fatally struck an elderly male who was walking in the Crossing. At the time of the collision, the crossing arms were active, and the locomotive was in “emergency braking”. As a result, the train was terminated in the City of Santa Barbara. Santa Barbara Sheriff’s Office responded and took the lead. The train sustained a 1-hour, 15-minute delay.

On February 7, 2026, the engineer of train 794 observed an individual lying on the tracks at a grade crossing. The engineer placed the train into “emergency braking” and applied the horn, before striking the trespasser, who showed obvious fatal injuries on scene. Ventura County Sheriff and Coroner responded. The train was delayed for 1-hour, 14 minutes.

On February 13, 2026, train 777 was traveling on Union Pacific Railroad MP 369.6, Santa Barbara Subdivision, in the City of Santa Barbara, CA, when an individual riding a bicycle eastbound on the west side of the right-of-way, towards the fireman’s side of the lead engine, collided with the train. The collision proved to be fatal. As a result, train 777 sustained a 2-hour, 19 min delay.

On February 26, 2026, train 587 struck a female trespasser walking along Track 1, near MP 193.5 at 28200 Forbes Road, in the City of Laguna Niguel, West of the San Juan Capistrano station. At the time of the collision, the trespasser was observed walking with her back to the train, as the engineer sounded the horn and applied the “emergency braking” system. The trespasser, who made no attempt to leave the tracks, was fatally struck.

On March 23, 2026, train #777 struck a male adult trespasser on a bicycle at Laurel Street Crossing (MP 266.5) after the subject entered the crossing despite active lights and gates. The engineer placed the train into “emergency braking” and sounded the horn, before fatally striking the trespasser. The train sustained a 2 hours and 53-minute delay.

### Larceny/Theft

There were seven reported larceny/theft incidents during this quarter related to Pacific Surfliner operations, which primarily involved theft of passenger property.

These thefts included unattended bags/suitcases, and personal items taken from onboard luggage racks, seating areas, or tray tables. These incidents were reported on trains 770, 765, 777, 782, 774, and 581 while in the cities of San Diego, San Luis Obispo, San Juan Capistrano, and San Clemente. Most of these incidents were closed or suspended, as they lacked witnesses or workable leads.

There was one additional theft that occurred on Train 777, when a victim reported his cell phone and \$300 missing. Military Police and Santa Barbara County Sheriff personnel met the train at Lompoc-Surf, recovered three \$100 bills, the victim’s phone, and arrested the suspect.

### Robbery

There was one reported robbery during this quarter. On February 24, 2026, aboard Train 785 near the City of Camarillo, a disruptive passenger that had been denied further travel, grabbed an assistant conductor by the shirt, tie, and lanyard, pulling him toward the platform and taking the employee lanyard and identification. Ventura County Sheriff personnel later arrested the suspect on an outstanding warrant and recovered the employee identification and lanyard. APD documented the robbery investigation and submitted a barring request.

### Assaults

There were six reported assaults during this quarter related to Pacific Surfliner operations, primarily involving conductors or assistant conductors performing fare enforcement, boarding control, or passenger removal functions.

Train #573 (Solana Beach): On January 7, 2026, the conductor onboard train 573 was assaulted following a dispute with a passenger as he attempted to board. During the encounter, the suspect battered the conductor. San Diego County Deputy Sheriffs responded to the incident and arrested the suspect at the location

Train 593 (Oceanside): On January 19, 2026, the conductor onboard train 593 was assaulted when an un-ticketed male suspect forcibly boarded the train by putting his foot in the doorway to prevent closure, then shoving and tackling the conductor to gain entry. Additional Amtrak employees responded and assisted, at which time the suspect fled the location. An "Attempt to Identify" flyer has been disseminated with the suspect's photograph. The investigation is on-going.

Train 573 (Santa Ana): On February 1, 2026, the conductor onboard train 573 was assaulted during a boarding-related interaction involving a passenger with a bicycle. The suspect's bicycle struck the conductor's foot, after which the suspect intentionally spat in the conductor's face before fleeing the area.

Train 794 (Santa Barbara): On February 10, 2026, an Amtrak police officer was assaulted while taking enforcement action against an un-ticketed female passenger onboard train 794 who was refusing to deboard. During the arrest, the suspect became combative and bit the officer on both hands. The officer was able to take the suspect into custody.

