



Rail Incident Investigation Report

Docket No: TR-		Report Date:	
Railroad Owning Track:		Railroad Operating on Track:	
FRA Investigation: Yes No		Inspector:	
I. Type of Accident			
Public Crossing	Private Crossing	Trestle	Pedestrian at Crossing
Pedestrian Not at Crossing	Other (explain)		
II. Time and Location of Accident			
Date:		Time:	
USDOT Crossing No.:		UTC Crossing No.:	
Railroad Milepost:		GPS Identifier: Lat:	Lon:
Number of Tracks:		City:	County:
Road name, yard name, bridge:			
III. Conditions Surrounding the Accident			
Weather:	Clear to cloudy	Fog	Rain Snow
Road Condition:	Dry	Wet	Snow Ice
Visibility Due to Weather:	Daylight	Darkness	Unknown
Train Type: Freight	Passenger	Locomotive only	Cars only
Train Speed:			
Haz-Mat on Train: Yes	No	N/A	Remote Control: Yes No N/A
Type of Haz-Mat:			
IV. Pedestrian, Driver, or Passenger Fatalities			
		Does this section apply? Yes No	
Number of Fatalities:		If a vehicle accident, number of passengers:	
Name:			
Driver:	Passenger	Pedestrian	Age: Gender: Male Female non-binary
Pedestrian trying to get on/off train? Yes		No	Suicide: Yes No Undetermined
Alcohol: Yes	No	Undetermined	Information supplied by:
Drugs: Yes	No	Undetermined	Information supplied by:
Names of additional fatalities:			

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V. Pedestrian, Driver, or Passenger Injuries

Does this section apply? Yes No

Number of people injured:

If a vehicle accident, number of passengers:

Name:

Driver: Passenger: Pedestrian: Age: Gender: Male Female non-binary

Pedestrian trying to get on/off train? Yes No

Drugs: Yes No Undetermined Alcohol: Yes No Undetermined

Names of additional injured persons:

VI. Pedestrian Access (not at a Crossing)

Does this section apply? Yes No

Obvious signs of consistent pedestrian trespass? Yes No

If yes, describe:

Pedestrian (not at a crossing) information: Accessing public area? Yes No

If yes, describe:

Deterrents at site, e.g. fence, signs, other? Yes No

If yes, describe:

Previous collisions at or near site? Yes No

If yes, describe:

VII. Crossing History

Does this section apply? Yes No

Prior accidents at this crossing? Yes No How many?

Dates of prior accidents:

Description of prior accidents (fatalities, injuries, property damage)

Last inspection date?

Defects? Yes No If yes, describe:

VIII. Attachments

Railroad incident report? Yes No Local law enforcement report? Yes No

Coroner/medical examiner report? Yes No Pictures? Yes No

Death Certificate? Yes No Copy of most current inventory? Yes No

Other (describe):

Docket No: TR-

IX. Comments

Event Summary:

Site Description:

Inspector Recommendations:

Docket No: TR-

Rail Safety Supervisor Comments/Sign Off:

Director of Transportation Safety Comments/Sign Off:

TR-200848 (1) Facing North Toward Accident Site. Photo Taken by Andrew McMahon on 04/08/2021.



TR-200848 (2) Facing East Toward Accident Site. Photo Taken by Andrew McMahon on 04/08/2021.



UTC Rail Safety Program - Crossing Inventory Record

USDOT #	396591A	Last Inspection Date	4/6/2021	Oil by Rail no
UTC #	6R161.77	Road Name	W Main St	
Type of Crossing	Public	Section.Township.Range	13.21.04E	
County	King	Latitude	47.30787	
City/Nearest City	Auburn	Longitude	-122.23907	
In City Limits	Yes	Type of Development		

ROADWAY		Road Surface Grades	2	Grade Direction	East
State Highway	No	Road Surface Grades	2	Grade Direction	West
Down a Street	No	AADT	5986	AADT Year	
Highway Milepost		% of Trucks Using Crossing	5		
Vehicle Speed	30	Number of School Bus Trips			
Road Surface	PAV	WSDOT Region	1		
Road Type	2W	Truck Pullout Lanes	No		
Number of Road Lanes	2	Intersecting Highway	0-75'	75-200'	200-500'
Road Width	24	Crossing Angle (degree)	0-29	30-59	60-90
On Emergency Services Route			NW	NE	SW
Sight Distance - Take measurement 6' back from stop line. If no stop line, measure at 25'.			1500	135	500
				SE	600

PASSIVE PROTECTION		N	S	E	W
Advance Warning Signs	Count			1	1
Road Markings	Count			1	1
Reflective Crossbucks	Count			2	2
Reflective Posts (req. 1/2020)	Count				
Median Barriers	Count				
Stop Lines	Count			1	1
Stop Lines	Distance			20	20
Emergency Notification Signs	Count			1	1
Illuminaries (within 50 ft. of crossing)	0				

