



**Klamath Falls
CRIME / INCIDENT
REPORT**

2501 Shasta Way
Klamath Falls, OR 97601
OR0180100

CODE SECTION 164.135	CASE # 1503004
CRIME Unauthorized Use of Motor Vehicle/Car	<input type="checkbox"/> ATTEMPT
CLASSIFICATION 071	

CASE TYPE THEFT	JURIS. KFPD	BEAT 2	AREA	OCCURRED ON OR FROM	DATE 11/01/2015	TIME 08:50	DAY SUN
LOCATION OF INCIDENT 1526 OREGON AV, KLAMATH FALLS 97601				TO			
PREMISE NAME DRIVEWAY				REPORTED	11/01/2015	08:53	SUN
				PREMISE TYPE Yard/Related Area			#ENTERED 1

ADDITIONAL VIOLATION CODE SECTIONS

NATURE OF INCIDENT

<input type="checkbox"/> Computer Used	<input type="checkbox"/> Hate/Bias Motivated	<input type="checkbox"/> Child Abuse	<input type="checkbox"/> Canvas Neighborhood	<input type="checkbox"/> DHS/Child Welfare
<input type="checkbox"/> Alcohol Related	<input type="checkbox"/> Officer Assault	<input type="checkbox"/> Domestic Violence	<input type="checkbox"/> Statements	<input type="checkbox"/> Use of Force - Capst
<input type="checkbox"/> Drug Related	<input type="checkbox"/> Senior Citizen	<input type="checkbox"/> Arson	<input type="checkbox"/> Evidence Search	<input type="checkbox"/> Use of Force - Taser
<input type="checkbox"/> Gang Related	<input type="checkbox"/> Juvenile	<input type="checkbox"/> Use Of Force - Phys	<input type="checkbox"/> Burglary	

SYNOPSIS:

Unknown suspect took victim's pickup from her driveway where it was warming up.

CASE STATUS D	DEPARTMENT DISPOSITION DISC					
ASSOCIATED CASE NUMBERS	OTHER ROUTING					
OFFICER'S NAME GAVIN, RANDEL	ID NUMBER 16783	DATE 11/01/2015	SUPERVISOR REV EW HANNS, JOHN	ID NUMBER 32033	DATE 11/02/2015	PAGE 1

CASE REPORT		Klamath Falls Police Department				CASE NUMBER 1503004					
INVOLVED NAMES											
OFFICER'S NAME GAVIN. RANDEL		ID NUMBER 16783	DATE 11/01/2015	SUPERVISOR REVIEW HANNS. JOHN		D NUMBER 32033	PAGE 2				
1-VI	LAST, FIRST, MIDDLE (FIRM, F BUSINESS) DEDIOS-VILLANUEVA, ALICIA			RACE H	M <input type="checkbox"/> F <input type="checkbox"/>	DOB [REDACTED]	AGE 47	HT	WT	HA R	EYES
	ADDRESS [REDACTED]					PHONE [REDACTED]	DL NUMBER			STATE OR	
BUSINESS NAME / SCHOOL NAME AND ADDRESS DAGWOODS					PHONE	OCCUPATION OWNER			SSN		
NAME INFORMATION: <input type="checkbox"/> NON DISCLOSURE <input type="checkbox"/> JUVENILE											

CASE REPORT		Klamath Falls					CASE NUMBER		
VEHICLES		Police Department					1503004		
OFFICER'S NAME		ID NUMBER	DATE	SUPERVISOR REVIEW		ID NUMBER	PAGE		
GAVIN. RANDEL		16783	11/01/2015	HANNS. JOHN		32033	3		
1-S	RELATED TO NAME #	YEAR	MAKE	MODEL	STYLE	COLOR	VIN	LICENSE PLATE	STATE
		2001	DODG	R15	4C	WHI	██████████	██████	OR
R/O'S NAME (LAST, FIRST, MIDDLE)		ADDRESS			<input type="checkbox"/> SAME AS RELATED NAME			TYPE OF VEHICLE	
								Automobiles	
DAMAGE TO VEHICLE							DAMAGE AMOUNT		
STOLEN VALUE	STOLEN AGENCY	STOLEN DATE	RECOVERED VALUE		RECOVERED AGENCY		RECOVERED DATE		
\$5,000	KFPD	11/01/15							
ADDITIONAL IDENTIFIERS:									
STORAGE LOCATION					TOW COMPANY			PHONE	

CASE REPORT NARRATIVE	Klamath Falls Police Department			CASE NUMBER 1503004	
OFFICER'S NAME GAVIN. RANDEL	ID NUMBER 16783	DATE 11/01/2015	SUPERVISOR REV EW HANNS. JOHN	D NUMBER 32033	PAGE 4

On 11/01/15 at about 8:53am, I was sent to 1526 Oregon Avenue regarding a stolen vehicle complaint.

Upon arrival, I was met outside by victim Alicia DeDios and a male subject that I assumed was her significant other. He did not speak English.

Alicia DeDios stated in substance that the truck was parked in the driveway with the engine running to warm up. They heard the truck leaving and looked outside to see the truck backing out of the driveway and going north on Oregon Avenue. The (male subject) gave chase in another car. He lost the pickup when it crested the hill on Oregon Avenue. The suspect was a white male, about 40 to 45 years old, wearing a tan hooded jacket. The suspect had reddish facial hair.

I obtained a signed stolen vehicle form from Alicia DeDios. It is included with this report.

I provided the information about the vehicle to 911 Dispatch. They entered the stolen pickup into LEDS/NCIC and sent a local APB.

Request case suspension pending recovery of vehicle.

CASE REPORT SUPPLEMENT	Klamath Falls Police Department			CASE NUMBER 1503004	
OFFICER'S NAME DAVENPORT, DENNIS	ID NUMBER 26939	DATE 11/23/2015	SUPERVISOR REV EW BROSTERHOUS, RYAN	D NUMBER 31945	PAGE 1

On Monday, November 2, 2015 at approximately 1:30 a.m., I was notified via telephone, by Klamath County District Attorney Rob Patridge that the Klamath County Major Crime Team had been officially activated. District Attorney Patridge advised that officers from the Klamath Falls Police Department and the Klamath County Sheriff's Office became involved in a vehicle pursuit that ultimately resulted in a crash where the fleeing suspect died.

I responded to the Klamath Falls Police Department and established an incident command post for this investigation in the Major Crime Team Room (# 240) of the police department.