Train 587 (San Diego): On February 17, 2026, the conductor onboard train 587 was assaulted after a passenger boarded without authorization. The conductor confronted the suspect and blocked his path, at which time the suspect punched the conductor in the lower right facial area with a closed fist. The suspect then fled the location.

Train 769 (Solana Beach): On March 28, 2026, the conductor onboard train 769 reported that he was assaulted during a dispute involving bicycle boarding procedures. During the investigation it was learned that the suspect unintentionally struck the conductor with a backpack he was wearing. The incident was documented.

### Threats

On March 16, 2026, an un-ticketed passenger onboard train 769, made a threat to the conductor that a bomb was onboard the train. In response, a full train evacuation was conducted. Law enforcement officer from the San Diego Police Department responded and arrested the suspect for the false threats. No bomb was found.

### Disorderly Conduct

Train 591 (Irvine): On March 26, 2026, an intoxicated male passenger onboard train 591 caused multiple disturbances and altercations with other passengers while traveling from San Diego to Los Angeles. In response, the subject was asked

to leave the train near The City of Camarillo, where he exited voluntarily prior to police arrival.

Train 774 (San Clemente/Oceanside): On February 9, 2026, an intoxicated passenger onboard train 774 was removed after missing his stop and causing a disturbance. The passenger was in possession of alcohol and disposed of a bottle in the restroom, clogging the toilet. The individual was removed without further incident.

Train 591 (Anaheim): On March 26, 2026, a passenger onboard train 591 was removed at the Anaheim station for alcohol-related disorderly conduct. The individual, along with members of his group, continued consuming alcohol despite repeated warnings from the conductor. The primary offender was removed from the train.

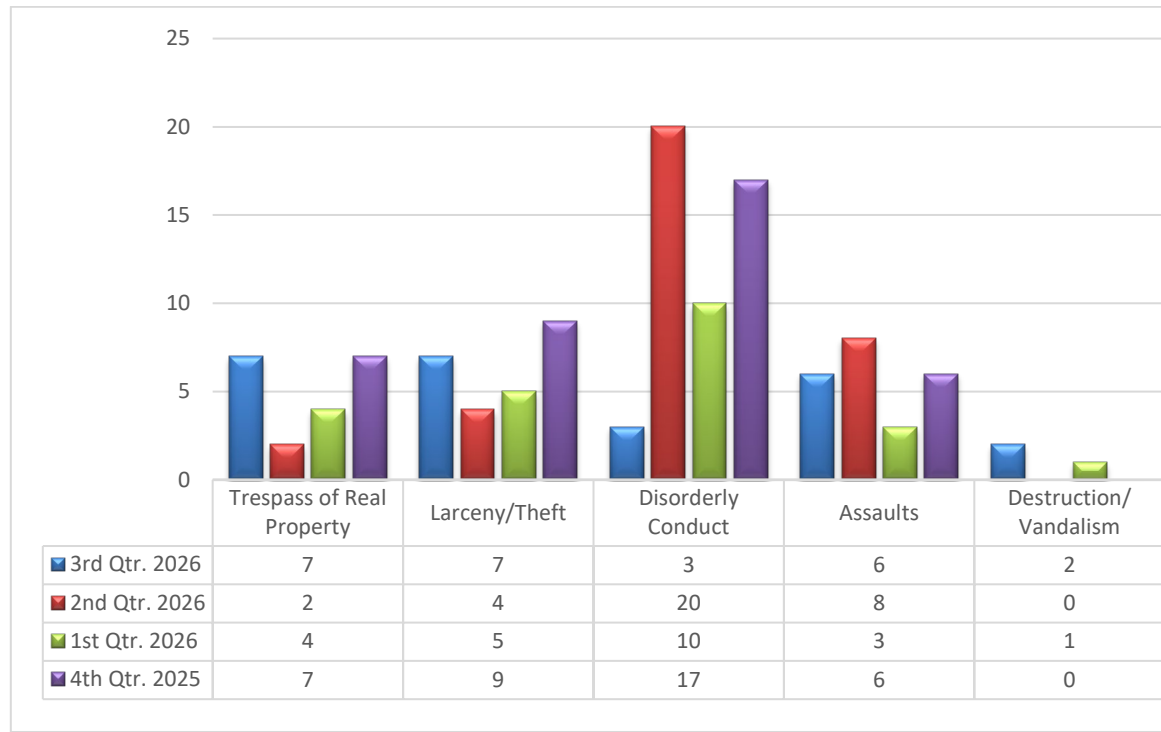
### Vandalism

There were two incidents involving tampering with railroad equipment during this quarter.