Miscellaneous	Device Count	Direction
Advance Warning W10-4	1	North

ACTIVE PROTECTION				
Protective Device	Direction	Device Count	Cantilever Length	Gate Length
Cantilever Mntd - gates & 12" lens	Both	2	26	30

Four Quadrant Gates	No	# of Flashing Light Pairs	8
Power Off Indicator Light	Yes	Cantilever Lights Over All Traffic Lanes	Yes
# of Bells	1	Traffic Light interconnection/Preemption	
TRAIN SPEEDS Freight	55	Passenger	

CHARACTERISTICS			
Crossing Structure		Wayside Horn	No
Crossing Surface	Concrete	Quiet Zone	No
Other Crossing Surface:		Bike Lane	Yes
# Main Tracks	1	USDOT # Posted	Yes
# Sidings / # Yard Tracks		Railroad Emergency # Posted	Yes # 1-800-848-8715
# Industry / # Transit Tracks	0	Crossing Length / Width	61
Sidewalk	None	Sidewalk stops at crossing	Sidewalk
			10

COMMENTS

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY) 11 / 18 / 2020	B. Reporting Agency <input checked="" type="checkbox"/> Railroad <input type="checkbox"/> Transit <input type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 396591A
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Part I: Location and Classification Information

1. Primary Operating Railroad Union Pacific Railroad Company [UP]		2. State WASHINGTON		3. County KING	
4. City / Municipality <input checked="" type="checkbox"/> In <input type="checkbox"/> Near AUBURN		5. Street/Road Name & Block Number West Main Street (Street/Road Name) * (Block Number)		6. Highway Type & No. TBD	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR		
9. Railroad Division or Region <input type="checkbox"/> None Pacific Northwest		10. Railroad Subdivision or District <input type="checkbox"/> None Seattle Sub		11. Branch or Line Name <input checked="" type="checkbox"/> None	
12. RR Milepost 0161.770 (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station *	
15. Parent RR (if applicable) <input checked="" type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A UP		17. Crossing Type <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
21. Type of Train <input checked="" type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 0	
23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input checked="" type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input checked="" type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 47.3077410		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -122.2389940	
29. Lat/Long Source <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated		30.A. Railroad Use *			
30.B. Railroad Use *		31.A. State Use *			
30.C. Railroad Use *		31.B. State Use *			
30.D. Railroad Use *		31.C. State Use *			
30.E. Railroad Use *		31.D. State Use *			
32.A. Narrative (Railroad Use) *			32.B. Narrative (State Use) *		
33. Emergency Notification Telephone No. (posted) 800-848-8715		34. Railroad Contact (Telephone No.) 402-544-3721		35. State Contact (Telephone No.) 360-664-1262	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 4	1.B. Total Night Thru Trains (6 PM to 6 AM) 3	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2020		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 55 3.B. Typical Speed Range Over Crossing (mph) From 27 to 55		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input checked="" type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		7.A. Event Recorder <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 11/18/2020		PAGE 2		D. Crossing Inventory Number (7 char.) 396591A	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 0		2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count) 0	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input checked="" type="checkbox"/> W10-1 2 <input type="checkbox"/> W10-3 <input type="checkbox"/> W10-11 <input type="checkbox"/> W10-2 <input type="checkbox"/> W10-4 <input type="checkbox"/> W10-12	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input checked="" type="checkbox"/> No		2.F. Pavement Markings <input checked="" type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input checked="" type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input checked="" type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count 0		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No	2.L. LED Enhanced Signs (List types)
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)					
3.A. Gate Arms (count) Roadway 2 Pedestrian 0	3.B. Gate Configuration <input checked="" type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 2 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input checked="" type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 4 <input type="checkbox"/> Incandescent <input checked="" type="checkbox"/> LED <input checked="" type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 8
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input checked="" type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input checked="" type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.I. Bells (count) 2
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input checked="" type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input checked="" type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input checked="" type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad Number of Lanes 2 <input type="checkbox"/> One-way Traffic <input checked="" type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * 56 <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input checked="" type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) 100			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input checked="" type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input checked="" type="checkbox"/> (08) Non-Federal AID		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input checked="" type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input checked="" type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Highway Speed Limit _____ MPH <input type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year 1988 AADT 4739		8. Estimated Percent Trucks 05 %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day 0		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No
Submission Information - This information is used for administrative purposes and is not available on the public website.					
Submitted by _____ Organization _____ Phone _____ Date _____					
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					

Appendix A: Crossing Inventory Record – Full Data Description

This supplement document provides a full text description for some fields where the values may not be fully displayed from within the actual U. S. DOT CROSSING INVENTORY FORM. This is not the official OMB approved form.