Representatives from the Klamath Falls Police Department, the Oregon State Police and the Klamath County District Attorney's Office participated in the investigation. Each individual was apportioned various assignments and a report completed by them should reflect their involvement.

I remained at the incident command post throughout the duration of this investigation. Along with other Klamath County Major Crime Team Command Staff, I directed the investigation, provided investigative advice, delegated assignments and completed various ancillary tasks as needed.

The aforementioned information summarizes my involvement with this case. Additional documentation of this case can be located in the chronological notes taken by the command post stenographer as well as individual detective/ officer reports. This report will be forwarded to the primary investigating agency and the Klamath County District Attorney's Office for processing.

CASE REPORT SUPPLEMENT	Klamath Falls Police Department			CASE NUMBER 1503004	
OFFICER'S NAME REYNOLDS. ROBERT	ID NUMBER 33151	DATE 11/10/2015	SUPERVISOR REV EW DENTINGER. ROB	D NUMBER 26838	PAGE 1

INVESTIGATION:

On 11/1/2015 at 6:00 pm, I was assigned to the Klamath Falls Police Department's (KFPD) Patrol Division as the shift supervisor. I was wearing a police uniform displaying a badge, and operating a marked patrol vehicle equipped with emergency lights and siren. I conducted our shift's briefing at the beginning of our tour of duty, and we received information of a stolen vehicle that was taken by KFPD Officer Gavin earlier in the day. (Refer to Officer Gavin's initial report for further details.) The stolen vehicle was described as a white 2001 Dodge 1500 pickup bearing Oregon license 079GHS.

On 11/2/2015 at approximately 12:03 am, I heard KFPD Officer Paul Johnson advise over the police radio that he located the stolen vehicle at Klamath Avenue / Spring Street. Officer Johnson requested additional police units to respond to his location to assist in the traffic stop. KFPD Officer Ben Krueger accompanied by Explorer Isa Daibes and I responded to the area.

While en route to Officer Johnson's location, I heard him say over the police radio that he was conducting the traffic stop in the alley behind Gino's Market. Officer Krueger and I were traveling northbound on East Main Street near Wantland Avenue at the time Officer Johnson initiated the traffic stop. A few seconds later, I heard over the police radio that the suspect vehicle was attempting to elude Officer Johnson and was traveling on East Main Street towards Dickey's Market (southeast direction of travel).

Officer Krueger and I engaged our emergency lights and siren and expedited our response. As I was slowing down to clear the intersection of East Main Street and Orchard Avenue, I saw Officer Krueger traveling past the intersection of East Main Street / Stukel Street, and he immediately turned his patrol vehicle around. As he approached the intersection, the suspect vehicle drove past him at a high rate of speed. Officer Krueger then took primary position and began pursuing the vehicle. Officer Johnson then became the secondary position of the pursuit and began updating speeds, directions of travel, and pedestrian / vehicle traffic conditions.

I turned east on Orchard Avenue and I contacted KFPD Officer Jeff Hutcheson over the police radio and advised him to look for a location to conduct a pursuit intervention by deploying spike strips to stop the suspect vehicle. I heard KCSO Deputy Ryan Kaber advise on the police radio he was at Washburn Way / Orchard Avenue with spike strips. As I approached Martin Street, I saw the suspect vehicle travel south on Division Street at a high rate of speed and made no attempt to stop at the intersection which has stop signs for north and south traffic on Division Street.

Officers Krueger and Johnson continued to pursue the suspect vehicle south on Division Street. Officer Johnson advised the speeds were approximately 40 miles per hour and no vehicle or pedestrian traffic. I was trailing behind the pursuing units and could see them and the suspect vehicles south on Division Street. The suspect vehicle made no attempt to even slow down through all of the intersections, and completely disobeyed the stop signs posted on Division Street at Darrow Avenue, Applegate Avenue, Reclamation Avenue, and Eberlein Avenue.

I saw one patrol vehicle vehicle turn west on Eberlein Avenue as the other patrol vehicle continued following the suspect vehicle south. I turned west on Reclamation Avenue and continued to East Main Street to attempt to get into a position to deploy spike strips in the event the suspect vehicle turned north on East Main Street.

I heard one of the pursuing police officers say over the police radio the suspect vehicle was west on South 6th Street. I asked what speeds and road conditions were and Officer Johnson advised they were traveling approximately 80 miles per hour over the 6th Street viaduct, and the suspect vehicle was pulling away from them. I was concerned the suspect vehicle was going into the downtown area, and there is usually light amount of vehicle and pedestrian traffic during this time.

CASE REPORT SUPPLEMENT	Klamath Falls Police Department			CASE NUMBER 1503004	
OFFICER'S NAME REYNOLDS. ROBERT	ID NUMBER 33151	DATE 11/10/2015	SUPERVISOR REV EW DENTINGER. ROB	D NUMBER 26838	PAGE 2

I then heard Officer Krueger advise over the police radio that the suspect vehicle turned left at the fork in the road where South 6th Street and South 5th Street part. Officer Krueger advised the suspect vehicle was traveling against the flow of traffic (westbound) on South 5th Street, which is one way traffic (eastbound). I was continuously weighing the need for immediate apprehension vs the safety of the community, while taking the totality of the circumstances during this pursuit. I believed the suspect's immediately apprehension was not worth risking the safety of the public and all of the officers involved, so I made the decision to terminate the pursuit. I advised all KFPD police units over the police radio to terminate the pursuit. Officer Krueger and Officer Johnson acknowledged my order and both units terminated the pursuit. Officer Krueger provided the last known direction of travel of the suspect vehicle to be south on Pine Street from North 5th Street.

Officer searched the area for the suspect vehicle in the event he stopped and abandoned it. We did not find the suspect vehicle in the vicinity after an extensive area check.

At 12:20 am, I heard KCSO Deputy Derek Randall ask over the police radio if the suspect vehicle was a four door Dodge pickup. 9-1-1 provided Deputy Randall the suspect vehicle description. A short time later, Deputy Randall advised he had located the suspect vehicle in the 1200 block of Lakeshore Drive. He requested a "code 3" response, and he advised the vehicle had crashed and on fire. Deputy Randall also advised the vehicle was occupied by one subject and this subject had labored breathing.

