




March 17, 2025

To: Members of the Board of Directors
From: Jason Jewell, Managing Director 
Subject: Fiscal Year 2024-25 Second 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 second quarter of fiscal year 2024-25, covering the months of October, November, and December 2024.

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 second quarter of fiscal year (FY) 2024-25.

Reported Crimes

Trespass of Real Property – Non collision

There were **six** incidents of individuals trespassing on tracks that did not involve a collision.

All six incidents involved the train entering “emergency braking” to avoid collisions. Four of the incidents were the result of trespassers on the tracks or approaching the tracks. The first incident occurred when the locomotive of train 784 near the City of Burbank, at milepost (MP) 461.5, in response to a trespasser on the tracks. This incident caused a 24-minute delay.

The second was with train 564 at Anaheim station, where a trespasser was observed walking in the direction of the tracks as the train approached. The train sustained a 5-minute delay.

The third and fourth occurred with train 784, both occurred as the result of trespassers walking the gauge of the track. One was observed in the City of Carpinteria, near MP 379.6, where the trespasser fled the scene following the train stopping. This resulted in a 47-minute delay. The other was in the City of Burbank, when the trespasser jumped from the tracks to avoid being struck. This caused a 10-minute delay.

The two remaining incidents occurred where the engineer believed they had struck trespassers on the tracks. The first was at MP 362.39 along the Santa Barbara Subdivision, in the City of Goleta. No evidence of a strike was found and the train continued after a 1 hour 45-minute delay. The second was train 769 at MP 177 along Metrolink’s Orange Subdivision in the City of Irvine. The train continued after an 11-minute delay.

Trespass of Real Property – Collisions

There were **seven** reported trespasser strikes involving Pacific Surfliner Trains, five of which proved to be fatal.

Of the five fatal strikes, three occurred north of Los Angeles and two were south. Of the three that occurred north of Los Angeles, the first was train 794 in Ventura, where a trespasser walked onto the tracks in front of the train, resulting in the train striking the individual. The second strike was at MP 448.3, near Northridge station, where a trespasser was sitting on the rail and was not able to get out of the way in time before they were struck by the train. The third incident was at MP 396.04 near the Ventura station, where a trespasser was observed trying to free their bicycle from the tracks. The train was not able to stop in time, and the trespasser was struck by the train.

South of Los Angeles, the first strike occurred in Oceanside at MP 226.21, where train 770 struck a trespasser who was observed stepping over the rails into the path of the

train. The second occurred in San Diego at MP 263.1, where a trespasser was standing in the tracks, and made no attempt to avoid the train. The delay from these fatal strikes totaled over six hours.

Of the two non-fatal strikes, the first involved train 765 as it approached the Grand Avenue crossing in Carlsbad, at MP 229.2 of the San Diego Subdivision. Here a trespasser was observed at the crossing who failed to yield to the sounds of the train's horn. As a result, the trespasser was struck, causing non-life-threatening injuries.

The second occurred near MP 264.12 of the San Diego Subdivision, when train 564 struck a trespasser who was walking on the ballast facing southbound near the main rail and did not move out of the way. The trespasser was struck on the right side of the locomotive and sustained non-life-threatening injuries. The delay from these two incidents totaled 2 hours and 6 minutes.

Larceny/Theft

There was a total of **nine** reported thefts of property during this quarter, five of which occurred from luggage racks.

Three of the luggage rack thefts occurred onboard train 774 during three separate incidents, all of which involved items being taken from luggage racks. A fourth incident occurred onboard train 770, when a passenger traveling to San Diego noticed their luggage missing as they approached the City of Irvine. The fifth incident occurred onboard train 784 where the passenger noticed their bag had been opened, and several items of clothing and medication were missing. No suspect(s) were seen or identified.

Of those incidents that did not involve luggage theft, the first occurred onboard train 761, when a passenger awakened to find that his cellular phone, which was exposed as he fell asleep, had been removed.

The second involved the theft of an Amtrak iPad onboard train 591, when a subject was identified as possibly stealing property onboard. The suspect was identified and taken into custody.

Another incident occurred onboard train 790 when a passenger noticed their bag missing from their seat as the train arrived at San Juan Capistrano, and lastly, a reported theft/lost property occurred when a passenger left a tote bag containing miscellaneous clothing onboard train 580. Upon realizing the error, and returning to the station approximately 30 minutes later, the bag was nowhere to be found.

Assaults

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

The first assault occurred on board train 580, near the City of Oceanside, when the suspect reportedly pushed a conductor in order to board the train with a bicycle, after being told that he could not. The suspect was detained by APD upon arrival in Los Angeles but was subsequently released after the victim declined prosecution.

Another assault occurred onboard train 790, when an intoxicated passenger became belligerent after being asked multiple times by the conductor to remain in their seat and to ultimately exit the train. The passenger pushed the conductor and tore their ID lanyard. The suspect was escorted off the train at Anaheim by both conductors. Once off the train, the suspect fled the location prior to the arrival of law enforcement officers. The investigation is on-going.

An assault occurred to a passenger on board train 794, where one passenger tripped another. The conductor worked to de-escalate the situation by separating the individuals into different cars. The passenger later contacted the APD for a police report. The suspect has not been identified.

A fourth assault occurred at the Anaheim station, when the conductor was approached by a subject acting erratically and emitting an odor of alcohol, attempting to board train 573 without a ticket. Upon being denied entry, the suspect struck the conductor in the jaw and attempted to push his way onto the train. The conductor immediately closed the doors to the train, denying entry and preventing further assaults. The train then left the location. Officers were dispatched to the platform, but were unable to locate the suspect, who had fled the location.