Part I: Location and Classification Information

1. Primary Operating Railroad: Union Pacific Railroad Company [UP]
2. State: WASHINGTON
3. County: KING
4. City/Municipality: AUBURN
5. Street/Road Name & Block #: West Main Street
6. Highway Type & No.: TBD
9. Railroad Division or Region: Pacific Northwest
10. Railroad Subdivision or District: Seattle Sub
11. Branch or Line Name:
13. Line Segment:
14. Nearest RR Timetable Station:
15. Parent RR:
16. Crossing Owner: UP
30. A. Railroad Use:

30. B. Railroad Use:

30. C. Railroad Use:

30. D. Railroad Use:

31. A. State Use:

31. B. State Use:

31. C. State Use:

31. D. State Use:

32. A. Narrative (*Railroad Use*):

32. B. Narrative (*State Use*):

Part III: Highway or Pathway Traffic Control Device Information

- 2.J. Other MUTCD Signs (Type): Count: 0
- 2.J. Other MUTCD Signs (Type): Count: 0
- 2.J. Other MUTCD Signs (Type): Count: 0
- 2.L. LED Enhanced Signs:
- 3.K. Other Flashing Lights or Warning Devices: Count: 0 Type:

Part IV: Physical Characteristics

5. Crossing Surface: Other (specify):

Part V: Public Highway Information

5. Linear Referencing System (LRS Route ID):
6. LRS Milepost:

From: [State Emergency Operations Officer \(MIL\)](#)
To: [Hunter, Kathy \(UTC\)](#); [Kenneth W. Holgard](#); [Mark Daniels \(FRA\)](#); [Michael Pirato](#); [Randall Boyington](#); [Stacey Thompson \(Fed Railroad Association Reg 8\)](#); [Stacey Weller](#); [Steven Travers](#); [WUTC Rail Reporting \(UTC\)](#)
Cc: [King County OEM](#); [ECY RE NWRO ERTS](#)
Subject: State Incident #20-3468
Date: Sunday, October 4, 2020 11:24:08 PM

Good Evening,

Please see the below information involving a railroad incident that has been reported to the State Emergency Operations Center (EOC). Please reply to this email upon confirmation of receipt. Thank you

Name of the Railroad(s) involved: Union Pacific

Reporting Party Name, Position and Contact Number: Ben / Union Pacific / (888) 877-7267

Time and Date Called in to the State EOC: 2312 / 04 October 2020

Time and Date of the Event: 2239 / 04 October 2020

Mile post and/or Address of Event: Main Street Crossing, Auburn

Circumstances of the Incident: Civilian drove their vehicle into the middle of a passing train, resulting in fatal injuries.

Number of Injuries and/or Fatalities: 1 confirmed fatality

Type of Rail Cars Involved (tank, hopper, box, flat, etc.): Local freight train

Type and Amount of HAZMAT spilled: None

Any Additional Details That Will Assist in Identifying the Necessary Response: Train crew did not see any risk posed by the vehicle when driving through the area. Law enforcement is investigating what caused the vehicle to drive into the middle of the train.

Name and Phone Local POC: Ben / Union Pacific / (888) 877-7267

Railroad Incident Number: #2020-10-05-005BJO

State EOC Incident Number: #20-3468

Thank you,

Rachel Feuck

State Emergency Operations Officer (SEOO)

Alert & Warning Center

Operations Unit | Response Section

State Emergency Management Division
(800)-258-5990
dutyofficer@mil.wa.gov

STATE REGULATORY AGENCY NOTIFICATION

THIS MESSAGE IS INTENDED ONLY FOR THE USE OF THE INDIVIDUAL OR ENTITY TO WHICH IT IS ADDRESSED AND MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL AND EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAWS.

If YOU, the reader of this message, are not the intended recipient, or the employee or person responsible for delivering this message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender by telephone and return the original message to the address above, or destroy.

Notification issued to:	WA Utilities Transportation Commission		
Time of Incident	(Central - unless otherwise noted) 12:39 AM		
Date of Incident	Month: 10	Day: 05	Year: 2020
RIMS Report Number	RIMS Report Number: 2020-10-05-005BJO	State Regulatory Report Number: 20-3468	
RMCC Critical Call Dispatcher:	Name: Ben Obradovich		
Type of Incident	Crossing Accident		
Location Detail	DOT: 396591A	Mile Post: 161.77	Subdivision: Seattle
Location of Incident	City: Auburn	State: WA	
Train Detail	Train Symbol: LIS48 04	Lead Locomotive ID: UP 7055	Rollcar ID: N/A
Emergency Response Agency	(Local - Police, Sheriff, Fire, etc.) Auburn Police		
Hazardous Material Release / Environmental Impact	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes	If "Yes", indicate product: N/A
			If "Yes", indicate amount: N/A
Injuries / Fatalities	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	If "Yes", indicate how many: one adult female
Incident Circumstances	An adult female drove her vehicle into the side of a train resulting in the female sustaining fatal injuries.		