I responded to Deputy Randall's location with lights and siren. Officer Johnson had arrived a short time before me, and Officer Krueger and Explorer Daibes arrived about the same time as me. I saw the suspect vehicle in the lawn of a residence just north of Lakeshore Drive. The suspect vehicle had major damage to the driver's side of the vehicle. Both I also saw Deputy Randall's patrol vehicle (a newer model Ford F-350 super duty pickup) further north on the same lawn. I asked Deputy Randall if he was okay, and he said yes. I asked Deputy Randall what had happened, and he said he saw the suspect vehicle traveling eastbound on Lakeshore Drive as he was traveling westbound. He turned around to intercept the suspect vehicle and as he was coming around the blind corner, the suspect vehicle came out of a driveway and pulled out right in front of him. He impacted into the driver's side of the truck. I advised Officer Johnson to stay with Deputy Randall and maintain observations of him until he can be checked out by medical personnel.

I had two patrol units block each direction of Lakeshore Drive and conduct traffic control.

KCSO Sergeant Randy Swan was also on scene, and additional OSP and KFPD units arrived on scene a short time later. I saw several police officers and two citizens rendering medical aide to the driver of the suspect vehicle. I was advised the two citizens on scene were off-duty physicians. They were able to extricate the suspect driver out of the vehicle with the assistance of several police officers on scene, and they laid him down on the ground to continue rendering medical aide to him.

Medical personnel arrived on scene a short time later and took over rendering medical aide to the suspect driver. The suspect driver stopped breathing, and they initiated CPR. After several minutes and attempting to resuscitate the driver, medical personnel advised the driver had passed away.

We weren't able to find any form of identification for the suspect driver / decedent, but I saw he had a tattoo on his chest near his left shoulder. The tattoo was the letters "CCC". I asked Officer Johnson to contact the jail and see if they could identify the decedent with the tattoo. Officer Johnson forwarded the information to Sergeant Swan, and the jail staff was able to provide us with the name "Matthew Colligan". The jail staff advised this subject also had a tattoo of a lion on his upper left shoulder blade area. We decided to wait for the medical examiner to arrive on scene before moving the decedent to check for the other tattoo for identification purposes.

CASE REPORT SUPPLEMENT	Klamath Falls Police Department			CASE NUMBER 1503004	
OFFICER'S NAME REYNOLDS. ROBERT	ID NUMBER 33151	DATE 11/10/2015	SUPERVISOR REV EW DENTINGER. ROB	D NUMBER 26838	PAGE 3

I contacted KFPD Lieutenant Rob Dentinger via cell phone and briefed him of the chain of events. He requested OSP handle the investigation since we were involved in the vehicle pursuit, and KCSO was involved in the vehicle crash.

OSP Lieutenant Jason Westfall arrived on scene and began coordinating his personnel to take over the investigation. The scene was then released to them. I was also advised the Klamath County Major Crime Team was being activated for this investigation. Detectives arrived on scene and they rolled the decedent over and confirmed he had a lion tattoo on his upper left shoulder blade. This tentatively identified the decedent as Matthew Colligan.

Officer Johnson contacted the registered owner of the stolen vehicle and made them aware of the investigation. He cleared the vehicle out of LEDS/NCIC and recovered the vehicle. (Refer to Officer Johnson's supplemental report for further details.)

I returned to the Klamath Falls Police Department to coordinate some reserve officers to assist in scene security. Reserve Officer Morgan Crebbins responded to assist with it.

I do not have anything further regarding this case.

ACTION TAKEN:

I downloaded my dash cam video from P-19 from the pursuit onto a DVD. It was labeled RNR-1 and placed into evidence.

I also reviewed all of the KFPD reports for all of the patrol officers involved in this case and corresponding dash cam videos. It should be noted the decedent did match the suspect description given (other than age) by the victim during her statement to Officer Gavin.

The decedent also committed several moving violations and traffic crimes during the pursuit that put the public and involved police officers in danger due to his actions.

ACTION REQUESTED:

A copy of this report with all the other associated reports for this case forwarded to OSP for their investigation.

CASE STATUS:

Discontinued.

CASE REPORT	Klamath Falls Police Department	CASE NUMBER 1503004
SUPPLEMENT NAMES		

OFFICER'S NAME REYNOLDS, ROBERT	ID NUMBER 33151	DATE 11/10/2015	SUPERVISOR REVIEW DENTINGER, ROB	D NUMBER 26838	PAGE 4
---	---------------------------	---------------------------	--	--------------------------	------------------

1-AO	LAST, FIRST, MIDDLE (FIRM, F BUSINESS) JOHNSON, PAUL	RACE	M F	DOB	AGE	HT	WT	HA R	EYES
ADDRESS				PHONE	DL NUMBER			STATE OR	
BUSINESS NAME / SCHOOL NAME AND ADDRESS KLAMATH FALLS PD, 2501 SHASTA WY KFO 97601				PHONE (541) 883-5336	OCCUPATION PATROL OFFICER			SSN	
NAME NFORMATION: <input type="checkbox"/> NON DISCLOSURE <input type="checkbox"/> JUVENILE									

2-AO	LAST, FIRST, MIDDLE (FIRM, F BUSINESS) KRUEGER, BENJAMIN P	RACE	M F	DOB	AGE	HT	WT	HA R	EYES
ADDRESS				PHONE	DL NUMBER			STATE OR	
BUSINESS NAME / SCHOOL NAME AND ADDRESS KLAMATH FALLS PD, 2501 SHASTA WY KFO 97601				PHONE (541) 883-5336	OCCUPATION PATROL OFFICER			SSN	
NAME NFORMATION: <input type="checkbox"/> NON DISCLOSURE <input type="checkbox"/> JUVENILE									

3-AO	LAST, FIRST, MIDDLE (FIRM, F BUSINESS) HUTCHESON, JEFFREY A	RACE	M F	DOB	AGE	HT	WT	HA R	EYES
ADDRESS				PHONE	DL NUMBER			STATE OR	
BUSINESS NAME / SCHOOL NAME AND ADDRESS KLAMATH FALLS PD, 2501 SHASTA WY KFO 97601				PHONE (541) 883-5336	OCCUPATION PATROL OFFICER			SSN	
NAME NFORMATION: <input type="checkbox"/> NON DISCLOSURE <input type="checkbox"/> JUVENILE									

4-DE	LAST, FIRST, MIDDLE (FIRM, F BUSINESS) COLLIGAN, MATTHEW STEPHEN	RACE	M F	DOB	AGE	HT	WT	HA R	EYES
ADDRESS				PHONE	DL NUMBER			STATE OR	
BUSINESS NAME / SCHOOL NAME AND ADDRESS [REDACTED], KLAMATH FALLS OR 97603				PHONE	OCCUPATION			SSN [REDACTED]	
NAME NFORMATION: <input type="checkbox"/> NON DISCLOSURE <input type="checkbox"/> JUVENILE									