On February 15, an emotionally disturbed adult female passenger aboard train 587, activated the emergency brake plunger on three separate occasions, after departing the City of Oceanside, causing repeated train stops and operational delays, before being removed from the train in the City of Anaheim. No suspect information was obtained, no additional information.

On February 26, 2026, at the Santa Fe Depot in San Diego, an unidentified male subject used a skateboard to press the emergency fuel shut-off button on train 761 after being denied boarding for not having a valid ticket. Shortly thereafter, the suspect fled the location. Video of the suspect was obtained. No additional information.

*Figure 1: Fiscal Year 2025-2026 Quarterly Reported Crimes*



### **Response and Mitigation Measures**

During the second quarter of FY 2025–2026, there was a noticeable increase in Disorderly Conducts on-board trains, when compared to the first quarter. In response, during the third quarter, officer-led train rides were increased significantly, emphasizing proactive engagement on high-volume routes and trains with recurring incidents. Continued uniformed presence at major stations in support of fare enforcement, conflict resolution during boarding and rapid response to disorderly conduct incidents was continued.

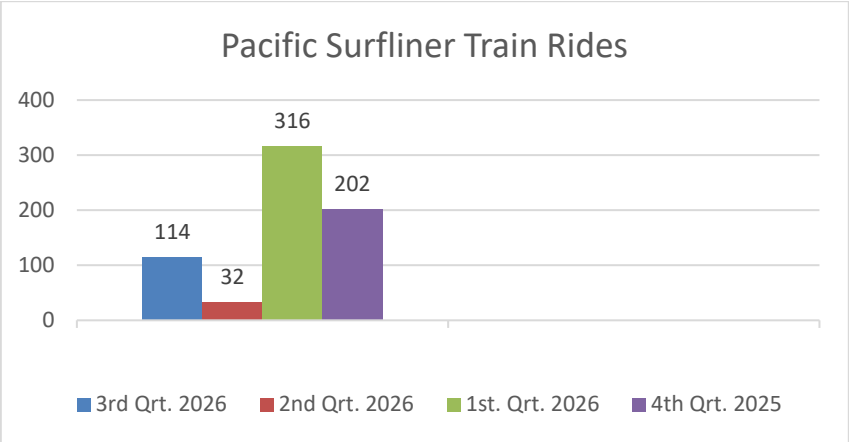
Figure 2 below summarizes the total officer self-initiated activity provided during this quarter, for officers assigned to the Santa Barbara, Los Angeles, and San Diego area. In total, there were 2154 self-initiated patrols by officers, and 114 train rides.

*Figure 2: Officer Self-Initiated Services*

Self-Initiated Calls for Service (CFS) relating to Property and Tactical Intense Patrols in the LOSSAN AOR from January 1 to March 31, 2026	
<b>PROPERTY</b>	<b>1877</b>
PROPERTY-FOUND	12
PROPERTY-LOST	4
PROPERTY-PROTECTION	1667
PROPERTY-ROW CHECK	168
PROPERTY-ROW GATE CHECK	25
PROPERTY-UNATTENDED	1
<b>TACTICAL INTENSE PATROL</b>	<b>2154</b>
TRAIN BOARDING, PLATFORM INSPECTION	2040
TRAIN RIDE	114

Figure 3 depicts the total train rides by Amtrak Police officers onboard Pacific Surfliner trains by quarter.

*Figure 3: Officer Train Rides by Quarters*



**Summary**

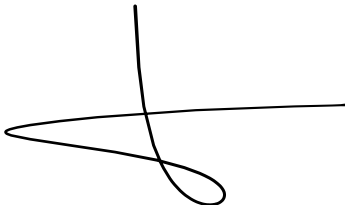
During this quarter, reported crimes on Surfliner operations were again driven primarily by trespass-related incidents, which resulted in significant service delays and operational disruption. Assaults against employees continue to be associated with fare enforcement activities, most commonly occurring during boarding and passenger compliance interactions. Enforcement efforts adapted through increased officer visibility and expanded onboard deployments, which will remain a continued focus moving forward.

In the upcoming quarter, officers will maintain a strong station presence while further expanding targeted onboard visibility to address identified trends. Focused strategies will include directed train rides on trains with repeated disorderly conduct incidents, particularly those that have demonstrated escalation into assaults, as well as continued support for fare enforcement operations at key boarding locations.

***Attachment***

*None.*

***Prepared by:***

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