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]				1a. Alphabetic Code UP		1b. Railroad Accident/Incident No. 1020PN006	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Union Pacific Railroad Company [UP]				3a. Alphabetic Code UP		3b. Railroad Accident/Incident No. 1020PN006	
4. U.S. DOT Grade Crossing ID No. 396591A				5. Date of Accident/Incident month day year 1 0 0 4 2020		6. Time of Accident/Incident 10:45 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>	
7. Nearest Railroad Station AUBURN		8. Subdivision SEATTLE SUB		9. County KING		10. State Abbr. WA Code 53	
11. City (if in a city) AUBURN			12. Highway Name or No. W. MAIN ST			Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code B. Truck E. Van H. Motorcycle M. Other (specify) A				17. Equipment 4. Car(s) (moving) A. Train pulling- RCL 1. Train (units pulling) 5. Car(s) (standing) B. Train pushing- RCL 2. Train (units pushing) 6. Light loco(s) (moving) C. Train standing- RCL 3. Train (standing) 7. Light loco(s) (standing) D. EMU Locomotive(s) Code 8. Other (specify) E. DMU Locomotive(s) 1			
14. Vehicle Speed (est. mph at impact) 5		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 4		18. Position of Car Unit in Train 5			
16. Position 1. Stalled or stuck on crossing 4. Trapped on crossing by traffic 2. Stopped on Crossing 5. Blocked on crossing by gates Code 3. Moving over crossing 3				19. Circumstance Code 1. Rail equipment struck highway user 2. Rail equipment struck by highway user 2			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 60 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 4		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 2			
24. Type of Equipment (single entry) 1. Freight Train 5. Single Car 9. Maint./inspect. car D. EMU Consist 2. Passenger Train-Pulling 6. Cut of cars A. Spec. MoW Equip. E. DMU 3. Commuter Train-Pulling 7. Yard/Switching B. Passenger Train-Pushing Code 4. Work Train 8. Light loco(s) C. Commuter Train-Pushing 1				25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name SINGLE MAIN TRACK	
27. FRA Track Class (1-9,X) 5		28. Number of Locomotive Units 2		29. Number of Cars 18		30. Consist Speed (Recorded speed if available) R. Recorded 50 mph E. Estimated E	
31. Time Table Direction Code 1. North 3. East 2. South 4. West 4				32. Type of Crossing Warning 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 01 02 03 06			
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1				34. Roadway Conditions Code A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) A			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown			37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 1	
38. Highway User's Gender Age 1. Male Code 2. Female 2		39. Highway User's Age 1. Male Code 2. Female 2		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 1	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2				43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8			
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured 1	
46. Highway-Rail Crossing Users 1		0		47. Highway Vehicle Property Damage (est. dollar damage) \$5,000		45. Was Driver in the Vehicle? Code 1. Yes 2. No 1	
49. Railroad Employees 0		0		50. Total Number of People on Train (include passengers and train crew) 3		48. Total Number of Vehicle Occupants (including driver) 1	
52. Passengers on Train 0		0		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
53a. Special Study Block Video Taken? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary) HIGHWAY USER'S ACTIONS: WENT AROUND GATES - MOVING OVER CROSSING.							
55. Typed Name and Title				56. Signature		57. Date	

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).



Auburn Police Department

Police Report for Incident 20-10057

02/25/21 00:05:16 8988

Crime: Tafa Traffic Collision Fatal
Location: 1-178

Address: 800 W Main St
Auburn WA 98001

Received By: B Cox
Responding Officers: B Cox, J Lewis

How Received: V Valley Comm

Agency: APD

Responsible Officer: T Byers

Disposition: Cleared Adlt Death of Offender 10/13/20

When Reported: 22:31:02 10/04/20

Occurred Between: 22:30:00 10/04/20 and 22:31:00 10/04/20

Crimes

Additional Offense: Traffic Collision, Fatal

Circumstances

GG03 No Gang/Unknown

BM88 No Bias

LTN51 Street/Highway/Road/Alley

Clearance: N Not Applicable

Judicial Status:

Misc Entry: MO/JP/JP

Modus Operandi:

Description :

Method :

Involvements

Date	Type	Description	Relationship
10/20/20	Name	Baker, Aaron D	Subject
10/20/20	Name	Carle, Chad J	Subject
10/20/20	Name	Krotzer, Keith	Subject
10/08/20	Name	Buchanan, Jason	Witness
10/08/20	Name	Nason, Christopher	Witness
10/08/20	Name	Johnson, Marvin	Witness
10/06/20	Name	UNION PACIFIC RAILROAD,	Business
10/06/20	Name	MCDONALD, JEANNETTE	Subject
10/06/20	Name	Williamson, Loren	Subject
10/05/20	Name	STRIMPLE, MARTY ALLEN	INVOLVED
10/05/20	Name	GACUNO, JUDY W	DECEASED
10/07/20	Accident	EA69768	Related Incident
10/05/20	Vehicle	SIL 2013 HYUN ACCENT WA	Vehicle 1