CASE REPORT		Klamath Falls Police Department				CASE NUMBER	
SUPPLEMENT PROPERTY						1503004	
OFFICER'S NAME		ID NUMBER	DATE	SUPERVISOR REVIEW		D NUMBER	PAGE
REYNOLDS. ROBERT		33151	11/10/2015	DENTINGER. ROB		26838	5
ITEM	REASON	QTY.	BRAND	MODEL	SERIAL NO.	\$ VALUE	\$ RECOV.
RNR-1	E	1					
DESCRIPTION							STATUS
DVD							

CASE REPORT SUPPLEMENT	Klamath Falls Police Department			CASE NUMBER 1503004	
OFFICER'S NAME KRUEGER, BENJAMIN	ID NUMBER 52729	DATE 11/02/2015	SUPERVISOR REV EW REYNOLDS, ROB	D NUMBER 33151	PAGE 1

On Sunday, November 1, 2015, at approximately 6:00 p.m., I was at the Klamath Falls Police Department's briefing room with several other officers. Before shift started, we discussed a stolen vehicle which was stolen earlier that day. The vehicle was described as a white 2001 Dodge 1500, bearing Oregon license plate 079GHS.

At approximately 12:03 a.m., I heard Officer Johnson advise, on police radio, he had located the stolen vehicle driving on Klamath Avenue near South Spring Street. I began responding to Officer Johnson's location and monitored his radio traffic.

I heard Officer Johnson state the vehicle was turning into an alley way behind Gino's Café (147 East Main Street). As I was traveling toward Officer Johnson's location, I heard him state the vehicle was attempting to elude him. As I continued to respond, I activated my emergency lights and sirens and continued to monitor Officer Johnson's radio traffic. As I approached the intersection of East Main Street and Home Avenue. I observed the suspect vehicle traveling west on East Main Street toward my direction. To avoid pursuing the vehicle head on, I continued straight onto Stukel Avenue, crossing the path of the suspect vehicle. I quickly turned around so that my vehicle was facing East Main Street.

As soon as I was turned around, the suspect vehicle turned towards the front of my patrol car. The suspect's vehicle came very close to hitting the front of my patrol car as it traveled past me and onto Home Avenue. I quickly got behind the vehicle and began pursuing with my emergency lights and sirens activated. The vehicle turned right on Division Street from Home Avenue, and I followed. I followed the vehicle at a high rate of speed south on Division Street until the vehicle turned west on Radcliffe Avenue. While traveling on Division Street we travel through several intersections controlled by stop signs. The suspect vehicle made no attempt to stop or slow down as it traveled through the intersections.

The vehicle continued traveling on Radcliffe Avenue until turning west on South 6th Street. I observed the vehicle travel through the intersections of East Main Street and South 6th Street making no attempt to slow down or stop at the stop signs. I followed the vehicle from a safe distance west on South 6th Street.

As I pursued the suspect vehicle, I observed Officer Johnson had fallen behind and I could no longer see his patrol vehicle in my rear view mirror. As I followed the suspect vehicle west on South 6th Street, it quickly turned left at the intersection of South 6th Street and South 5th Street and began traveling the wrong way on South 5th Street at a high rate of speed. I observed there were no other vehicles or pedestrians on South 5th Street, so I followed at a safe distance. I updated Klamath County 911 dispatch of my location and direction of travel. As we approached Klamath Avenue, I heard Sergeant Reynolds advise Klamath Falls Police units to terminate the pursuit. As I crossed Klamath Avenue and was approaching Main Street, I turned off my vehicle's emergency lights and sirens. I observed the suspect vehicle continue west on North 5th Street, eventually turning south on Pine Street where I lost sight of the suspect vehicle. I searched the area to ensure the suspect vehicle did not crash, but I did not locate it.

At approximately 12:21 am, I heard, via police radio, Klamath County Sheriff's Deputy Derek Randall advise he located the suspect vehicle on the 1200 block of Lakeshore Drive. Deputy Randall stated the vehicle was crashed and starting to catch fire. Deputy Randall stated the vehicle was occupied by one adult male who had shallow breathing. Deputy Randall asked Klamath County 911 dispatch to send medical personnel and fire personnel to his location.

When I arrived on scene, I observed the crashed vehicle was the same white Dodge pickup I was in pursuit with approximately 20 minutes prior. I observed Klamath County Sheriff's Sergeant Swan and two other subjects, who identified themselves as off duty doctors, were providing medical care to the male occupant. I assisted with removing the male occupant out of the vehicle and onto the ground where he would receive medical aid. The male occupant was later pronounced deceased at the scene.

CASE REPORT SUPPLEMENT	Klamath Falls Police Department			CASE NUMBER 1503004	
OFFICER'S NAME	ID NUMBER	DATE	SUPERVISOR REV EW	D NUMBER	PAGE
KRUEGER, BENJAMIN	52729	11/02/2015	REYNOLDS, ROB	33151	2

I had no further involvement in this case.

End of report.

CASE REPORT SUPPLEMENT	Klamath Falls Police Department			CASE NUMBER 1503004	
OFFICER'S NAME FERNS. SEAN	ID NUMBER 32957	DATE 11/02/2015	SUPERVISOR REVIEW DAVENPORT. DENNIS	D NUMBER 26939	PAGE 1

On Monday, November 02, 2015, at 1:45 a.m., I was contacted by Sgt. Davenport and requested to respond to the Klamath Falls Police Department. Sgt. Davenport told me that a pursuit had occurred with a stolen vehicle earlier in the morning and the driver of the stolen car ended up crashing and dying on scene from his injuries.

I responded to the Police Department and I made personal contact with Sgt. Davenport and several other officers and troopers. Everyone was briefed as to what occurred and I was requested to start putting together a book containing all information on the deceased, Matthew Stephen Colligan. After I put all information that I could find together, I handed it to Sgt. Bob Fenner with the Oregon State Police.

At 3:30 a.m., Det. Dougherty and I responded to the scene and Det. Dougherty conducted an investigation on Mr. Colligan's body as a Deputy Medical Examiner, (DME). We arrived on scene at 4:05 a.m. and Det. Dougherty completed his task and we responded to make contact with the registered owner of the stolen vehicle, Alicia Dedios-Villanueva.

