



621 Woodland Square Loop SE
 Lacey, WA 98503
 PO Box 47250
 Olympia, WA 98504-7250
<https://www.utc.wa.gov/GCPF>

GRADE CROSSING PROTECTIVE FUND
 2023 – 2025 GRANT APPLICATION
 OPEN CALL FOR PROJECTS

The Washington Utilities and Transportation Commission (UTC), through the Grade Crossing Protective Fund (GCPF), provides grants for projects that eliminate or reduce public safety hazards at railroad crossings and along railroad rights-of-way in Washington State. Any public, private, or non-profit entity may apply for a GCPF grant.

To apply for a grant to eliminate or reduce a public safety hazard at a railroad crossing or along a railroad right-of-way, complete the following information and submit it and any attachments to the UTC. *(Note: If you are proposing a change to the warning devices at a public railroad crossing, use the Petition to Modify Warning Devices - GCPF application instead.*

Please be sure to complete the entire form. Incomplete or missing information will delay the grant review process.

Applicant information

Contact Name:

Organization:

Address:

Phone:

Email:

Project information

Attach additional sheets as necessary that provide the following:

1. What is the project location?

See Overview document for answer to #1 question.

2. What are the existing hazards being addressed? Include any information about accidents or incidents at the site including photographs or other materials that support the application.

See Overview document for answer to #2 question.

3. How will the project eliminate and/or mitigate the hazards listed above? Include any design drawings or construction plans for the proposed project.

See Overview document for answer to #3 question.

4. How will the project benefit public safety by a) reducing accident frequency and severity at the location and/or b) reduce trespasser, pedestrian, or motorist injuries and deaths on the railroad right-of-way?

See Overview document for answer to #4 question.

5. Does the project involve coordination with the railroad? Yes No

If yes, please provide the railroad contact information:

See Overview document for answer to #5 question.

6. Does the project support under-resourced communities and/or rural areas? Yes No

If yes, please describe.

See Overview document for answer to #6 question.

7. Provide a project budget, including:

a. An itemized list of the total costs of the project.

See Overview document for answer to #7 A. question.

b. The requested grant amount.

See Overview document for b.

c. Names of parties contributing financially to the project, including the applicant, and the amount each is contributing.

See Overview document for answer to #7 C. question.

8. What is the name of the party responsible for long-term maintenance of the project, such as repair of fencing?

See Overview document for answer to #8 question.

9. What is the estimated timeline for project completion?

See Overview document for answer to #9 question.

10. How will the project's success be measured?

See Overview document for answer to #10 question.

11. What is the applicant’s experience in grant management or the successful completion of grant projects of this nature, including years of experience, types of projects completed and project cost/scope?

See Overview document for answer to #11 question.

12. List any other information that may be useful in evaluating this project. Include additional attachments if needed.

See Overview document for answer to #12 question. .

13. I hereby affirm that, to the best of my knowledge, the information provided in this application is true and accurate.

James Maples

Digitally signed by James Maples
Date: 2024.09.04 12:18:18 -07'00'

Railroad Consent

If the applicant is not the railroad owning the right-of-way, crossing, or tracks, the applicant must submit the attached Railroad Consent form (page 5) completed and signed by the railroad owning the right-of-way, crossing, or tracks.

Submitting the Application

After completing the application, file the signed application at [EFile](#). Under “Filing Type,” select “Application for Funding.”

Assistance

For questions or assistance, please contact the following UTC staff:

- Mike Turcott at (360) 664-1119 or mike.turcott@utc.wa.gov
- Tyler Whitcomb at (564) 669-0943 or tyler.whitcomb@utc.wa.gov

Railroad Consent

The undersigned represents the Railroad Company in the accompanying GCPF application.

We have reviewed the application and are satisfied that the conditions are the same as described by the applicant in this matter.

Printed name of Railroad Representative

Signature of Railroad Representative

Title

Name of Railroad

Mailing Address of Railroad

Telephone Number

Email

September	1	2023
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Date

Grade Crossing Protective Fund 2023-2025 Grant Application

Project Information

Grant Overview: Proposal for UAS (Drone) Acquisition

The Marysville Police Department UAS (Unmanned Aerial Systems) Program seeks funding to acquire two UAS (drones). This grant proposal aims to enhance the department's operational capabilities and response efficiency across a range of critical incidents.

Purpose and Benefits: The acquisition of these drones will significantly bolster our response capabilities, particularly in the following areas:

- **Life-Saving Operations:** Enhancing our ability to conduct water rescues and locate missing or lost persons.
- **Criminal Incident Management:** Supporting investigations in cases of homicide, burglary, robbery, domestic violence, and other criminal activities.
- **Officer Safety:** Providing additional support in potentially dangerous situations to ensure the safety of officers.
- **Fire Response:** Assisting in fire-related calls to improve scene management and incident assessment.
- **Major Crash Analysis:** Facilitating forensic mapping of major traffic collisions for thorough investigation and documentation.
- **Crime Scene Investigation:** Enabling detailed forensic mapping of crime scenes to aid in evidence collection and case resolution.
- **Railroad Incidents:** Addressing incidents related to railroads, including collisions, trespassing, hazardous materials, and crossing enforcement.

Justification: We are applying for the UTC Grade Crossing Grant to improve our UAS team's capabilities, specifically for incidents involving railroads and community safety. The integration of drones into our operations is critical for:

- **Enhanced Response Time:** Quick deployment and aerial assessment of incidents, leading to faster mitigation and resolution.
- **Increased Coverage:** Efficiently covering larger areas and accessing hard-to-reach locations.
- **Improved Incident Management:** Gathering vital information and data to support decision-making and investigative processes.

Importance of Drones: Drones have become essential tools for modern law enforcement. Their ability to provide real-time aerial views and detailed data will help us address various challenges, including hazardous material transport, compliance enforcement, and trespassing issues on railroads. As technology evolves, drones will continue to play a crucial role in deterrence, education, and investigative efforts.

This grant proposal outlines the necessity of acquiring two UAS to enhance our department's effectiveness and response capabilities. By investing in these drones, the Marysville Police Department will be better equipped to handle a wide range of incidents, ensuring improved safety and operational efficiency for our community.

1. What is the project location?

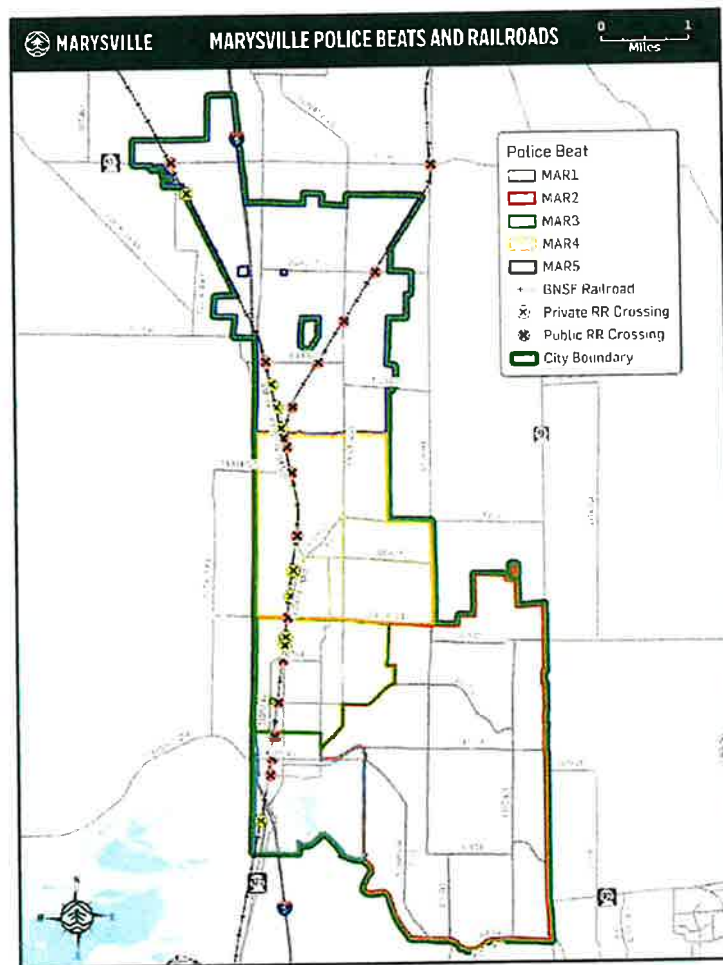
The project will be conducted along the railroad line owned by Burlington Northern Santa Fe Railroad and Am Track, which spans from Union Slough, just north of 172nd St NE Marysville, Washington. This location includes key areas, including 14 controlled railroad crossings and 9 private crossings. The railroad tracks run parallel to Interstate 5 and State Ave in the city limits of Marysville. The primary focus will be along the right of way and railroad line, approximately 10+ miles of railroad property.