Involved Persons (Address on 22:31:02 10/04/20) :**Witness :**

Last: Johnson	First: Marvin	Mid:
DOB: **/**/**	Dr Lic:	Address:
Race:	Sex:	Phone: () -
Height: ' "	Weight: 0	City: ,
Hair:	Eyes:	SSN: - -
		Work Phone: () -

Subject :

Last: Krotzer	First: Keith	Mid:
DOB: **/**/**	Dr Lic:	Address:
Race:	Sex:	Phone: () -
Height: ' "	Weight: 0	City: ,
Hair:	Eyes:	SSN: - -
		Work Phone: () -

Subject :

Last: Carle	First: Chad	Mid: J
DOB: **/**/**	Dr Lic:	Address: 301 NE 2nd Avenue
Race:	Sex:	Phone: () -
Height: ' "	Weight: 0	City: Portland, OR 97232
Hair:	Eyes:	SSN: - -
		Work Phone: (503)249-3037

INVOLVED :

Last: STRIMPLE	First: MARTY	Mid: ALLEN
DOB: 04/01/68	Dr Lic: Financial Info	Address: 529 8TH ST NE # B1
Race: W	Sex: M	Phone: (253)358-7881
		City: Auburn, WA 98002
Height: 6'01"	Weight: 175	CELL
Hair: BRO	Eyes: BLU	SSN: SSN
		Work Phone: () -

Business :

Last: UNION PACIFIC RAILROAD	First:	Mid:
DOB: **/**/**	Dr Lic:	Address: 1400 DOUGLAS ST
Race:	Sex:	Phone: (888)870-8777
Height: ' "	Weight: 0	City: OMAHA, NE 68179
Hair:	Eyes:	SSN: - -
		Work Phone: (206)295-2179

Subject :

Last: Baker	First: Aaron	Mid: D
DOB: **/**/**	Dr Lic:	Address: 1035 Bethel Dr
Race: W	Sex: M	Phone: () -
Height: ' "	Weight: 0	City: Eugene, OR 97402
Hair:	Eyes:	SSN: - -
		Work Phone: (541)341-5522

Subject :

Last: MCDONALD	First: JEANNETTE	Mid:
DOB: **/**/**	Dr Lic:	Address: 325 NINTH AVE
Race: W Sex: F	Phone: (206)731-3232	City: Seattle, WA 98104
Height: ' "	Weight: 0	SSN: - -
Hair:	Eyes:	Work Phone: () -

Witness :

Last: Nason	First: Christopher	Mid:
DOB: **/**/**	Dr Lic:	Address:
Race: Sex:	Phone: () -	City: ,
Height: ' "	Weight: 0	SSN: - -
Hair:	Eyes:	Work Phone: () -


Witness :

Last: Buchanan	First: Jason	Mid:
DOB: **/**/**	Dr Lic:	Address:
Race: Sex:	Phone: () -	City: ,
Height: ' "	Weight: 0	SSN: - -
Hair:	Eyes:	Work Phone: () -

Subject :

Last: Williamson	First: Loren	Mid:
DOB: **/**/**	Dr Lic:	Address: 3330 20th Street E
Race: Sex:	Phone: (909)522-2746	City: Fife, WA 98424
Height: ' "	Weight: 0	SSN: - -
Hair:	Eyes:	Work Phone: () -

DECEASED :

Last: GACUNO	First: JUDY	Mid: W
DOB: 04/07/69	Dr Lic: 	Address: 2112 S 90TH ST
Race: B Sex: F	Phone: () -	City: Tacoma, WA 98444
Height: 5'06"	Weight: 130	SSN: - -
Hair: BLK	Eyes: BRO	Work Phone: () -

Narrative

B. Cox / 6819 / V35 / Mon Oct 05 02:01:16 PDT 2020 / Yes Video

A fatal traffic collision occurred in the 800 block of West Main St%

FORWARD TO: Traffic

Deceased Information: Gacuno, Judy W. (DOB: 04/07/1969)

On 10/04/2020 at approximately 2234 hours I was dispatched to a traffic accident with injury in the 800 block of West Main St, Auburn, King County, WA. Dispatch advised that the accident may have involved a train and a vehicle. Sergeant Byers arrived on scene first and advised that the accident involved a fatality.

I arrived on scene and saw that a silver 2013 Hyundai Accent (BUR5341/WA) with extensive damage that was off of the roadway north of the intersection and just east of the train tracks. It appeared that the vehicle was struck by a passing train. I approached the driver's side of the vehicle and found that a body, later identified by WA DL as Judy Gacuno, had been ejected from the vehicle. Her injuries were indicative of obvious death.

There was no evidence of another person in the vehicle. There were no other vehicles involved in the incident. There was no evidence of a crime.