Another assault occurred when the conductor of train 562 denied the boarding to an un-ticketed passenger while at the Oceanside train station. The suspect grabbed the conductor by the lanyard and pulled him, demanding entry. The conductor refused, broke the suspect's grip, and was able to deny boarding the train.

The sixth assault occurred when the conductor observed an un-ticketed passenger attempting to board train 774 while at the Anaheim station, and the passenger became upset and spit on the conductor.

A seventh assault occurred when checking tickets onboard train 784. The conductor contacted an un-ticketed passenger, who refused to show their ticket. When asked to get off at the next stop, the suspect hit the conductor's hand and cell phone. The conductor retrieved the phone and de-escalated the situation by continuing to check tickets. When the train arrived at the Fullerton station, the suspect de-boarded.

The last assault reported for this quarter working, involved a ticket agent at the Amtrak Fullerton station. The agent was assisting a passenger with a bag which exceeded the weight limit. While speaking to the passenger regarding weight limit, she became verbally abusive and punched the attendant in the stomach. The suspect then fled the location but was later taken into custody by the Fullerton Police Department.

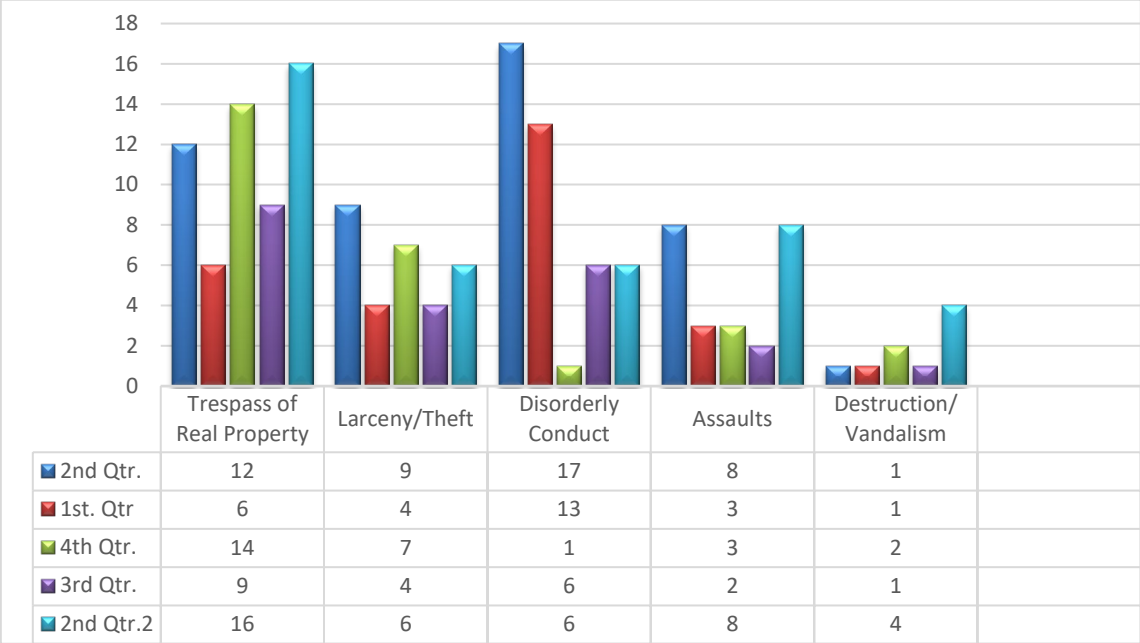
Disorderly Conduct

There were 17 reports of disorderly conduct across nine trains during this reporting period. Of these trains, train 774 had four reports, and trains 777 and 794 both had three reports. These incidents ranged from passengers disturbing the peace due to intoxication, to loud and offensive words or inappropriate language. In these instances, the conductor(s) and or agents working on behalf of Amtrak, were able to defuse or de-escalate the situation without a physical confrontation.

Vandalism

There was **one** incident of Vandalism reported during this quarter, which occurred to train 586, as it passed MP 206.9, near San Clemente. A loud bang on the side of the train was heard. Upon examination, a window to the train sustained damage, which is believed to have occurred when a rock was thrown at the train.

Figure 1: Fiscal Year 2024-2025 Quarterly Reported Crimes



Response and Mitigation Measures

During the second quarter of FY 2024-2025, officers focused on high visibility patrols and train rides for the holiday travels, such as the week of Thanksgiving, in which officers were deployed on trains based on predicted/anticipated ridership. Officers also conducted passenger screening at LA Union Station during the peak hours, in response to elevated threats to the nation.

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 2,666 self-initiated patrols by officers, and 96 train rides.

Figure 2: Officer Self-Initiated Services

Row Labels	Number of Self-Initiated Patrols
PROPERTY	1,986
PROPERTY-FOUND	1
PROPERTY-LOST	1
PROPERTY-PROTECTION	1,701
PROPERTY-ROW CHECK	276
PROPERTY-ROW GATE CHECK	5
PROPERTY-UNATTENDED	2
TACTICAL INTENSE PATROL	2,666
TIP-VIP TRAIN RIDE	0
TRAIN BOARDING, PLATFORM INSPECTION	2,570
TRAIN RIDE	96
Grand Total	4,652

The increase in the numbers of trespassing and assaults compared to previous quarters could be associated with the season or time of the year, which encompasses the holidays.

Summary

In the second quarter of fiscal year 2024-2025, there was a notable increase in trespass, larceny/theft and disorderly conduct, in comparison to the first quarter. However, when compared to the 2nd quarter of fiscal year 2023-24, there was a decrease in trespassing and vandalism. In addition, assaults remained the same at eight. This fluctuation in the numbers could be associated with the season/time of the year, which encompasses the holidays. That said, for the upcoming quarter, officers will continue to conduct tactical intense patrols based on crime analysis, with the goal of affecting law enforcement issues in a positive manner.

Attachment

None.

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