2. What are the existing hazards being addressed? Include any information about accidents or incidents at the site including photographs or other materials that support the application.

With 23 railroad crossings within the city limits, there is a significant issue with vehicle and pedestrian violations of railroad crossing. This frequent trespassing increases the risk

of collisions, injuries, and fatalities. Much of the 10+ miles does not have fencing or other barriers to prevent trespassing and in those areas that do, the trespassers have damaged to gain access.



Trespassers frequently enter railroad tracks for various reasons, including walking along the tracks, setting up homeless camps, or engaging in criminal activities. The increased presence of individuals on tracks poses a severe safety hazard.

Dense vegetation and surrounding buildings often obstruct the visibility of the railroad tracks, making it challenging for patrol officers and maintenance personnel to monitor and manage the railroad property. In the areas where vegetation and buildings block sightlines, such as in the vicinity of a fatal trespass in March 2024. It becomes nearly impossible to detect trespassers or address hazardous conditions promptly.

The 10+ miles of railroad property include various environments such as dense woods, and residential and commercial areas. Each environment presents unique challenges for monitoring and maintaining track safety.

Vehicles fail to obey crossing lights, crossing arms, and stop on railroad crossings daily. These diverse settings make it difficult to implement consistent safe measures, as the environment can hinder visibility and accessibility.



(The crossing shown here is 4th St and is heavily travel dialing. Many vehicles are found stopping on the crossing as shown here).

Since 2011, there have been at least 12 incidents involving fatalities due to trespassing and grade-crossing collisions. These incidents are one example of enhanced monitoring and intervention strategies.

3. How will the project eliminate and/or mitigate the hazards listed above? Include any design drawings or construction plans for the proposed project.

Deploying drone equipment with high-resolution cameras and thermal imaging to monitor the railroad tracks and surrounding area will provide efficient and effective capabilities that we currently don't possess.

Drones will provide clear, real-time aerial views of areas obstructed by vegetation, buildings, or other obstacles. This will enable early detection of trespassers, potential hazards, and more.

The drones can cover larger stretches of track more efficiently than ground patrol, ensuring consistent monitoring and quicker responses to emerging issues.

The drone would be used to observe vehicular traffic at crossing to identify violators and conduct education and enforcement issues. They can be used to map collision scenes much faster than previous equipment and/or technology, thus less times the tracks are closed down.

4. How will the project benefit public safety by a) reducing accident frequency and severity at the location and/or b) reduce trespasser, pedestrian, or motorist injuries and deaths on the railroad right-of-way?

By integrating drone technology into railroad operations and public safety, the project will significantly enhance public safety through improved monitoring, early detection, and more effective response to incidents. The proactive approach enabled by drones will not only reduce the frequency and severity of collisions but also address the root causes of trespassing and unsafe behaviors, ultimately saving lives and preventing injuries. The use of drones in and around the railroad tracks will allow for a faster and more efficient response and providing access to areas where manpower takes more time or is inaccessible. The increased surveillance with drones will act as a deterrent to trespassers by increasing the likelihood of detection and enforcement. The drones have the capability to have search lights and PA system for announcements that can be used in a number of situations.

If a collision were to occur the drones would be used to help forensically map the scene much quicker than other technology, thus opening the railroad tracks faster.

Using drones can enhance our public awareness and safety campaigns, educating the public on the types of violations, and promoting safer behaviors around railroad tracks, potentially reducing pedestrian and motorist collisions. Video footage of dangerous trespassing and motorist behavior can be used in educational material and community outreach programs to highlight the risks.

5. Does the project involve coordination with the railroad? No. If yes, please provide the railroad contact information:

We do not believe it would be necessary to coordinate with the railroad daily, however, if the need arises we are always willing to partner with them in educational and enforcement situations.

6. Does the project support under-resourced communities and/or rural areas? **Yes**
If yes, please describe.

A portion of the City of Marysville is located in a mapped area of underserved communities per the Climate and Economic Justice Screening Tool as well as an area ranking 8 of 10 for environmental health disparities per the WA State Department of Health.

7. Provide a project budget, including:
- a. An itemized list of the total costs of the project.



- (2) The DJI Matrice 30T (Basic) Combo: Cost: \$19,274.00
Includes: Aircraft, RC Plus Controller, Payload: Laser Range Finder, 12MP Wide and 48MP Zoom Camera, 640x512 Radiometric Thermal, 2 x TB30 Intelligent Flight Battery, BS30 Charging Station, USB Charger & Cable for Controller, Propellers, Carrying Case, 1 Year DJI Care Enterprise Basic Protection Plan, 1 Standard Maintenance Service.
- (8) DJI TB30 Intelligent Flight Battery Intelligent Flight Battery for M30 Series:
Cost \$2,632.00
- (2) DJI WB37 Intelligent Battery
- (2) DJI RC Plus, DJI RC and Crystal Sky additional battery. Cost \$118.00
- (2) DJI RC Plus Strap Bracket Kit DJI RC Plus bracket and strap. Cost \$78.00
- Tax:\$2,033.38
- Total cost \$24,135.38

- b. The requested grant amount.
\$24,135.38

- c. Names of parties contributing financially to the project, including the applicant, and the amount each is contributing.

The Marysville Police Department will provide:

- 1) All training costs. (Approximately \$3000.00 for 6 drone pilots)
- 2) Equipment and set up for the patrol vehicle(s) to operate the drone(s). (approximately \$1000.00)
- 3) FAA drone registrations. (\$10 yearly)
- 4) Drone Insurance. (\$1200 yearly)

8. What is the name of the party responsible for the long-term maintenance of the project, such as the repair of fencing?

The Marysville Police Department will be responsible for the long-term maintenance of the UAS program.

9. What is the estimated timeline for project completion?

Upon approval of the grant, estimated arrival of equipment, set up, and training would be within 30-60 days. The UAS team would conduct a site assessment fly overs of the tracks and begin to monitor and enforce violations that would be on-going.

10. How will the project's success be measured?

The Marysville Police Department UAS Program records all data from drone deployments in a drone management system (AirData.com). This data can be correlated to our CAD/crime data including:
Traffic stops for railroad violations
Trespass arrest
Contacts
Collisions to include times it takes to re-open tracks.
We would continue to review all deployments to ensure that the project meets its objectives and delivers the anticipated benefits.

The screenshot displays the AirData UAS management program interface. At the top, there are navigation tabs: **Matrix / Imperial**, **Settings**, **Overview**, **Details**, **Equipment**, **Notifications**, **Documents**, **Checklists**, and icons for trash and back. The main header shows the flight ID **2023-00009668** with an **Edit** link. Below this is a sidebar menu with categories: **GENERAL**, **POWER**, **SENSORS**, **CONTROLS**, **WEATHER**, and **MEDIA**. The central area features a satellite map with a yellow flight path overlaid on a railroad track. To the right of the map, flight statistics are listed: **Total Mileage: 15,132 ft**, **Max Distance: 4,239 ft**, **Max Altitude: 149.8 ft**, **Max Speed: 34.18 mph**, and **Max Bat Temp: 92.0°F**. Below the map, there are download options: **Download: KML, GPX (?), CSV, Original**. At the bottom, there is a link to **Add Flight Description**.

Screen shot of our AirData UAS management program. (This shows a drone being used to fly over the railroad on an incident.)

11. What is the applicant's experience in grant management or the successful completion of grant projects of this nature, including years of experience, types of projects completed, and project cost/scope?

The applicant has a robust track record in managing and completing grant-funded projects, with significant experience in relevant fields such as public safety, and technology. With years of experience and a history of managing projects ranging from large-scale to targeted initiatives, the applicant demonstrates a proven ability to deliver projects successfully within budget and time.