When I arrived at Ms. Dedios's house at 4:45 a.m., I made contact with Ms. Dedios at the front door. I asked Ms. Dedios if she would sign a consent to search form so her stolen truck could be searched in connection to the vehicle being stolen and the incident that occurred when it was located. I read Ms. Dedios the consent form and I handed it to her to read. Ms. Dedios read the form and then she signed it. I also asked Ms. Dedios if she would sign a consent form that would allow us to download all the information from the air bag module that may be in her vehicle. After Ms. Dedios reviewed the consent to search form and then she signed it.

I terminated my contact with Ms. Dedios and I responded to the Klamath Falls Police Department where I contacted Sgt. Davenport and Sgt. Fenner. I advised them that I had obtained signed consent to search forms from Ms. Dedios, who is the owner of the white Dodge truck. I secured the consent to search forms into evidence.

At 7:00 a.m., I was released from this incident. At this time, my investigation was terminated.

Action taken: None.

Action requested: None.

CASE REPORT		Klamath Falls Police Department			CASE NUMBER		
SUPPLEMENT PROPERTY					1503004		
OFFICER'S NAME		ID NUMBER	DATE	SUPERVISOR REVIEW	D NUMBER	PAGE	
FERNS. SEAN		32957	11/02/2015	DAVENPORT. DENNIS	26939	2	
ITEM	REASON	QTY.	BRAND	MODEL	SERIAL NO.	\$ VALUE	\$ RECOV.
SVF-1	E	2					
DESCRIPTION						STATUS	
OTHER							

CASE REPORT SUPPLEMENT	Klamath Falls Police Department			CASE NUMBER 1503004	
OFFICER'S NAME JOHNSON, PAUL	ID NUMBER 39931	DATE 11/02/2015	SUPERVISOR REV EW REYNOLDS, ROB	D NUMBER 33151	PAGE 1

On Monday, November 2nd, 2015 at around 12:03 am, I was driving on Klamath Avenue approaching Broad Street, when I saw a white in color Dodge truck stopped on Broad Street at Klamath Avenue. I immediately remembered at shift briefing that a white in color Dodge truck had been reported stolen earlier in the day. I drove past the truck and glanced at the license plate, Oregon 079GHS, recognizing it as the stolen vehicle.

I then observed the vehicle turn right and was driving behind me. I advised dispatch of the situation, and asked for back-up units to respond to my location. I continued driving with hopes that back-up would arrive prior to me initiating a traffic stop on the vehicle. I turned left onto Spring Street from Klamath Avenue and drove to the next intersection, which was Spring Street and Main Street. I observed that the suspect vehicle stayed at the intersection of Spring Street and Klamath Avenue until I initiated a right turn onto Main Street from Spring Street. I could see that the suspect vehicle did turn left onto Spring Street, however, I lost sight of it as I was traveling under the railroad bridge on Main Street.

I chose to speed up and turn around on East Main Street, to see if the suspect vehicle continued to follow behind me. I then saw the vehicle traveling under the railroad bridge and drove past me on Main Street. I could see only one person in the vehicle, and could tell the driver was male. I initiated a traffic stop on the vehicle by activating my overhead emergency lights. The vehicle pulled to the right and then took a right turn into the alley between East Main Street and Martin Street off of Main Street.

The suspect vehicle then turned right again, going through an access next to Gino's. The suspect vehicle accelerated once it turned left onto East Main. I gave dispatch the direction of the suspect vehicle, and attempted to catch up to it, with my lights and siren activated. The suspect vehicle was traveling at a high rate of speed, I did not see any other traffic or people on East Main Street.

As I was approaching East Main Street and Home Avenue, I saw Officer Krueger traveling north on East Main Street, crossing the path of the suspect vehicle. Officer Krueger turned around on Stukel Avenue to face the suspect vehicle as it drove by him on Home Avenue.

Officer Krueger pursued the suspect vehicle, while I traveled behind Officer Krueger. The suspect vehicle turned right on Division Street from Home Avenue and stayed on Division Street until it turned right onto Radcliffe Avenue. I was having difficulty keeping up with Officer Krueger. When the suspect vehicle turned onto Radcliffe Avenue, I diverted by turning right onto Eberlein Avenue and drove to East Main Street, where I saw a glimpse of Officer Krueger as he continued pursuing the vehicle onto South 6th Street from Radcliffe Avenue. By the time I reached South 6th Street, I saw Officer Krueger pursuing the suspect vehicle over the South 6th Street viaduct.

Officer Krueger advised dispatch that the suspect vehicle had gotten onto 5th Street from where 5th Street and 6th Street merge. Officer Krueger advised dispatch the suspect vehicle was traveling at a high rate of speed against the flow of traffic on 5th Street. At that time Sergeant Reynolds terminated the pursuit. Officer Krueger advised he last saw the suspect vehicle traveling south on Pine Street from North 5th Street.

I turned off my overhead emergency lights and siren, and slowed down. I continued on a path of where the suspect vehicle may have traveled in case it wrecked. Officer Krueger, Sergeant Reynolds, and Officer Hutcheson, also assisted checking the area for the suspect vehicle in case it

CASE REPORT SUPPLEMENT	Klamath Falls Police Department			CASE NUMBER 1503004	
OFFICER'S NAME JOHNSON, PAUL	ID NUMBER 39931	DATE 11/02/2015	SUPERVISOR REV EW REYNOLDS, ROB	D NUMBER 33151	PAGE 2

was involved in a crash.

At around 12:21 am, Klamath County Sheriff's Office Deputy Derek Randall advised over the radio that he was out with the suspect vehicle in the 1200 block of Lakeshore Drive. Deputy Randall advised the suspect vehicle was on fire and a male was still in the vehicle, in need of medical assistance.

Upon arriving at the location, I saw Sergeant Randy Swan at the passenger door of the suspect vehicle with two unidentified citizens, who appeared to be trying to assist Sergeant Swan. I contacted Deputy Randall, he stated there was a person still inside the vehicle. Other law enforcement units arrived while I was looking inside the vehicle from the driver's side. I looked inside the vehicle without entering, as I wanted to see if there were any weapons located near the person inside the vehicle.

The vehicle was the same 2001 Dodge truck, that had fled from me around 20 minutes earlier. The male inside the vehicle, was the only occupant in the vehicle. The vehicle was heavily damaged, with the driver's side of the vehicle being caved in.

Sergeant Swan, Officer Krueger, and an unidentified male citizen were able to remove the male occupant from the vehicle and lay him on the ground on his back. Fire/Medical arrived and provided medical aid.