There was a purse found on the front passenger floorboard of the vehicle. The purse was retrieved by Valley Regional Fire Authority (VRFA) and Officer Johnson found a Driver's License inside. The driver's license photo was used to identify the deceased. The purse was replaced inside the vehicle.

There were no direct witnesses to the incident. A passerby, verbally identified as Marty Strimple, said he was on the West side of the train tracks and that he saw the train heading northbound. When the train had passed he saw the wreckage of the vehicle. He said he heard the train but did not see the collision.

Officers secured the westbound and eastbound traffic on West Main St to preserve the scene. The traffic unit was called out to conduct the collision investigation.

Officer Fernandes took photographs of the scene and uploaded them to the V drive. I photographed Judy's drivers license, registration and uploaded the images to the V drive.

I held traffic control until the medical examiner removed the body, the vehicle was towed and the roadway was reopened.

This report is to be forwarded to the Auburn PD Traffic Unit.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF WASHINGTON THAT ALL STATEMENTS MADE HEREIN ARE TRUE AND ACCURATE AND THAT I AM ENTERING MY AUTHORIZED USER ID AND PASSWORD TO AUTHENTICATE IT.

Signature: B. Cox #: 6819

Date and Place: 10/05/2020 City/Town of Auburn, County of King

Supplement

Sequence: 1

P. Douglas/AP3363/NV/Tue Oct 06 11:23:24 PDT 2020

FORWARD TO: N/A

On 10/04/20 at 10:31pm, I was at my residence when I received a phone call from the Auburn Police Department requesting my assistance in a train vs. vehicle fatality collision. I responded to the collision scene which was said to be in the area of 800 West Main Street, and the Union Pacific Main Line within the City of Auburn, King County, Washington.

Upon arrival, I was briefed by my Supervisor, Sgt. James Nordenger. Sgt. Nordenger stated that a bystander called 911 to report that a vehicle had been hit by a train. Officers had arrived and located a single vehicle on the east side of the tracks, just north of the roadway by a few meters. The vehicle was completely destroyed and a single black female was lying deceased on the ground adjacent to the driver's side of the vehicle. The involved train was parked in a local rail yard and representatives from the Union Pacific Railroad were on the collision scene. Sgt. Nordenger advised me I would be the lead investigator on this case and Officers Derek Anderson and Tyson Luce would assist me during the investigation.

I learned from responding officers that there were no witnesses to the actual collision itself. The reporting person who called 911 had only arrived after the fact and did not see the collision.

I contacted Union Pacific Railroad Risk Manager Aaron Baker, who was physically on scene assessing the damage as well. Aaron had met with the Train Conductor and the Train Engineer about the incident. The Conductor and Engineer were with the train and not at the scene to interview. Aaron stated they were northbound on the Main Line tracks. As the train approached the intersection, they saw a silver sedan stopped facing west on the east side of the tracks on Main Street. There were no other vehicles in front of or behind the sedan and no other subjects were seen in or around the vehicle except for the driver. The driver was partially sitting in the driver's seat with her door partially open. The driver had her left leg out of the vehicle on the pavement as if she was about to exit the vehicle or enter the vehicle. The driver was later identified using a WA driver's license as Judy Gacuno.

As the train passed by Judy's vehicle, the vehicle made contact with the side of one of the rail cars. The vehicle was pulled into the train as it moved forward. The conductor and engineer stated they cleared the vehicle when they initially passed by it. They did not realize until after the fact, that the vehicle had struck one of the rail cars. The vehicle sustained total damage and Judy died as a result of the impact into the train. Aaron sent me several photographs of where the vehicle made contact with the side of one of the rail cars.

I walked through scene and observed the aftermath of what had occurred. I noted there was Judy's left shoe still lying in the roadway in the immediate area of where she would have been sitting when the vehicle was initially stopped.

Based on the testimony of the conductor and engineer, it was believed that Judy was stopped on West Main Street at the Union Pacific Main Line Railroad crossing. The red signal lights were flashing and a northbound train was approaching. The caution arm is believed to have come down on top of Judy's vehicle, which may have caused her to panic. At the time, it was possible that Judy may have accidentally rolled forward into the side of the train causing the collision.

Once contact with made with the train, the vehicle was immediately pushed into a violent clockwise rotation. The vehicle struck the base of the crossing arm completely destroying it. The vehicle then travelling over a steel gear box, which was also destroyed. The vehicle sustained massive damage to its front end and undercarriage.

I learned that Judy had her seatbelt on during the collision. The belt was still around Judy's waist and buckled into its latch. During the collision, Judy travelled with the vehicle during its multiple rotations and collisions into the steel arm and gear box. Because the driver's door was partially opened on the vehicle when he made its initial contact, Judy was partially ejected from the vehicle's interior. This process cause extreme damage to Judy's person and she could not overcome this type of momentum and destruction.

The KCME was called to the scene. Digital images were taken by the death investigator and then Judy was retrieved from the scene. The KCME's case number is 20-3066.

