

March 5, 2026

To: Members of the Technical Advisory Committee

From: Jason Jewell, Managing Director 

Subject: Fiscal Year 2025-26 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 the 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 2025-26, covering the months of October, November, December 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 (PD) 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) 2025-26.

Reported Crimes

Trespass of Real Property – Non collision

On 10/11/25 at 2100 hours Amtrak train 785 (11) was in the area of Simi Valley, when it was placed into “emergency braking”, in response to a trespasser was believed to have been seen crossing the tracks directly in front of the moving train. After stopping and an extensive search, no evidence of a strike was found. Train 785(11) resumed regular operation after a 44-minute delay.

Trespass of Real Property – Collisions

On November 2, 2025, at approximately 0823 hours, Amtrak Train 761(2) was involved in a fatal collision on the SCCRA Ventura Subdivision at Milepost (MP) 448.75 located in the City of Northridge, when the engineer noticed what was believed to be debris on the track west of the crossing at Tampa Ave. and placed the train into “emergency braking”. The train slowed, to approximately 45 mph, but struck the debris. During a check of the area, an injured trespasser was located alongside the tracks, who succumbed to his injuries. Train 761(2) experienced a 2’22” delay due to this incident.

On December 7, 2025, at approximately 1940 hours, Amtrak Train #790(8) was involved in a fatal collision at (approximately) MP 457.11 of the Southern California Regional Railroad Authority’s (SCRRA) Ventura Subdivision in the City of Los Angeles. At the time of the incident, the train was approaching the Coldwater Grade Crossing, a person was seen on the ground, partially on top of the railhead, not moving. The train struck the individual, at which time the engineer activated the “emergency braking” system. Upon further inspection, a deceased person was located adjacent to the tracks. Train 790 sustained 3’30” delay.

Larceny/Theft

There were four reports of larceny/theft that occurred onboard Surfliner trains during this quarter. Of these four incidents, one occurred onboard train 582, as the train approached Old Town Station, and the victim visited the restroom within the train. Upon returning to her seat, she noticed her sweater was missing.

The remaining three thefts, each involved luggage being taken from the luggage racks onboard trains 774, 784, and 769. The investigation into these thefts did not yield any suspect information or workable leads/information.

Assaults

There were eight assaults reported during this quarter related to Surfliner train operations.

Train #784 (Northridge): On October 2, 2025, at about 1610 hours, the conductor onboard train 784 was assaulted when a passenger/suspect requested the train be stopped, as it prepared to depart the Northridge station. The suspect pushed and punched the conductor, who stood at the door, and fled the location on foot. The suspect has not been identified.

Train #794 (Ventura): On October 4, 2025, a group of subjects were involved in a dispute regarding a subject wearing a mask. During the dispute, the suspect threw water on the victim. The suspect(s) were removed from the train by officers from the Ventura Police Department.

Train #581 (San Diego Old Town): On October 13, 2025, at about 1418 hours, train #581 stopped at the San Diego Old Town station, at which time the victim/conductor stood on the platform checking tickets as subject boarded. As the suspect approached, the conductor asked for his ticket, to which he stated that he did not have one, and for unknown reason, violently shoved the victim/conductor into an opposing wall, causing her to lose consciousness and fall to the ground. The suspect fled the location after being confronted by other Amtrak personnel but has since been positively identified. The investigation is ongoing.

Train #761 (Glendale): On October 15, 2025, at about 745 hours, the victim/conductor of train #761 asked the suspect for a ticket, before boarding the train. The suspect could not produce one but boarded anyways. The conductor/victim then asked the suspect to step off of the train, and once off, she turned and struck the victim in the face with a "Hydra Flask" container. The suspect then left the location in vehicle. This case is being investigated by Glendale PD.

Train #765 (San Diego): On October 18, 2025, a subject with a dog was attempting to board train #765, when the victim/conductor explained that he needed a ticket to be a passenger on the train. Based on this response, the suspect became angry and spat in the victim's face, then walked from the area. The suspect has not been identified.

Train #572 (Irvine): On November 12, 2025, the conductor onboard train #572 confronted the suspect as he remained on the train passed his ticketed destination. During the confrontation, the suspect grabbed the conductor, causing all involved to fall onto the platform, at which time the suspect brandished a knife and made

stabbing motions towards the victim. The suspect was taken into custody by Irvine PD at the location.

Train #595 (San Diego) On December 26, 2025, at approximately 2100 hours, the conductor/victim was assaulted by an Amtrak Passenger as he pushed past/body bumped the victim while boarding train 595 in an aggressive manner. Based on the suspect’s actions, he was asked to exit the train. The suspect was detained and released, as the victim did not desire prosecution.