12. List any other information that may be useful in evaluating this project. Include additional attachments if needed.

Our current UAS program focuses on routine aerial deployment with one drone capable of deploying during all types of weather conditions. We have 4 patrol beats encompassing the railroad tracks and 7 pilots.



(Matrice M30 is rated for weather and this photograph depicts its ability here in the northwest rain season.)

It would be our objective to add additional drones so each pilot would carry their own drone and have the ability to deploy at any given time. With each pilot carrying their own drone, it will allow for better coverage, faster response, and following FAA 107 drone regulations. For example, UAS pilots can only fly within the visual line of sight of the drone, thus limiting their range to a few miles at a time.

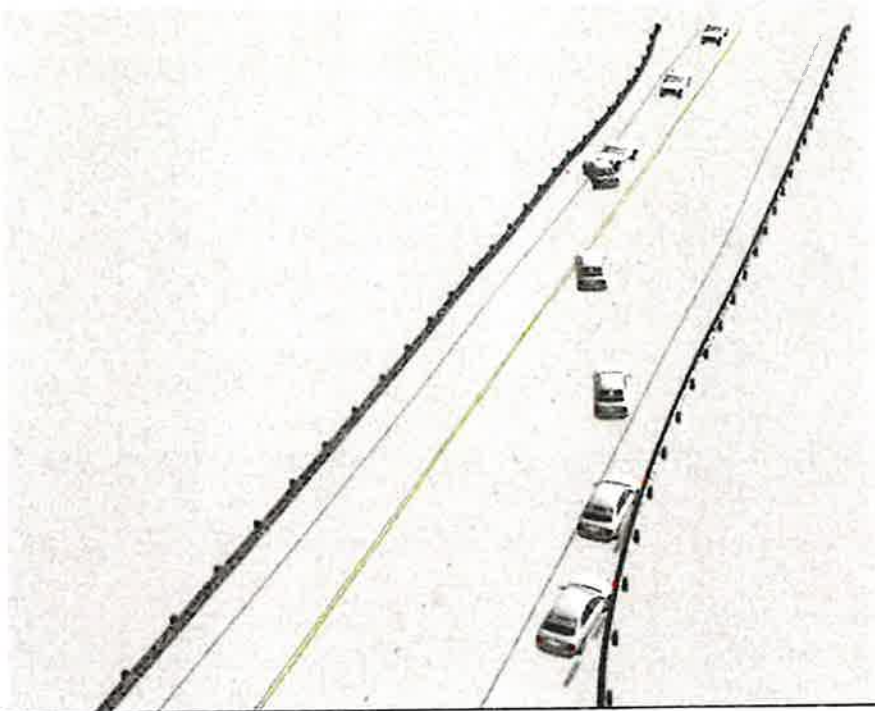
Moving forward we would like to evolve our UAS program into a Drone Response and Field (DRF) program. The transition from a UAS program to a DRF program aims to significantly enhance operational capabilities, response times, and data management. By implementing advanced technology, improving field coordination, and optimizing workflows, the DRF program will better address safety challenges and operational needs. These two additional drones will move us closer to our goals.

13. I hereby affirm that, to the best of my knowledge, the information provided in this application is true and accurate.

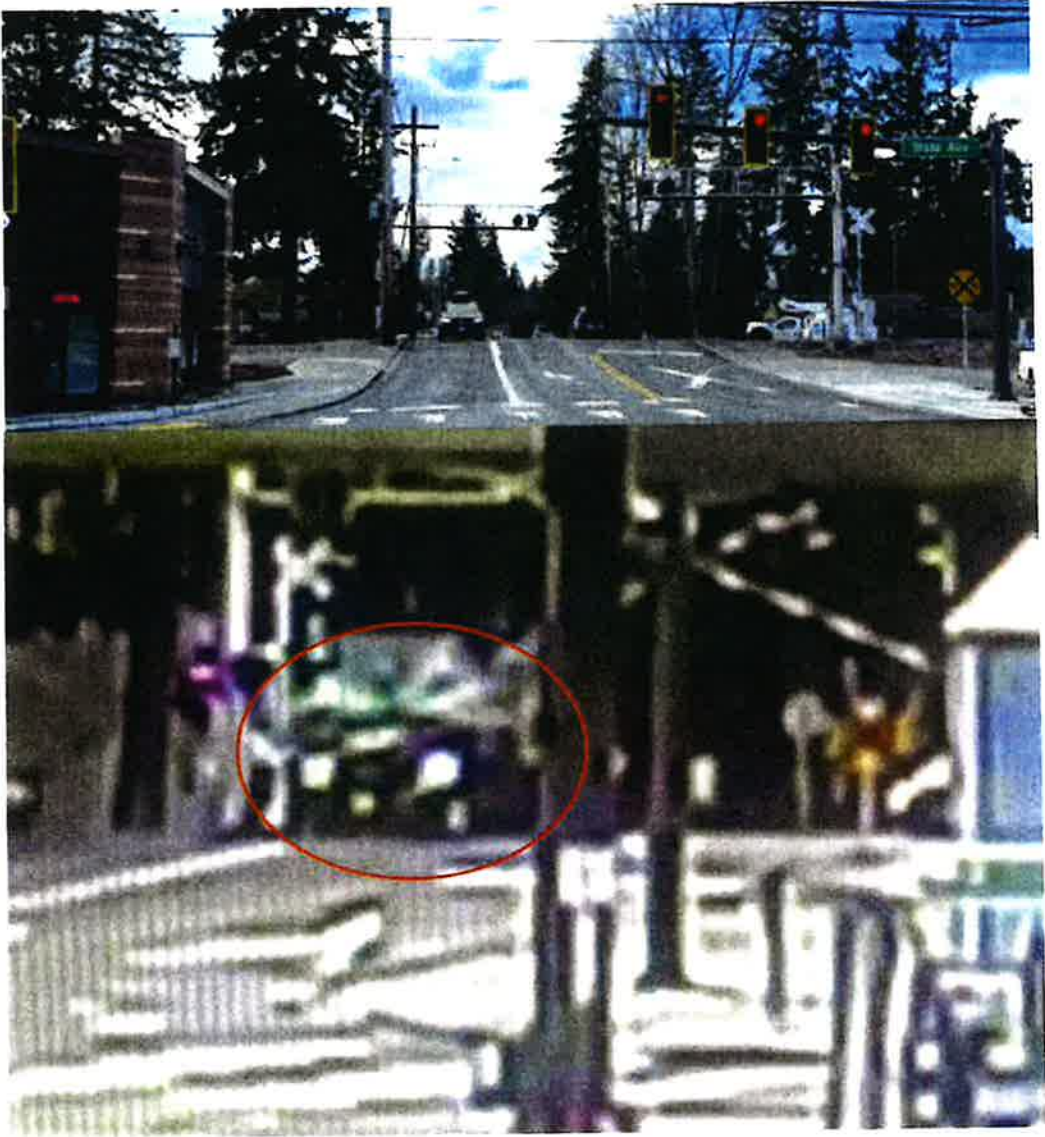
Signature:

The below diagram is related to a fatal collision where we were able to use the UAS to draw a forensic 3D diagram to scale. The UAS is instrumental in these types of cases for many reasons:

- Accuracy.
- Court approved.
- Recreation to show what happened.
- Evidence purposes.
- Litigation.
- And much more.