After the male was pronounced deceased, I took a photograph of the tattoo that was on his chest. I asked Sergeant Swan if he would call the Klamath County Jail and use the tattoo to try and locate a possible identity of the male, as no identification could be located at that time. A short time later, Sergeant Swan was able to tentatively identify the deceased male as Matthew Colligan, date of birth 5-23-1987.

I then went to 1529 Oregon Avenue and contacted the registered owner of the stolen vehicle, to inform her of the circumstances involving her vehicle. I advised Alicia DeDios-Villanueva that her vehicle would be at the crash location for an unknown amount of time due to the investigation being conducted. Ms. DeDios-Villanueva requested that M&C Towing recover the vehicle.

End of report.

CASE REPORT		Klamath Falls				CASE NUMBER				
SUPPLEMENT NAMES		Police Department				1503004				
OFFICER'S NAME		ID NUMBER	DATE	SUPERVISOR REVIEW		D NUMBER		PAGE		
JOHNSON, PAUL		39931	11/02/2015	REYNOLDS, ROB		33151		3		
1-DE	LAST, FIRST, MIDDLE (FIRM, F BUSINESS)		RACE	M	DOB	AGE	HT	WT	HA R	EYES
	COLLIGAN, MATTHEW STEPHEN		W	F	[REDACTED]	28	601	190	BRO	HAZ
ADDRESS					PHONE	DL NUMBER			STATE	
[REDACTED], KLAMATH FALLS OR 97603						[REDACTED]			OR	
BUSINESS NAME / SCHOOL NAME AND ADDRESS					PHONE	OCCUPATION			SSN	
									[REDACTED]	
NAME INFORMATION: <input type="checkbox"/> NON DISCLOSURE <input type="checkbox"/> JUVENILE										
2-AO	LAST, FIRST, MIDDLE (FIRM, F BUSINESS)		RACE	M	DOB	AGE	HT	WT	HA R	EYES
	KRUEGER, BENJAMIN P			F						
ADDRESS					PHONE	DL NUMBER			STATE	
2501 SHASTA WY, KLAMATH FALLS OR 97601					(541) 883-5336				OR	
BUSINESS NAME / SCHOOL NAME AND ADDRESS					PHONE	OCCUPATION			SSN	
CIT OF KLAMATH FALLS POLICE DEPARTMENT, 2501 SHASTA WAY					(541) 883-5336	POLICE OFFICER				
NAME INFORMATION: <input type="checkbox"/> NON DISCLOSURE <input type="checkbox"/> JUVENILE										

CASE REPORT		Klamath Falls Police Department					CASE NUMBER		
SUPPLEMENT VEHICLES							1503004		
OFFICER'S NAME		ID NUMBER	DATE	SUPERVISOR REVIEW		ID NUMBER	PAGE		
JOHNSON, PAUL		39931	11/02/2015	REYNOLDS, ROB		33151	4		
1-R	RELATED TO NAME # 1	YEAR 2001	MAKE DODG	MODEL R15	STYLE 4C	COLOR WHI / WHI	VIN [REDACTED]	LICENSE PLATE [REDACTED]	STATE OR
R/O'S NAME (LAST, FIRST, MIDDLE)		ADDRESS					<input type="checkbox"/> SAME AS RELATED NAME		TYPE OF VEHICLE Automobiles
DAMAGE TO VEHICLE							DAMAGE AMOUNT		
STOLEN VALUE	STOLEN AGENCY	STOLEN DATE	RECOVERED VALUE	RECOVERED AGENCY	RECOVERED DATE				
ADDITIONAL IDENTIFIERS:									
STORAGE LOCATION			TOW COMPANY				PHONE		

CASE REPORT			Klamath Falls Police Department				CASE NUMBER	
SUPPLEMENT PROPERTY							1503004	
OFFICER'S NAME		ID NUMBER	DATE	SUPERVISOR REVIEW		D NUMBER	PAGE	
JOHNSON. PAUL		39931	11/02/2015	REYNOLDS. ROB		33151	5	
ITEM	REASON	QTY.	BRAND	MODEL	SERIAL NO.	\$ VALUE	\$ RECOV.	
PJ1	E	1						
DESCRIPTION							STATUS	
DVD, PURSUIT VIDEO (KRUEGER)								
ITEM	REASON	QTY.	BRAND	MODEL	SERIAL NO.	\$ VALUE	\$ RECOV.	
PJ2	E	1						
DESCRIPTION							STATUS	
DVD, PURSUIT VIDEO (JOHNSON)								
ITEM	REASON	QTY.	BRAND	MODEL	SERIAL NO.	\$ VALUE	\$ RECOV.	
PJ3	E	1						
DESCRIPTION							STATUS	
CD, CRASH SCENE IMAGES								

CASE REPORT SUPPLEMENT	Klamath Falls Police Department			CASE NUMBER 1503004	
OFFICER'S NAME HAWKINS, MICHAEL	ID NUMBER 41648	DATE 11/04/2015	SUPERVISOR REVIEW DAVENPORT, DENNIS	D NUMBER 26939	PAGE 1

On Monday, November 2nd, 2015 at about 2:00 a.m., I received a phone call from Detective Sergeant Dennis Davenport regarding a Major Crime Team activation. Sgt. Davenport explained that a vehicle pursuit had occurred with a stolen pickup, the stolen vehicle was involved in a motor vehicle crash with a Klamath County Sheriff's Office vehicle and the driver of the stolen car was killed in the crash. Sgt. Davenport requested I respond to the Major Crime Team Command Post for further assignment.

Upon arrival at the Command Post, I learned that the suspect driver of the stolen motor vehicle had been tentatively identified as Matthew Colligan and the deputy involved in the crash was Deputy Derek Randall. I contacted the Klamath County Jail and requested the booking deputy email me the most recent booking photo of Mr. Colligan. I also asked about any next of kin information he provided and was told Mr. Colligan had not provided any information regarding his next of kin.

When I received the email from the Klamath County Jail, we confirmed Mr. Colligan's identity with officers and troopers who responded to the scene of the crash. The booking photo was provided to Det. Ferns who was compiling further information on Mr. Colligan.

I was next assigned with Det. Miller to respond to the Klamath County Sheriff's Office and speak with Klamath County Sheriff's Office Sgt. Randy Swan. Sgt. Swan was the supervisor on duty at the time of the crash. Refer to Det. Miller's report regarding Sgt. Swan's statement. Following our contact with Sgt. Swan, we returned to the Command Post for further assignment.