I looked throughout the vehicle's interior and did not locate any items of evidentiary value. A combination of multiple airbags had been deployed. The vehicle was clean and orderly. There were no personal items other than Judy's hand bag and a phone holder. A couple of documents were in the vehicle's glovebox showing ownership of the vehicle which was Judy.

Pictures were taken of the vehicle and the scene, which were placed onto the department v/drive.

Valley Towing retrieved the damaged vehicle and took it from the scene to the GSA Complex for storage.

The Union Pacific Railroad was given a police case number for their records.

A state collision reported was completed. The collision scene was cleared and the roadway opened back up at approximately 2342 hours.

*****On 10/16/20, I received an email from the UP RR Northwest Area Sr. Risk Manager Chad Carle, who stated the video camera on the front of the train's engine was not working during the collision. I was then advised that video footage of the collision was secured from Keith Krotzer at Auburn Dairy Products (kkrotzer@auburndairy.com). Auburn Dairy Products is located at 702 West Main Street. The camera is mounted in their southwest parking lot overlooking employee vehicles. In the camera's full field of view, you can see the collision at the top of its screen. The camera is facing in a northwest direction.

Mr. Krotzer sent the video footage to Carle. Carle emailed me the video which was placed on the department v/drive.

I reviewed the video that captured the incident from a perimeter camera on the south side of the Auburn Dairy premises. The video clearly showed that on Sunday 10/04/20 at approximately 2224 hours, the crossing signals at 800 West Main were active in both directions on the Union Pacific Main Line. A silver sedan approached the tracks travelling westbound on W Main St. The vehicle had stopped for flashing red signals.

At 22:24:57 hours, the signal arms came down onto the vehicle's front windshield.

At 22:25:07 hours, the head lamps on the northbound train engine were visible in the video as it approached. At the same time, Judy had put her vehicle in reverse and backed up a few inches.

At 22:25:13 hours the vehicle slowly rolled forward. Judy then partially opened her driver's door. During this exact moment, the train engine has passed the front left corner of Judy's vehicle. No contact was made at that time. As the train continued northbound over W Main St, Judy's vehicle slowly rolled forward toward the right side of a steel train car while her driver's door was still open.

At 22:25:16 hours five rail cars to include the engine had passed in front of the vehicle. As the fifth rail car passed, Judy's vehicle made contact with the right rear side of the rail car. Once the first contact was made, Judy's vehicle was immediately and violently pulled into the side of the of the train and was

forced into an extreme clockwise rotation. The vehicle rotated approximately four times in less than four seconds according to the time stamp on the video footage. Judy was killed upon making contact with the train.

Based upon the information collected thus far, this collision appears to have been an accident and was not intentional by either party. Furthermore, the railroad had its signals and arms working properly. There does not appear to be evidence of any crime nor a suicide occurring in this incident. This report is for informational purposes. End of Statement.///PD

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF WASHINGTON THAT ALL STATEMENTS MADE HEREIN ARE TRUE AND ACCURATE AND THAT I AM ENTERING MY AUTHORIZED USER ID AND PASSWORD TO AUTHENTICATE IT.

Signature: Police Officer Patrick Douglas #:3363

Date and Place: 10/20/20
City/Town of Auburn, County of King

Supplement

Sequence: 2

T. LUCE #4732 Thu Oct 08 18:34:24 PDT 2020 Car #66D. No Video.%

FORWARD TO: Traffic

On 10/4/20 at approximately 2301 hours, I was called in from home to investigate a vehicle vs train collision in the 800 block of W Main ST, Auburn, King County, Washington.

Myself and other members of the Auburn Police Traffic Unit responded to investigate. I arrived on scene at approximately 2320 hours. I walked the scene and looked for roadway evidence.

I observed a silver 2013 Hyundai Accent WA/BUR5341 stopped on Union Pacific Railroad (UPRR) property. The Hyundai had significant damage to the entire vehicle. The Hyundai came to final rest north of W Main ST on the east side of the UPRR main line. The deceased driver, later identified as Judy Gacuno, was belted into the driver's seat. Gacuno was lying outside the damaged driver's door wrapped in the seatbelt. Gacuno had significant trauma with a visible skull fracture.

I observed damage to the westbound UPRR signal arm on W Main ST. The signal base was damaged and the arm lift motor was cycling on and off rapidly. I also observed damage to the UPRR siding track switch. Automotive debris was scattered between the Hyundai's final rest position and W Main ST. This led me to believe the Hyundai was westbound on W Main ST.

I took photographs of the scene. I downloaded the photographs to the department V: drive.

Valley Towing impounded the Hyundai to the City of Auburn secure storage lot for evidence.

This ended my involvement in the case.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF WASHINGTON THAT ALL STATEMENTS MADE HEREIN ARE TRUE AND ACCURATE AND THAT I AM ENTERING MY AUTHORIZED USER ID AND PASSWORD TO AUTHENTICATE IT.