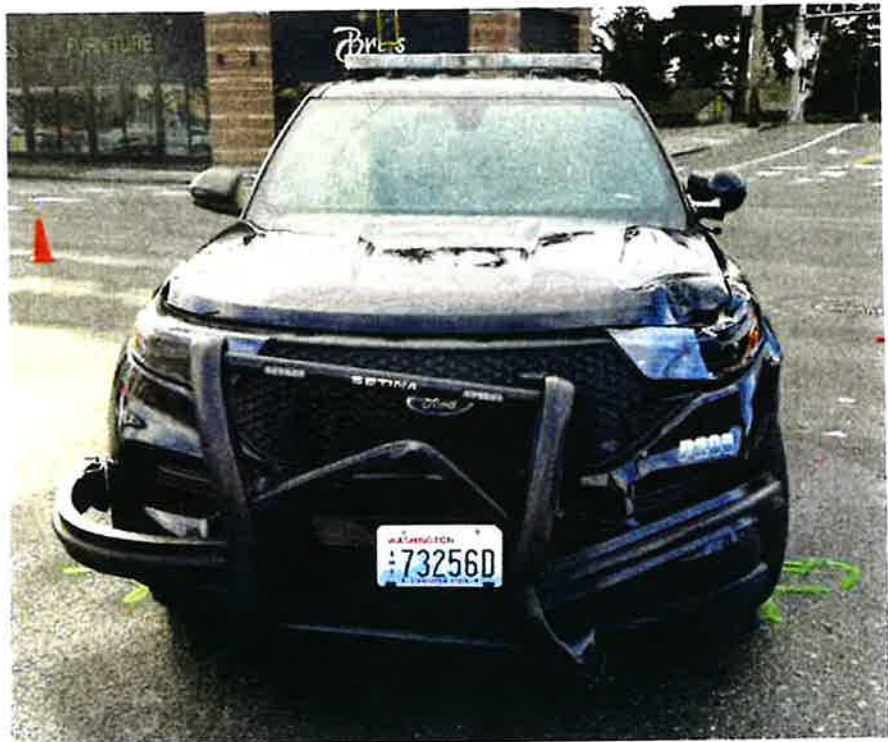
The below photograph is of a scene where a truck drove under the activated railroad crossing arms and struck a patrol vehicle causing a collision.



Truck going under arms.

Due to the truck failing to stop/remain stopped at an active railroad crossing arms coming down, it caused a collision.

Appendix B



In 2008 a semi-truck failed to stop a railroad crossing, causing a major train derailment and hundreds of thousands of dollars in damage and loss.

Appendix C

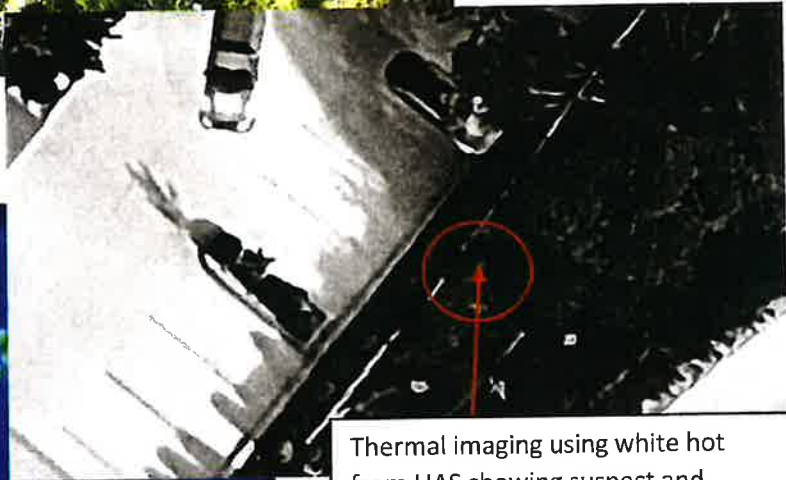


UAS used to help catch a suspect just west of the railroad track, who ran and tried hiding from the police.

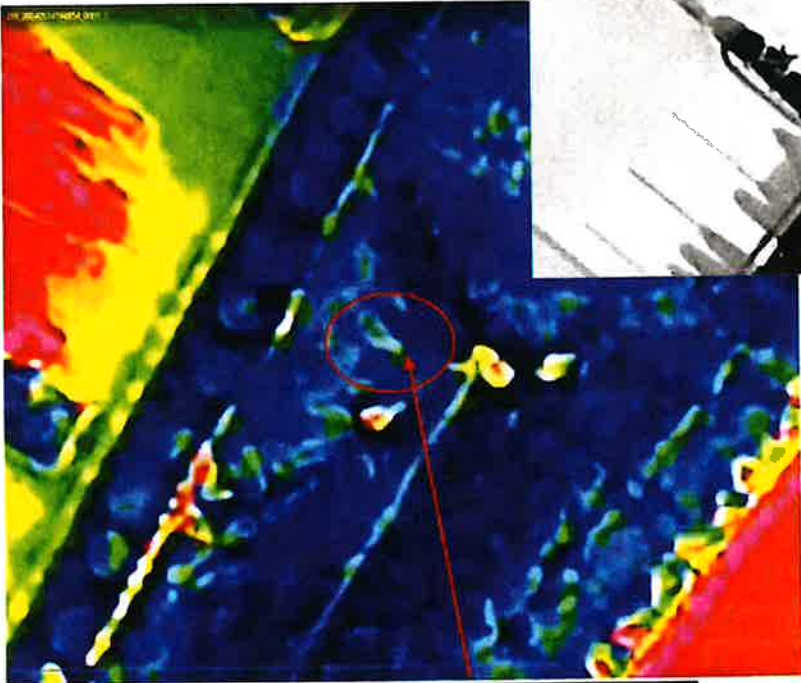
Appendix D



UAS follows the suspect into wooded area. Suspect hides in bushes with officers converging on his location with the assistance of UAS and K9.



Thermal imaging using white hot from UAS showing suspect and officers.



Thermal imaging using heat to show suspect and officers.



Collision scene and forensically mapped by drone.



Crime scene forensically mapped.



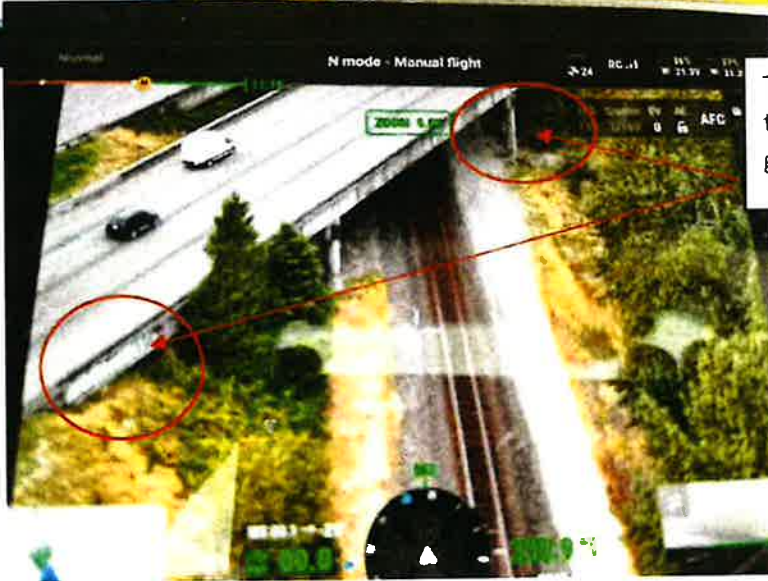
Fire scene where drone was used to assist fire and police for investigation.



Homeless camp accessed by railroad right of way. Camp built into wooded area.



Debris brought into the area of the railroad tracks for homeless camps and trespassers.

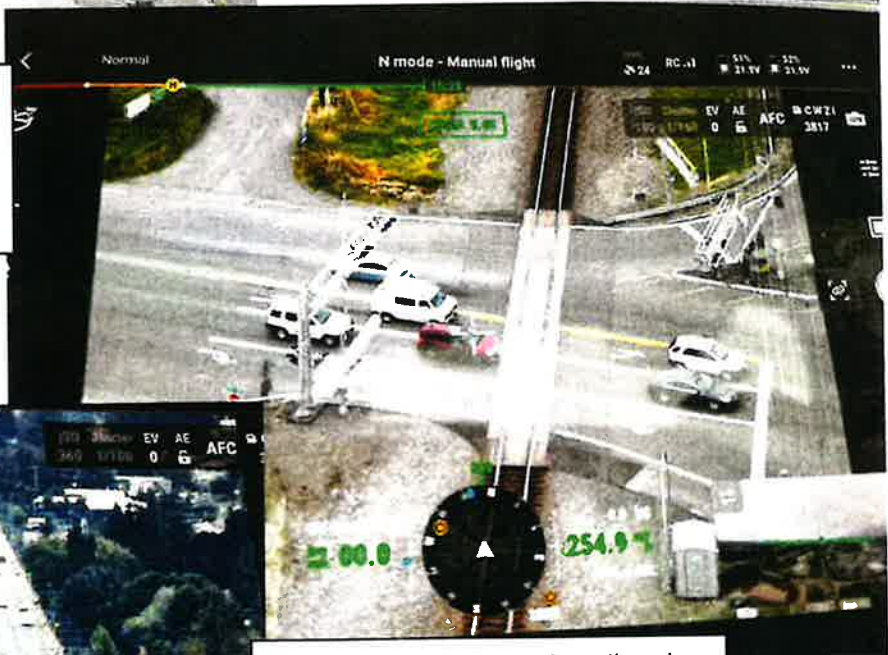


Trespasser access I-5 overpass through railroad easement to do graffiti and camp.