Sgt. Davenport requested I contact Klamath County Fire District #1 to request assistance with aerial photographs of the crash scene via the fire departments ladder truck. At about 6:45 a.m., I spoke with the fire department, requested their assistance and they subsequently responded to the crash scene at about 7:45 a.m.

Det. Dougherty was initially assigned to locating and notifying Mr. Colligan's next of kin. This task was later assigned to me. Det. Dougherty provided me with the information he'd already obtained. Det. Dougherty said he'd located possible relatives and made the appropriate notifications to the law enforcement agencies in the jurisdictions they lived.

At about 8:00 a.m., I received a phone call from Klamath County 911 regarding a call they received from Rich Colligan. Dispatch advised Rich Colligan was requesting a phone call from Det. Dougherty who was no longer on duty.

Upon contact with Rich Colligan, he identified himself as Matthew's father. I told Rich Colligan about Matthew's death. Rich Colligan told me had not spoke with Matthew for quite some time but knew his ex-girlfriend had recently given birth to Matthew's child. Rich Colligan said he knew his son was struggling badly with a drug problem prior to his death. I asked Mr. Colligan if Matthew had ever had any mental health issues or suicidal tendencies and he told me he had not. I provided Mr. Colligan with the funeral home information (Eternal Hills) and ended contact with him.

At this time, I have no further information regarding this case.

End of report.

Action requested: Forward a copy of this report to the District Attorney's Office.

CASE REPORT SUPPLEMENT	Klamath Falls Police Department			CASE NUMBER 1503004	
OFFICER'S NAME	ID NUMBER	DATE	SUPERVISOR REV EW	D NUMBER	PAGE
HAWKINS. MICHAEL	41648	11/04/2015	DAVENPORT. DENNIS	26939	2

CASE REPORT SUPPLEMENT NAMES		Klamath Falls Police Department				CASE NUMBER 1503004				
OFFICER'S NAME HAWKINS. MICHAEL		ID NUMBER 41648	DATE 11/04/2015	SUPERVISOR REVIEW DAVENPORT. DENNIS		D NUMBER 26939	PAGE 3			
1-AO	LAST, FIRST, MIDDLE (FIRM, IF BUS NESS) DAVENPORT, DENNIS S		RACE	<input type="checkbox"/> M <input checked="" type="checkbox"/> F	DOB	AGE	HT	WT	HA R	EYES
	ADDRESS				PHONE	DL NUMBER			STATE OR	
	BUSINESS NAME / SCHOOL NAME AND ADDRESS KLAMATH FALLS POLICE DEPARTMENT, 2501 SHASTA WAY				PHONE (541) 883-5336	OCCUPATION DETECTIVE		SSN		
	NAME NFORMATION: <input type="checkbox"/> NON DISCLOSURE <input type="checkbox"/> JUVEN LE									
2-AO	LAST, FIRST, MIDDLE (FIRM, IF BUS NESS) MILLER, DONNIE		RACE	<input type="checkbox"/> M <input checked="" type="checkbox"/> F	DOB	AGE	HT	WT	HA R	EYES
	ADDRESS 2525 BIEHN ST, KLAMATH FALLS OR 97601				PHONE (541) 883-5713	DL NUMBER			STATE OR	
	BUSINESS NAME / SCHOOL NAME AND ADDRESS OREGON STATE POLCIE, 2525 BIEHN ST				PHONE (541) 883-5713	OCCUPATION DETECTIVE		SSN		
	NAME NFORMATION: <input type="checkbox"/> NON DISCLOSURE <input type="checkbox"/> JUVEN LE									
3-ME	LAST, FIRST, MIDDLE (FIRM, IF BUS NESS) COLLIGAN, RICH		RACE	<input type="checkbox"/> M <input checked="" type="checkbox"/> F	DOB [REDACTED]	AGE 51	HT	WT	HA R	EYES
	ADDRESS [REDACTED], INDIO CA 92203				PHONE [REDACTED]	DL NUMBER			STATE	
	BUSINESS NAME / SCHOOL NAME AND ADDRESS				PHONE	OCCUPATION		SSN		
	NAME NFORMATION: <input type="checkbox"/> NON DISCLOSURE <input type="checkbox"/> JUVEN LE									



Oregon State Police

Incident: SP15345349

Incident details:

Incident Type: Crash - Fatal
Incident time: 11/02/2015 00:00 - 11/02/2015 02:00
Reported time: 11/02/2015 00:29
Incident location: 1278 LAKESHORE DR, Klamath (Beat: KFO, Region: SWR)
Incident status: Cleared Exceptional - Death of Offender

Summary: I assisted Klamath Falls PD and Klamath County Sheriff's office with a pursuit of a stolen truck through downtown Klamath Falls. After termination of the pursuit, I continued to search for the vehicle. A deputy reported that there had been a crash with the involved vehicle and he was on scene on Lakeshore Drive. When I arrived, the dodge truck was off the road with the passenger door open and 2 to 3 bystanders rendering aid to the driver who was unconscious. The Deputies truck was also off the road in the bushes. I assisted with CPR until EMS arrived and took over. The driver was pronounced deceased on scene. The deputy had struck the suspect vehicle in the drivers door after it pulled out in front of him with no lights on. A reconstruction of the scene took place and the incident is under investigation.

Involved Persons:

Name: COLLIGAN, MATTHEW STEPHEN [DECEASED] **Gender:** Male
Classification: Deceased; Driver; Suspect; Other involved person **DOB:** [REDACTED]
DL: [REDACTED]
Address: [REDACTED], KLAMATH FALLS, KLAMATH OR USA 97601 (Beat: KFO, Region: SWR) 97601

Name: DECKER, STEWART **Gender:** Male
Classification: Witness **DOB:** [REDACTED]
DL:
Address: KLAMATH FALLS, KLAMATH OR USA (Beat: KFO, Region: SWR)
Telephone: [REDACTED]

Name: MUELLER, CARLA LEE **Gender:** Female
Classification: Witness **DOB:** [REDACTED]
DL: [REDACTED]
Address: [REDACTED] KLAMATH FALLS, OR USA 97601 97601
Telephone: [REDACTED]

Name: WALKER, MATTHEW **Gender:** Male

Classification: Property Owner; Witness

DOB: [REDACTED]

DL:

Address: [REDACTED] LAKESHORE DR, Klamath (Beat: KFO, Region: SWR)

Telephone: [REDACTED]

