



December 15, 2025

To: Members of the Board of Directors

From: Jason Jewell, Managing Director

Subject: Fiscal Year 2025-26 First 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 first quarter of fiscal year 2025-26, covering the months of July, August, and September 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 first quarter of fiscal year (FY) 2025-26.

Reported Crimes

Trespass of Real Property – Non collision

There were **no reported** “near miss” incidents by Pacific Surfliner trains during this quarter.

Trespass of Real Property – Collisions

There were **four** reported trespasser strikes involving Pacific Surfliner trains, three of which were fatal.

The one non-fatal strike was on July 7, 2025, when train 790 struck a trespasser near milepost (MP) 396 on Union Pacific tracks near Santa Barbara Subdivision. The individual was crossing the tracks on an electric bicycle, when the front tire became lodged in the rail. The subject remained on the track despite the warning of the horn, trying to dislodge the bicycle, at which time she was struck by the train. The victim was transported to a local hospital with severe injuries. The train was delayed for two hours and 56 minutes.

The first fatal strike was on August 31, 2025, when train 761 struck a trespasser near MP 149 on the BNSF San Bernardino Subdivision in the City of Commerce. 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 one hour and 45 minutes.

A second fatal strike also occurred on August 31, 2025, when train 580 struck a trespasser sitting in the center of the tracks near San Juan Capistrano. The individual made no attempt to move to safety, as the train was placed into emergency braking. Due to the extensive delay, train 580 was canceled.

The final fatal collision occurred on September 25, 2025, when train 761 struck a trespasser at MP 404.38 on the Santa Barbara Subdivision in the City of Oxnard. The subject walked onto the tracks as the train approached sounding its horn and was struck. The train was delayed for two hours and 44 minutes.

Larceny/Theft

There were **five** reports of larceny/theft that occurred onboard Surfliner trains during this quarter. Of these five reports, one involved a luggage theft from the rack, which occurred on board train 769 as it approached the Goleta station. At the time of the incident, the suspect took the luggage in response to her luggage being mistakenly taken by another passenger. The investigation is on-going.

Two thefts involved cellular phones taken from trains 769 and 790. In both instances, the property was left unattended on the seat. In addition, two thefts were reported involving jackets, also being left unattended on seats on trains 774 and 580.

Assaults

There were **three** assaults reported during this quarter. All three assaults were against Amtrak personnel.

The first was on train 794 where a male disorderly passenger was asked to disembark due to smoking and unruly behavior. The suspect voluntarily disembarked but grabbed the conductor's arm and attempted to pull him off the train.

The second was on train 761 where an unidentified female on the train was asked to disembark in response to not having a ticket. When exiting the train, the suspect spat in the conductor's face, then fled on foot into a nearby neighborhood. The suspect has not been identified.

The last was on train 774 where a ticketed coach passenger threw hot coffee on an attendant after being asked to disembark for stealing food from the café car the previous day. The suspect disembarked and fled the location prior to law enforcement arrival. During the investigation a possible suspect was identified. The investigation is ongoing.