Burlington Northern Santa Fe Railroad, looking north in Marysville. The photograph depicts the residential, commercial and landscape adjacent to the tracks.

The photograph shows vehicle failing to comply with the pavement markings and railroad crossing at the 136th St NE crossing.



The photograph shows the railroad crossings north of 116th St NE. It also depicts the wooded area to the west which homeless use.

**Marysville Police Department
Sergeant Maples Report**

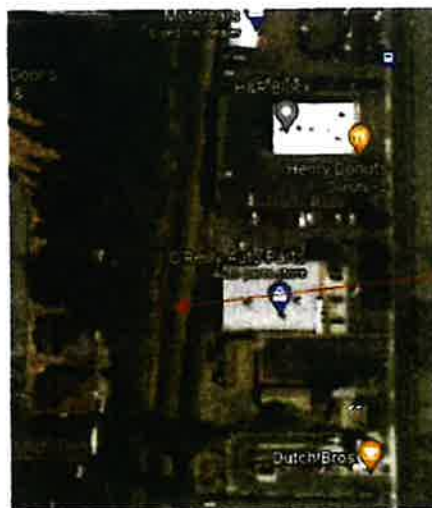
Case: MP23-00040109
Date: Wednesday July 19th 2023
Time: 1802 hours
Incident: Train Vs Pedestrian Collision
Location: 1273 State Ave Marysville, Snohomish County, WA

Assignment: I, **Sergeant** Maples, am a fully commissioned and sworn Police officer in the State of Washington, currently assigned to the Marysville Police Department, Patrol Division, as a Sergeant. On the aforementioned date and time, I was wearing an authorized Marysville Police Department patrol uniform with the Marysville insignia identifying me as a law enforcement officer. I was driving a fully marked patrol car equipped with emergency lights and siren identifying me as a Marysville Patrol police officer.

****At the time of this incident, I was equipped with an Axon Body Worn Camera (BWC). The camera was activated during this incident**.**

On Wednesday July 19, 2023 at about 1802 hours Burlington Northern Santa-Fa Railroad dispatch notified Sno911 to alert us a northbound BNSF Freight train struck a pedestrian around the 1293 State Ave (Railroad tracks). Patrol was told the pedestrian maybe still under the train and all intersections south of this location were blocked.

Patrol units responded to the location to look for the pedestrian. Officer Herrera was the primary patrol officer for this call and additional officers; TJ San Miguel, Boggs, Warbis, Ben Black, Burnett, Allen, Stuver, Brevig, Hamburg, Sgt. Goolsby, Rediger, and myself assisted. Officer located the pedestrian around the 1273 State Ave.



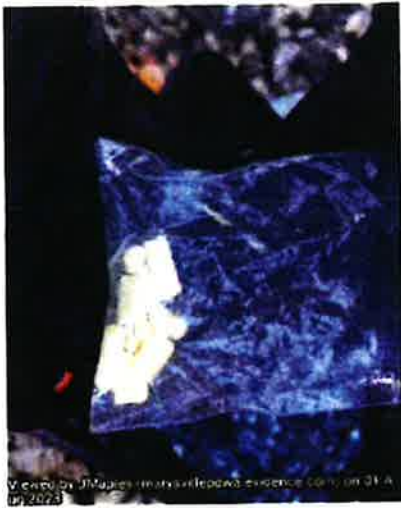
Pedestrian
Lay on
tracks

The pedestrian was found alive but severely injured. Upon my arrival I assisted with rendering first aid awaiting fire's arrival. I saw he had a large laceration to the top of his head and from the shins to the feet his skin was removed exposing his bone structure. I could smell the strong odor of intoxicants coming from his person and he was not talking. It appeared he was intoxicated but also in shock and traumatized from his injuries. He was unable to provide information other than his first name of Tyler. Officers Boggs and TJ San Miguel applied tourniquets to both legs.

Marysville Fire arrived on scene and began treating him. Officer Herrera had contacted the conductor and engineer of the train. As I collision investigator and supervisor of our collision investigation team I asked Officer Herrera to ask the conductor and engineer to write statements about the incident. I asked officer Warbis to use paint to mark the placement of the first engine wheel and have the last wheel on the train marked.

I took photographs of the scene to include from inside the lead locomotive. I saw both lights on the front locomotive were working as was the horn. Inside the locomotive the equipment appeared to be all functioning, however it should be noted: I do not know their system nor did I fully examine the system.

I walked the scene and saw a Safeway basket used inside the stores to put items into sitting next to the east railroad track. Inside were grocery items that appeared to be new. I also saw what appeared to be a cellular phone, however it was not on. A shirt was found in the basket along with some alcohol beverages and a plastic baggie with yellow pills. These pills appeared to be Xanax which are called "Bars" on the street. Next to the basket were several ICE Tea cans of alcohol. I saw the point of contact the train made with the pedestrian on the east track.



There were two sandals the pedestrian had been wearing that were destroyed from being run over. Looking under the train it should marks showing the pedestrian went under the train and came into contact with multiple objects.

I spoke to the conductor and engineer and both were shaken from the event. They said the train was northbound at about 18-19 mph. They said the horn was active as they approached the

E

Grove St crossing. At this point the conductor saw the pedestrian laying across the tracks. He described the pedestrians head as being between the tracks and his feet on the eastside of the track.

Note: in my experience as a collision investigator and the number of train vs pedestrian collisions I've investigated, it is not normal for someone to lay across the tracks in this fashion. It has been my experience those that do this are intending to commit suicide. In this case, it is unknown if this is what Tyler was attempting to do, but it is also noted he's told family it was not his intention.

7/21/2023 at about 1415 hours:

I called Katie (mother of Tyler 425-923-7727). She informed me Tyler had been transferred to Harborview and went through surgery all night. She said they were going to amputate his legs on Sunday as they were unable to fix the damage. During our conversation Katie asked if we believed he was trying to commit suicide. I explained only he would know this, however from my experience and what was being described with him laying across the railroad tracks, this is what we've seen from those trying to commit suicide. Katie told me Tyler has had an addiction problem since age of 16 years old and he's now 34 years old. She said Tyler had told her, his father, and sister that he wasn't trying to commit suicide, but she wasn't sure this was the truth. She said Tyler his father he'd been in an argument with his girlfriend that day. Katie said she didn't think Tyler and his girlfriend wasn't great and most likely very toxic. She said he's been staying at different motels and is homeless for some time.

1443 hours-

I called and spoke BNSF Risk Manager Greg Beam and requested to view the video. He said he'd put the request in for approval and try to make arrangements for next week.

7/27/2023

1245 hours- Mr. Beam came to the Marysville Police Department to allow me to view the video from his work laptop. I watched the video which shows the BNSF freight train was northbound. I can hear the horn being activated as it is moving along the tracks and crossing the intersections. As the train approaches the Grove St crossing it activates its horn multiple times. After passing the Grove St crossing you can see off in the distance a shadow effect from the trees crossing the railroad tracks. You hear the trains airbrakes (emergency) activate. As the train gets closer to the shadow you see Mr. Cannon laying on the train tracks.

Mr. Cannon head his between the train tracks with his arms laying next to his head. His feet are across the east track and he is not moving nor responding to the train's horn. It is believed he moved his legs at the last minute, but the train goes over him.

I asked Mr. Beam if I could have a still photograph of the pedestrians positioning on the tracks. He said he'd put a request into headquarters for this.

Conclusion-

E

Mr. Connor was trespassing on Burlington Northern Santa-Fe Railroad property, laying across the train tracks. He had the odor of intoxicants coming from his person to include open and unopened alcohol at the train tracks. He also had what appears to be Xanax pills and according to his mother has had an addiction since 16 years of age. It is not known if Mr. Connor was attempting suicide, however the fact he laid across the railroad tracks and did not move, he was struck by the train.