Disorderly Conduct

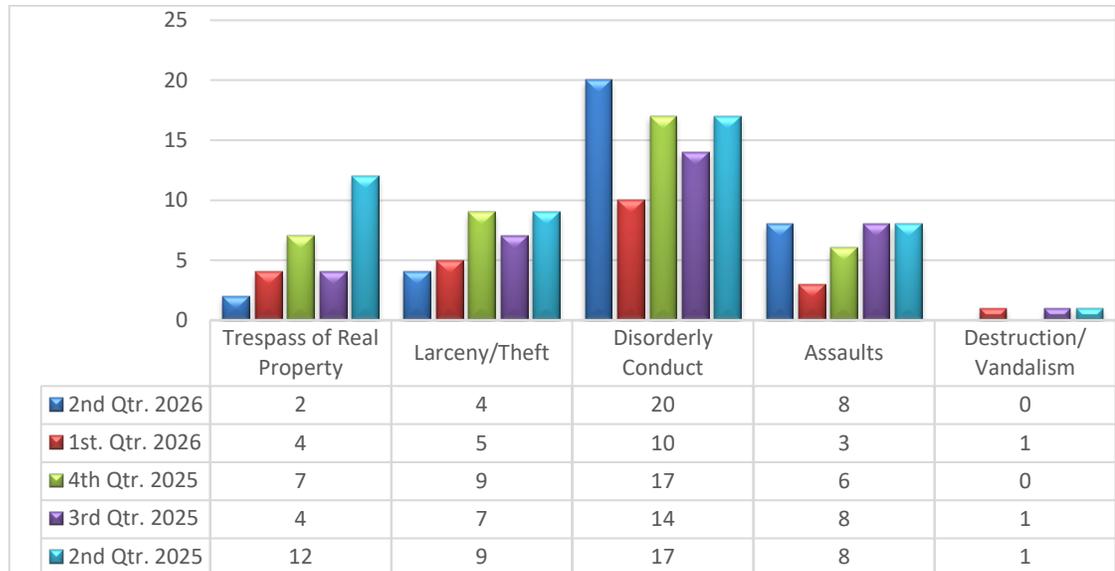
There were 20 reports of disorderly conduct across ten trains during this reporting period. Train 790 accounted for three incidents, along with train 785. Trains 794, 774, 580, and 573 each accounted for two incidents each. Of these incidents, nine involved loud or unreasonable noise, and five involved alcohol.

Most incidents were resolved by conductors or Amtrak personnel without law enforcement intervention, or prior to law enforcement arrival.

Vandalism

There were no incidents of vandalism reported during this quarter.

Figure 1: Fiscal Year 2025-2026 Quarterly Reported Crimes



Response and Mitigation Measures

During the second quarter of FY 2025–2026, officers increased their presence at stations in response to rising number of disturbances related to fare evaders and disorderly conduct during boardings. In the upcoming quarter, Amtrak PD will maintain strong station presence at priority platforms while adding high-visibility train rides on our highest-incident lines.

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 2203 self-initiated patrols by officers, and 32 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 October 1 to December 31, 2025	
PROPERTY	1802
PROPERTY-FOUND	35
PROPERTY-LOST	19
PROPERTY-PROTECTION	1577
PROPERTY-ROW CHECK	160
PROPERTY-ROW GATE CHECK	9
PROPERTY-UNATTENDED	2
TACTICAL INTENSE PATROL	2203
TRAIN BOARDING, PLATFORM INSPECTION	2171
TRAIN RIDE	32

Summary

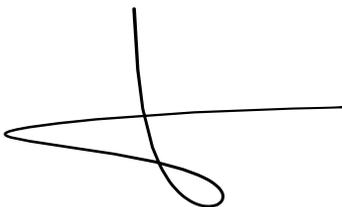
During this quarter, reported crimes on Surfliner operations were driven primarily by trespass-related incidents—including two fatal collisions—and a rise in disorderly conduct across multiple trains. Trespass events resulted in significant delays and highlighted the need for right-of-way patrols. In addition, there were eight assaults, many stemming from fare disputes at time of boarding. Disorderly conduct remained the most frequent category, with 20 incidents, predominantly involving loud noise or alcohol.

In the upcoming quarter, officers will maintain a station presence while expanding onboard visibility to directly address these patterns. Focused strategies will include targeted train rides on trains with repeated disorderly conducts, which at time have led to assaults.

Attachment

None.

Prepared by:

A handwritten signature in black ink, consisting of a vertical line that curves into a horizontal line, with a loop at the end.

***Daniel Castillo
Interim Operations Manager
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