Signature: T. LUCE #: 4732

Date and Place: 10/8/20 City/Town of Auburn, County of King

Supplement

Sequence: 3

P.Douglas/AP3363/NV/39F/Fri Oct 23 10:56:19 PDT 2020

FORWARD TO: N/A

On October 23, 2020 at 9:00 AM, I met with three representatives from Judy's family in the interview room at the Auburn Police Department. The purpose of the meeting was to go over the details of the collision and answer any questions that they may have.

I explained to the representatives have a collision occurred and where the vehicle was located. Questions that were asked of me were basic details of how the collision occurred in chronological order. The meeting lasted approximately 30 minutes.

The representatives followed me in two other vehicles to the GSA location where we store vehicles during case investigations. We arrived at the GSA location and I assisted in retrieving a black purse that belonged to Judy which contained various personal items. I gave the purse to the subjects and nothing else was taken from the vehicle. There were no items of value left in the vehicle and I escorted the three representatives from the GSA complex. This took approximately 30 minutes.

End of supplement.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF WASHINGTON THAT ALL STATEMENTS MADE HEREIN ARE TRUE AND ACCURATE AND THAT I AM ENTERING MY AUTHORIZED USER ID AND PASSWORD TO AUTHENTICATE IT.

Signature: Officer Patrick Douglas #3363

Date and Place: 12/23/20 City/Town of Auburn, County of King

Vehicles

Vehicle Number:

303038

License Plate: BUR5341

State: WA

Vehicle Year: 2013

Make: HYUN Hyundai

Color: SIL /

Vehicle Type: PCAR Passenger Car

License Type: PC Regular Passenger Automobile

Expires: 07/01/21

VIN: KMHCT4AE7DU44792

6

Model: ACCENT

Doors: 4

Value: \$5,000.00

Owner :



Agency: APD Auburn Police Department

Officer: B Cox

UCR Status: DDV Destroyed,Damaged,Vandalized

Local Status: III Involved in Incident

Status Date: 10/05/20

Comments:

I released the vehicle back to valley towing from gsa on 10/2/20. pd

Date Recov/Rcvd: **/**/**

Area: N 1 North

District, Sector 1

Wrecker Service: V Valley Tow

Storage Location: Valley Towing

Release Date: 10/23/20

Redaction Log

Total Number of Redactions in Document: 4

Redaction Reasons by Page

Page	Reason	Description	Occurrences
2	Financial Info	RCW 42.56.230(5); RCW 9.35.005. Credit card numbers, debit card numbers, electronic check numbers, credit expiration dates, bank/other financial information as defined in RCW 9.35.005 including social security numbers are exempt except when disclosure is expressly required by or governed by other law.	1
2	SSN	5 USC §552(a); RCW 42.56.050; RCW 42.56.230(5). The Privacy Act of 1974 evinces Congress' intent that social security numbers are a private concern. RCW 42.56.230(5). Credit card numbers, debit card numbers, electronic check numbers, credit expiration dates, bank/other financial information as defined in RCW 9.35.005 including social security numbers are exempt except when disclosure is expressly required by or governed by other law	1
3	Financial Info	RCW 42.56.230(5); RCW 9.35.005. Credit card numbers, debit card numbers, electronic check numbers, credit expiration dates, bank/other financial information as defined in RCW 9.35.005 including social security numbers are exempt except when disclosure is expressly required by or governed by other law.	1
10	Info from DOL	RCW 46.12.635(1); 18 USC §§2721, 2725(3). Personal information including photograph, social security number, driver identification number, name, address (not zip code), telephone number, and medical or disability information may not be disclosed by a government agency who received such information from the Department of Licensing, except in particular instances defined in 18 USC § 2721(b).	1

Redaction Log

Redaction Reasons by Exemption

Reason	Description	Pages (Count)
Financial Info	RCW 42.56.230(5); RCW 9.35.005. Credit card numbers, debit card numbers, electronic check numbers, credit expiration dates, bank/other financial information as defined in RCW 9.35.005 including social security numbers are exempt except when disclosure is expressly required by or governed by other law.	2(1) 3(1)
Info from DOL	RCW 46.12.635(1); 18 USC §§2721, 2725(3). Personal information including photograph, social security number, driver identification number, name, address (not zip code), telephone number, and medical or disability information may not be disclosed by a government agency who received such information from the Department of Licensing, except in particular instances defined in 18 USC § 2721(b).	10(1)
SSN	5 USC §552(a); RCW 42.56.050; RCW 42.56.230(5). The Privacy Act of 1974 evinces Congress' intent that social security numbers are a private concern. RCW 42.56.230(5). Credit card numbers, debit card numbers, electronic check numbers, credit expiration dates, bank/other financial information as defined in RCW 9.35.005 including social security numbers are exempt except when disclosure is expressly required by or governed by other law	2(1)