This document was submitted on a device that is owned, issued or maintained by the Marysville Police Department which is an identified criminal justice agency in Washington State.

I certify under penalty of perjury under the laws of the State of Washington the foregoing is true and correct (RCW 9A.72.085) and I am entering my authorized user ID and password to authenticate it.

7/28/2023

Marysville Police Department

J. Maples #MP0036



Marysville Police Department Major Collision Report Sergeant Maples Report

Case: MP24-00013771
Date: Friday, March 15, 2024
Event: Fatal Pedestrian/ Train
Time: 1953 hours
Location: 100th St NE and Rail Road tracks, Marysville, Snohomish County, WA

Assignment: I, **Sergeant** Maples, am a fully commissioned and sworn Police officer in the State of Washington, currently assigned to the Marysville Police Department, Patrol Division, as the Traffic Sergeant. I began my law enforcement career in November 1989 as a Reserve Police Officer. I attended the Basic Law Enforcement Academy in January of 1993 and maintain my CJTC Peace Officer Certification. Throughout my LE career, I have served in Patrol, Bikes, School, Detectives, Narcotics, Traffic Motor Officer, and Tactical. Throughout my career, I have investigated hundreds of crashes, from basic to fatal collisions. I have been part of and currently supervise our department Traffic Collision Investigations Unit (TCIU) which has the responsibility to investigate major collisions. I have attended Basic, Advanced, and Technical Collision Investigation courses along with others related to collisions/motor vehicles.

On the aforementioned date and time, I was wearing an authorized Marysville Police Department patrol uniform with the Marysville insignia identifying me as a law enforcement officer. I was driving a fully marked patrol car equipped with emergency lights and a siren identifying me as a Marysville Patrol police officer.



(The photograph is from Officer Herrera's BWC)

Synopsis

On the evening of Friday, March 15, 2024, at about 1953 hours Burlington Northern Santa Fe Railroad dispatch called 911 to report a southbound Amtrak train found a body on the railroad tracks, south of the 104th St NE crossing. Patrol officers responded and found a deceased adult male later identified as Yohannes T. Biru D.O.B. 07/08/1997.

Amtrak was not the train that struck the deceased, it was later discovered that a freight train that had gone through earlier had struck the deceased. Based on the scene, at some point Mr. Biru had entered the tracks and was run over by the freight train, killing him.

The video on the freight train lead locomotive does not show Mr. Biru on the tracks, however the tail car does show the body. It is believed Mr. Biru may have been riding the train and fallen off, or crawled across the tracks as the train was coming through.

Human

Deceased/Pedestrian

Name: Yohannes Tesfaye Biru D.O.B. 07/08/1997
 Height: 6'
 Weight: 120 lbs
 Eye: Brown
 Hair: Black
 Address: 11030 Everegreen Way, Apt B123
 Everett, WA 98204

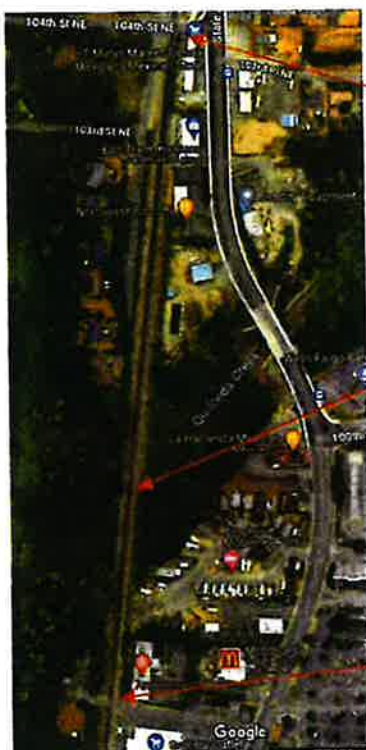


Vehicle Factors

Burlington Northern Santa Fe Freight Train.

Environment

The collision occurred in about the 1000 block of the Railroad Tracks in Marysville, WA. The closest roadway crossings are 104th St. to the north and a private crossing in the 9800 block of State Ave.



104th St NE Crossing.

Body struck and killed approximately here.

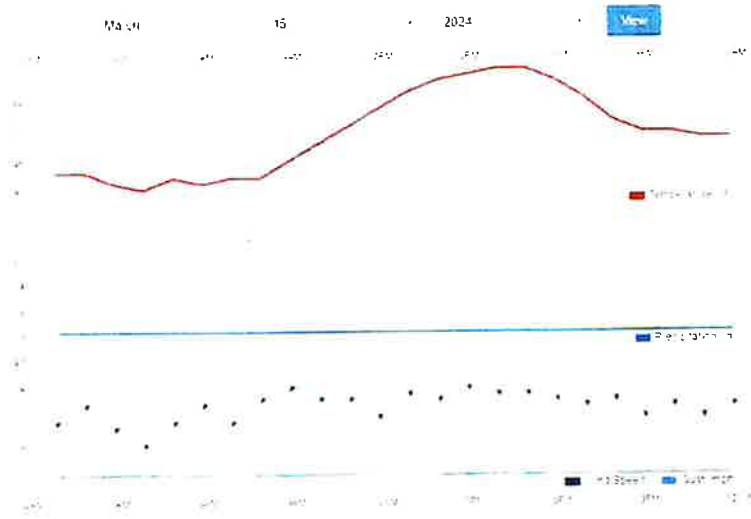
Private Crossing.

Roadway

The railroad tracks are privately owned and run by Burlington Norther Santa Fe Railroad. They are posted “no trespassing” and have markings up and down the railroad. The RR tracks run north/south through Marysville.

Weather, Roadway, Lighting, and Signing

The collision occurred during the early evening hours (1953) on the 15th of March with a temperature of approximately 50 degrees, clear skies, and little wind. It was dry out and dark. The area where the incident took place is limited in lighting with the surrounding area surrounded by woods and a creek. There are some business lights, however, limited because of the wood line.



Summary

Temperature (°F)	68.00	High (°F)	68.00	Low (°F)	46.00
High Temp	68	Low Temp	46	Day Average Temp	57.11
Day Average Temp	57.11	Precipitation (in)	0.00	High Precip	0.00
Precipitation (in)	0.00	Precipitation (last 24 hours) (in)	0.00	Dew Point (°F)	49.20
Precipitation (last 24 hours) (in)	0.00	Day Dew Pt	49	High	49
Dew Point (°F)	49.20	High	49	Low	28
Day Dew Pt	49	Average	32.52	Wind (mph)	4.00
High	49	Wind (mph)	4.00	Max Wind Speed	10
Low	28	Max Wind Speed	10	Wind Dir	0
Average	32.52	Sea Level Pressure (in)	30.20	High (in)	30.20
Wind (mph)	4.00	Sea Level Pressure	30.20	Low (in)	30.20
Max Wind Speed	10	Astronomy	Daylight	7:44	Sun
Wind Dir	0	Actual Time	7:44	Civil Twilight	7:11:50
Sea Level Pressure (in)	30.20	Civil Twilight	7:11:50	Nautical Twilight	6:44:50
Sea Level Pressure	30.20	Nautical Twilight	6:44:50	Astronomical Twilight	6:19:10
Astronomy	Daylight	Astronomical Twilight	6:19:10	Moon (Visible)	100.00
Actual Time	7:44	Moon (Visible)	100.00		
Civil Twilight	7:11:50				
Nautical Twilight	6:44:50				
Astronomical Twilight	6:19:10				
Moon (Visible)	100.00				