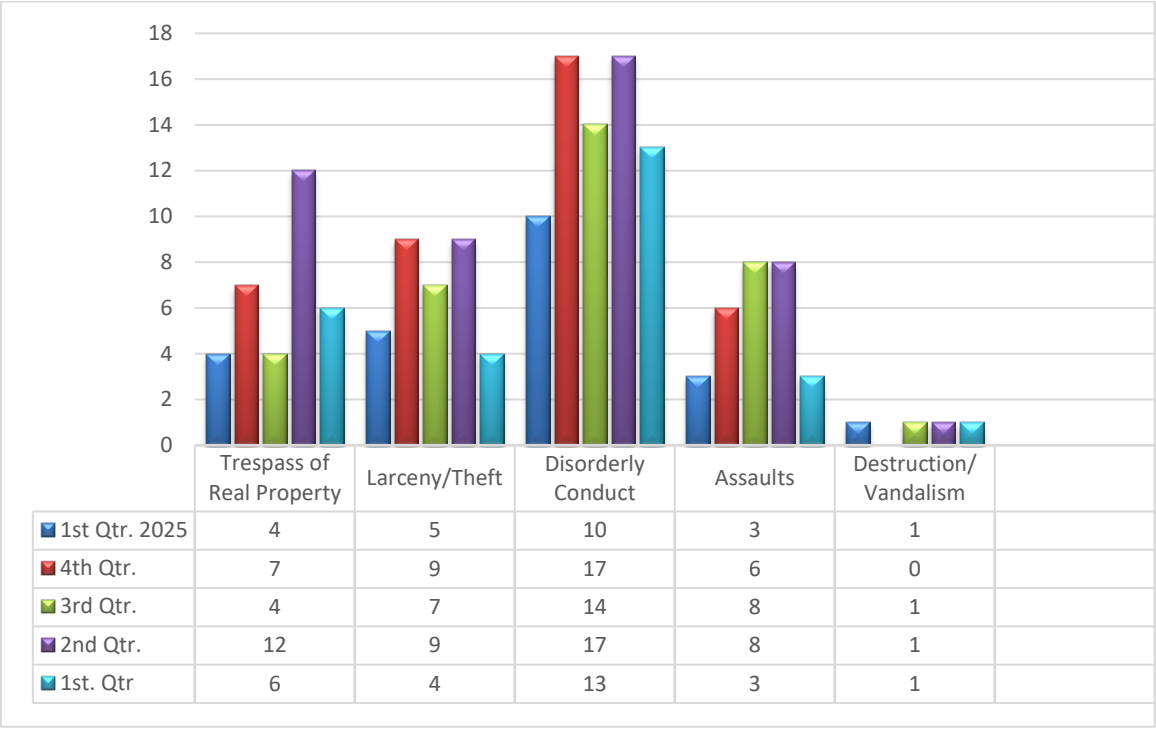
Disorderly Conduct

There were 10 reports of disorderly conduct across eight trains during this reporting period. Train 774 accounted for three incidents, and train 784 accounted for two. These incidents ranged from indecent exposure to verbal disturbances. The remaining five incidents involved offensive language, loud/unreasonable noise, and smoking/vaping. Most incidents were resolved by conductors or Amtrak personnel without law enforcement intervention, or prior to law enforcement arrival.

Vandalism

There was one incident of vandalism reported during this quarter, which involved a subject pressing the emergency shut off button on the locomotive of train 573, while at the Oceanside Station, after being denied entry onto the train. The suspect fled the location and has not been identified.

Figure 1: Fiscal Year 2025-2065 Quarterly Reported Crimes



Response and Mitigation Measures

During the first quarter of FY 2025-2026, officers increased their presence at stations, in response to increasing ridership and disturbances during boardings. For the second quarter, officers will continue to focus on station presence, while incorporating visibility onboard trains throughout the system. Community outreach and staff training to mitigate these risks will also remain priorities.

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 4,192 self-initiated patrols by officers, and 316 train rides.

Figure 2: Officer Self-Initiated Services

Row Labels	Number of Self-Initiated Patrols
PROPERTY	2,669
PROPERTY-FOUND	3
PROPERTY-LOST	1
PROPERTY-PROTECTION	2,312
PROPERTY-ROW CHECK	352
PROPERTY-ROW GATE CHECK	1
PROPERTY-UNATTENDED	0
TACTICAL INTENSE PATROL	4,192
TIP-VIP TRAIN RIDE	2
TRAIN BOARDING, PLATFORM INSPECTION	3,874
TRAIN RIDE	316
Grand Total	6,861

Summary

In the first quarter of fiscal year 2025-26, Amtrak Pacific Surfliner operations reported a total of 23 incidents across multiple categories.

Compared to previous quarters, trespasser strikes remain a significant concern, with four reported collisions, three of which resulted in fatalities. Disorderly conduct continues to be the most frequent issue, accounting for 10 cases, followed by larceny/theft with five reports. Assaults against Amtrak personnel totaled three incidents, and vandalism was limited to one case.

Operational impacts included train delays due to trespasser strikes and service disruptions caused by onboard disturbances. For the upcoming quarter, tactical patrols and enhanced surveillance will remain priorities, alongside community outreach and staff training to mitigate these risks.

Attachment

None.

Prepared by:



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