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Daily Observations

Time	Temperature	Dew Point	Humidity	Wind	Wind Speed	Wind Gust	Pressure	Precip	Condition
12:53 AM	43 °F	36 °F	75 %	NNE	9 mph	0 mph	29.87 in	0.0 in	Fair
1:53 AM	43 °F	36 °F	76 %	NNE	12 mph	0 mph	29.86 in	0.0 in	Fair
2:53 AM	41 °F	35 °F	79 %	NNE	8 mph	0 mph	29.84 in	0.0 in	Fair
3:53 AM	40 °F	36 °F	85 %	N	5 mph	0 mph	29.83 in	0.0 in	Fair
4:53 AM	42 °F	37 °F	82 %	NNE	9 mph	0 mph	29.83 in	0.0 in	Partly Cloudy
5:53 AM	41 °F	37 °F	86 %	NNE	12 mph	0 mph	29.82 in	0.0 in	Partly Cloudy
6:53 AM	42 °F	37 °F	82 %	NNE	9 mph	0 mph	29.81 in	0.0 in	Mostly Cloudy
7:53 AM	42 °F	37 °F	82 %	NNE	13 mph	0 mph	29.81 in	0.0 in	Mostly Cloudy
8:53 AM	45 °F	38 °F	76 %	NNE	15 mph	0 mph	29.80 in	0.0 in	Partly Cloudy
9:53 AM	48 °F	38 °F	68 %	NNE	13 mph	0 mph	29.79 in	0.0 in	Partly Cloudy
10:53 AM	51 °F	39 °F	63 %	NNE	13 mph	0 mph	29.78 in	0.0 in	Fair
11:53 AM	54 °F	41 °F	62 %	N	10 mph	0 mph	29.76 in	0.0 in	Fair
12:53 PM	57 °F	40 °F	53 %	N	14 mph	21 mph	29.74 in	0.0 in	Fair
1:53 PM	59 °F	40 °F	49 %	N	13 mph	0 mph	29.71 in	0.0 in	Fair
2:53 PM	60 °F	41 °F	49 %	N	15 mph	0 mph	29.68 in	0.0 in	Partly Cloudy
3:53 PM	61 °F	42 °F	50 %	N	14 mph	0 mph	29.66 in	0.0 in	Partly Cloudy
4:53 PM	61 °F	41 °F	48 %	N	14 mph	0 mph	29.64 in	0.0 in	Partly Cloudy
5:53 PM	59 °F	40 °F	49 %	N	13 mph	0 mph	29.62 in	0.0 in	Partly Cloudy
6:53 PM	56 °F	40 °F	55 %	N	12 mph	0 mph	29.62 in	0.0 in	Partly Cloudy
7:53 PM	52 °F	40 °F	63 %	N	12 mph	0 mph	29.61 in	0.0 in	Fair
8:53 PM	50 °F	41 °F	71 %	N	10 mph	0 mph	29.61 in	0.0 in	Fair
9:53 PM	50 °F	41 °F	71 %	N	12 mph	0 mph	29.62 in	0.0 in	Fair
10:53 PM	49 °F	40 °F	71 %	N	10 mph	0 mph	29.61 in	0.0 in	Fair
11:53 PM	49 °F	39 °F	69 %	NNE	12 mph	0 mph	29.61 in	0.0 in	Fair

Collision Dynamics

The pedestrian fatality occurred when Mr. Biru trespassed onto Burlington Northern Sante Fe Railroad property. It is unknown Mr. Biru state of mind at the time he entered onto the railroad tracks. The evidence at the scene shows Mr. Biru body was across the easternmost track. His body was positioned face down with his head to the east and feet to the west. His torso at about the waistline was positioned on top of the track.

The train that struck Mr. Biru was not present so we could not examine it. At some point the freight train struck his body and ran over him, cutting his body in half. Fabric from his jeans were seen at the point of impact, thru the drag mark, to the point Mr. Biru came to rest. Upon impact, Mr. Biru shoes were thrown from his feet.

One shoe was to the north of where the impact point was and the other shoe was to the south on the west of the railroad track. We saw an open back of cigarettes laying at the impact point with several new cigarettes laying outside of the box. We also found a few other items (candy-type plastic containers) near the impact location.

There was no evidence showing a criminal act.

On March 18th-

I called the Snohomish County Medical Examiner's Office and requested a copy of the autopsy report.

The family of Buri stopped by the Marysville Police Department and spoke to Detective McShane.

I placed a phone call to the Snohomish County Medical Examiner's Office and requested a copy of the autopsy when it was completed.

April 15, 2024

I received a copy of the ME autopsy report. The ME listed Blunt force head and neck injuries, and blunt force torso injuries with complete axial body transection. The cause of death was multiple blunt force injuries with the manner of death listed as Accident.

The ME was able to find some medical history on Mr. Biru showing a medical visit in June of 2023. They located he'd been diagnosed with mania and had been hospitalized in January 2021 with acute psychosis in the setting of active marijuana use. His father brought him in for abnormal behavior and concern for delusions. He was referred to behavior health/psychiatry but it does not appear he was ever evaluated.

1300 hours-

A Burlington Northern Santa Fe risk manager came to the Marysville Police Department and showed me the video from the freight train. The video shows the BNSF freight train southbound and it is still daylight out. At the time of viewing it was unknown the time the train went through the area and the risk manager didn't know this information.

The lead locomotive does not show Mr. Biru anywhere on the tracks as it approaches. Mr. Biru isn't seen off to the sides either. The tail locomotive does show Mr. Biru on the tracks and appears to have been struck.

It is believed Mr. Biru may have been possibly riding the rail cars and fell and was run over. The other belief was he could have crawled onto the tracks as the train was passing, though this is highly unlikely. The exact circumstances of his death may never be known as there is no other video in the area other than the trains. I asked the risk manager if BNSF could provide me with the time the train came through the area, the lead and tail locomotive numbers, and a still photograph from the lead and tail locomotive. NOTE: BNSF video is proprietary and they do not release the video. However, they have provided a still photograph in the past. The risk manager asked that I send an official request for this information. Once our meeting was completed I sent an email to him asking for the information.

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Conclusion

At some point, Mr. Biru entered onto the private property owned by Burlington Northern Railroad, trespassing. While on the property his body lay across the railroad tracks and a southbound BNSF freight train ran him over. On a local law enforcement data basis, I could not find any history on Mr. Biru. His family who stopped by the Marysville Police Department told Detective McShane they were unaware of any suicide issues. They said he was about to move out of an apartment in Everett. There is no indication of a criminal act in this case. Case will be closed with the finding of the Snohomish County Medical Examiner's; Manner of Death: Accident.

This document was submitted on a device that is owned, issued or maintained by the Marysville Police Department which is an identified criminal justice agency in Washington State.

I certify under penalty of perjury under the laws of the State of Washington the foregoing is true and correct (RCW 9A.72.085) and I am entering my authorized user ID and password to authenticate it.

4/17/2024

Marysville Police Department

J. Maples #MP0036



STATE OF WASHINGTON POLICE TRAFFIC COLLISION REPORT



1591971

REPORT NO. EB48401

1 7 27

CASE #	2021-00034820
LOCAL AGENCY CODING	
TOTAL # OF UNITS	02
OBJECT STRUCK	NONE

INTERSTATE	<input type="checkbox"/>	CITY STREET	<input type="checkbox"/>	FIRE RESULTED	<input type="checkbox"/>
STATE ROUTE	<input type="checkbox"/>	OTHER	<input type="checkbox"/>	STOLEN VEHICLE	<input type="checkbox"/>
COUNTY RD	<input type="checkbox"/>	PRIVATE WAY	<input checked="" type="checkbox"/>	HIT & RUN INVOLVED	<input type="checkbox"/>

TRIBAL RESERVATION															
DATE OF COLLISION	07 - 13 - 2021	TIME (2400)	1524	COUNTY #	31	MILES		N	<input type="checkbox"/>	E	<input type="checkbox"/>	IN	<input checked="" type="checkbox"/>	OF	0745

ON (PRIMARY TRAFFIC WAY) INTERSECTION NON INTERSECTION

STATE AVE BLOCK NO. 14100 MILE POST

DISTANCE OF (REFERENCE OR CROSS STREET)

MILES N E FEET S W

UNIT 01 MOTOR VEHICLE PEDAL-CYCLE DAMAGE THRESHOLD MET YES NO PHONE

LAST NAME UNKNOWN FIRST NAME MIDDLE INITIAL

STREET NEW ADDRESS CITY ARLINGTON ST ZIP

CDL IGNITION INTERLOCK REQUIRED YES NO PRESENT YES NO MEDICAL TRANSPORTED YES NO

DRIVER'S LICENSE # STATE SEX U D.O.B. MMDDYY

ON DUTY STATUS AIRBAG 9 RESTR 9 EJECT 1 HELMET USE 9 INJURY CLASS 0 NATURE OF INJURIES

LICENSE PLATE # 8001 STATE WA VIN #

TRAILER PLATE # STATE TRAILER PLATE # STATE

TRLR VIN # TRLR VIN #

VEH. YEAR MAKE OTH MODEL OTHER STYLE VEHICLE TOWED DUE TO DISABLING DAMAGE YES NO TOWED BY GOVT. VEHICLE YES NO

REGISTERED OWNER INFO BNSF 1230 PIONEER HIGHWAY ARLINGTON WA 98223

LIABILITY INSURANCE IN EFFECT INSURANCE CO & POLICY # BNSF CHARGE

UNIT 02 MOTOR VEHICLE PEDAL-CYCLE PEDESTRIAN PROPERTY OWNER DAMAGE THRESHOLD MET YES NO PHONE

LAST NAME CLEATOR FIRST NAME BRITNEY MIDDLE INITIAL L

STREET NEW ADDRESS 5304 109TH ST NE CITY MARYSVILLE ST WA ZIP 98270

CDL IGNITION INTERLOCK REQUIRED YES NO PRESENT YES NO MEDICAL TRANSPORTED YES NO

DRIVER'S LICENSE # STATE SEX F D.O.B. MMDDYY 03 01 1998

ON DUTY STATUS 0 AIRBAG RESTR EJECT HELMET USE 2 INJURY CLASS 2 NATURE OF INJURIES DEATH

LICENSE PLATE # STATE VIN #

TRAILER PLATE # STATE TRAILER PLATE # STATE

TRLR VIN # TRLR VIN #

VEH. YEAR MAKE MODEL STYLE VEHICLE TOWED DUE TO DISABLING DAMAGE YES NO TOWED BY GOVT. VEHICLE YES NO

REGISTERED OWNER INFO LIABILITY INSURANCE IN EFFECT INSURANCE CO & POLICY # CITATION # CHARGE

OFFICER'S NAME (PRINT) DAVID TAYLOR OFFICER PHONE BADGE OR ID # 0182 AGENCY WA0310500

0 1 29

30

1 2 31

32

FROM TO 5 1 33

FROM TO 5 1 34

35

36

5 37

5 38

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40

4 41

4 42

43

44

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STATE OF WASHINGTON
POLICE TRAFFIC
COLLISION REPORT



1591972

CORRECTION REPORT NO. **EB48401**

CASE # **2021-00034820**

ADDITIONAL PERSONS INVOLVED (PASSENGERS AND/OR WITNESSES ONLY)

NAME (LAST, FIRST, MIDDLE INITIAL)											
ADDRESS & PHONE #										SEX	D.O.B. MMDDYYYY
PASSENGER <input type="checkbox"/>	WITNESS <input type="checkbox"/>	UNIT #	SEAT POS.	AIRBAG	RESTR.	EJECT	HELMET USE	INJURY CLASS	NATURE OF INJURIES		
NAME (LAST, FIRST, MIDDLE INITIAL)											
ADDRESS & PHONE #										SEX	D.O.B. MMDDYYYY
PASSENGER <input type="checkbox"/>	WITNESS <input type="checkbox"/>	UNIT #	SEAT POS.	AIRBAG	RESTR.	EJECT	HELMET USE	INJURY CLASS	NATURE OF INJURIES		
NAME (LAST, FIRST, MIDDLE INITIAL)											
ADDRESS & PHONE #										SEX	D.O.B. MMDDYYYY
PASSENGER <input type="checkbox"/>	WITNESS <input type="checkbox"/>	UNIT #	SEAT POS.	AIRBAG	RESTR.	EJECT	HELMET USE	INJURY CLASS	NATURE OF INJURIES		

NARRATIVE

Vehicle one was traveling south bound at the 14100 block of the railroad tracks just west of State Ave in Marysville Wa. Pedestrian was lying on the tracks. Vehicle one collided with the Pedestrian.

**** AUTO-POPULATED SECTION ****
 THE FOLLOWING ARE DESCRIPTIONS ENTERED FOR ITEMS SELECTED AS "OTHER":
 Motor Vehicle Unit 1
 Roadway Surface: RAILROD
 **** END OF AUTO-POPULATED SECTION ****

I CERTIFY (DECLARE) UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF WASHINGTON THAT THE FOREGOING IS TRUE AND CORRECT.

DAVID TAYLOR 07-14-21 05:17 PM
 INVESTIGATING OFFICER'S SIGNATURE UNIT OR DIST. DET DATED PLACE SIGNED

APPROVED BY: JON ELTON 0052 DATE: 7/14/2021 8:42:51 PM

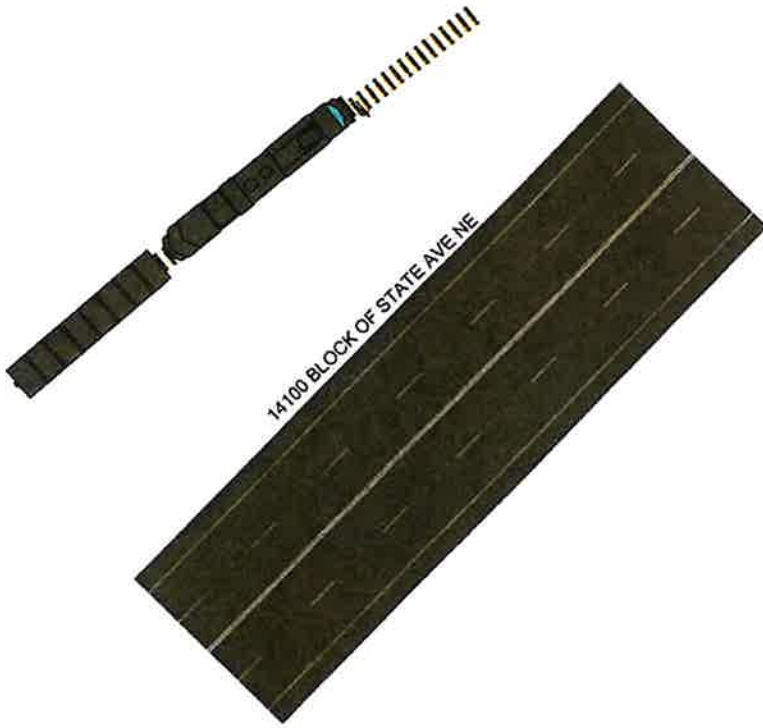
BADGE OR ID # 0182 ORI # WA0310500 TIME POLICE DISPATCHED 3:28 PM TIME POLICE ARRIVED 3:27 PM

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REPORT NO. EB48401

CASE # 2021-00034820

DATE AND TIME OF COLLISION 07/13/21 15:24



NOT TO SCALE



Marysville PD
1635 Grove St
Marysville, WA 98270

James Maples
jmaples@marysvillewa.gov
425-754-4480

Reference: 20240812-124616493

Quote created: August 12, 2024

Quote expires: February 8, 2025

Quote created by: Nate Holmes
"Aerial Operations Sales & Support"
nholmes@generalpacific.com

Hello James,
Thank you for choosing Gen Pac as your drone provider.

Products & Services

Item & Description	Part Number	Quantity	Unit Price	Total
DJI Matrice 30T (Basic) Combo Includes: Aircraft, RC Plus Controller, Payload: Laser Range Finder, 12MP Wide and 48MP Zoom Camera, 640x512 Radiometric Thermal, 2 x TB30 Intelligent Flight Battery, BS30 Charging Station, USB Charger & Cable for Controller, Propellers, Carrying Case, 1 Year DJI Care Enterprise Basic Protection Plan, 1 Standard Maintenance Service.	DJI M30T COMBO	2	\$9,637.00	\$19,274.00
DJI TB30 Intelligent Flight Battery Intelligent Flight Battery for M30 Series	DJI TB30	8	\$329.00	\$2,632.00
DJI WB37 Intelligent Battery DJI RC Plus, DJI RC and Crystal Sky additional battery	DJI WB37 INTELLIGENT BATTERY - CP.BX.000229	2	\$59.00	\$118.00
DJI RC Plus Strap Bracket Kit DJI RC Plus bracket and strap.	DJI RC PLUS STRAP BRACKET KIT	2	\$39.00	\$78.00

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One-time subtotal	\$22,102.00
Total	\$22,102.00

Questions? Contact me

Nate Holmes
"Aerial Operations Sales & Support"
nholmes@generalpacific.com

General Pacific
22414 NE Townsend Way
Fairview, OR 97024
United States