Name: HERRERA, ANTONIO MIGUEL

Gender: Male

Classification: Mentioned; Witness

DOB: [REDACTED]

DL: [REDACTED]

Address: [REDACTED] KLAMATH FALLS, KLAMATH OR USA 97601 (Beat: KFO, Region: SWR) 97601

Telephone: [REDACTED]

Name: OLSON, ANNA

Gender:

Classification:

DOB:

DL:

Address: KLAMATH FALLS, KLAMATH OR USA 97603 (Beat: KFO, Region: SWR) 97603

Telephone: [REDACTED]

Name: MCATEE, SHEENDANAI

Gender: Female

Classification: Mentioned

DOB: [REDACTED]

DL:

Address: [REDACTED] KLAMATH FALLS, KLAMATH OR USA 97603 (Beat: KFO, Region: SWR) 97603

Telephone: [REDACTED]

Name: IRVINE, TARA

Gender: Female

Classification: Mentioned

DOB: [REDACTED]

DL:

Address: [REDACTED] KLAMATH FALLS, KLAMATH OR USA 97603 (Beat: KFO, Region: SWR) 97603

Telephone: [REDACTED]

Name: SWAN, RANDY

Gender: Male

Classification: Police Officer - outside agency

DOB:

DL:

Address: 3300 VANDERBERG RD, KLAMATH FALLS, KLAMATH - 18 OR USA 97603 (KLAMATH COUNTY SHERIFF'S OFFICE) (Beat: KFO, Region: SWR) 97603

Telephone: (Landline) (541) 883-5130

Name: RANDALL, DEREK

Gender: Male

Classification: Driver; Police Officer - outside agency

DOB: [REDACTED]

DL:

3300 VANDENBERG RD, KLAMATH FALLS, Klamath

Address: OR USA 97601 (KLAMATH COUNTY JAIL) (Beat: KFO, Region: SWR) 97601

Telephone: (Landline) (541) 883-5130

Name: COLLIGAN, MATTHEW STEPHEN

Gender: Male

Classification: Other involved person

DOB: [REDACTED]

DL: [REDACTED]

Address: [REDACTED] KLAMATH FALLS,
KLAMATH OR USA 97603 (Beat: KFO, Region: SWR)
97603

Involved Property:

- P15027750 / Blood alcohol kit / Evidence / BLOOD
- P15027754 / Urine sample, kit / Evidence / URINE
- P15027758 / Photograph / Evidence / PHOTOS
- P15027759 / Police recording / Evidence / AUDIO RECORDING
- P15027760 / Consent to search : Form / Evidence / CONSENT FORM
- P15028135 / Photograph / Evidence / PHOTOS
- P15029367 / Consent to search : Form / Evidence / CONSENT FORM

Involved Vehicles:

- Involved in crash; Involved in pursuit; Towed / FORD F35 / [Truck: 4-Door truck] OR Reg #E250641 Colors: White / White
- Damaged; Involved in crash; Involved in pursuit; Stolen; Towed / DODG R15 2001 / [Truck: Pickup] OR Reg #079GHS Colors: White / White

Involved Officers:

- WALKER, JEFFREY / #41603 / OSP / Officer / CENTRAL POINT PATROL
- IRISH, PATRICK / #46850 / OSP / Officer / KLAMATH FALLS DETECTIVES
- Reporting Officer/Case Lead / CLARK, ZACHARY / #54956 / OSP / Officer / KLAMATH FALLS PATROL
- Back-up officer / HOPSON, AUSTIN / #54939 / OSP / Officer / KLAMATH FALLS PATROL

Reports:

General report:

Author: #54956 CLARK, ZACHARY

Report time: 11/15/2015 17:02

Entered by: #54956 CLARK, ZACHARY

Entered time: 11/15/2015 17:02

Narrative:

On Monday, November 2nd at approximately 12:08am, I was on duty, in uniform and displaying a badge while driving a marked patrol vehicle. Trooper Mike Nork was riding with me. The Klamath Falls Police Department was involved in a high speed vehicle pursuit of a stolen truck through downtown Klamath Falls. The pursuit was shortly terminated due to the excessive speed and danger being presented to the public. The vehicle left the area.

At approximately 12:21am, we heard over the radio that the vehicle had been spotted by a Klamath County Sheriff's Deputy, Derek Randall, heading east on Lakeshore Drive. Shortly after he called out that he spotted the truck, we heard him call out that there was a crash with the vehicle in the 1200 block of Lakeshore Drive. There was also information that the vehicle was starting to catch on fire. We were close to that location so we headed that way code 3.

At approximately 12:25am, we arrived on scene. The suspect truck, a 2001 Dodge Ram 1500, was off the road with the passenger door open. I grabbed 2 fire extinguishers and ran to the truck. As I was approaching the scene, two citizens who were driving by, Stewart Decker and Anna Olson, stopped and came to help. They exclaimed that they were resident doctors from Sky Lakes hospital. It appeared as the truck was no longer a danger to catching on fire so I dropped the fire extinguishers and brought over a first aid bag. The occupant of the stolen truck, Matthew Colligan, was lying on the passenger seat with his legs slightly curled and his head at the edge of the seat facing outward with Deputy Randall trying to talk to him. I noticed that there was a white Ford F-350 off in the brush with its alarm going off. I noticed that it had a Sheriff's Department logo on the side and realized that the other involved vehicle was actually Deputy Randall's patrol vehicle. Deputy Randall appeared un-injured. Mr. Colligan had labored, short agonal breathing and had a weak pulse. He had obvious head and leg injuries. The doctors who were on scene were assisting in trying to wake Mr. Colligan up and were keeping his head secure. I retrieved a C-collar neck brace from my medical bag and assisted with applying it to Mr. Colligan's head with Mrs. Olson. After 1-2 minutes of no response and failing vital signs from Mr. Colligan, the decision was made to extricate him from the vehicle to the side of the road where we could treat him easier. I retrieved a medical blanket from my patrol vehicle and laid it out for a clean surface to set Mr. Colligan on. With the assistance of Mr. Decker, Mrs. Olson, Trooper Nork, Deputy Randall and myself; Mr. Colligan was extricated from the vehicle and was placed on his back next to the truck.

His breathing had stopped and his pulse was almost completely gone. I retrieved a bag-valve mask from my medical bag. Mr. Decker began giving compressions to Mr. Colligan's chest while Mrs. Olson and myself gave intermittent breaths with the bag-valve mask. An OPA was also applied to assist with opening the airway. We continued to perform CPR on Mr. Colligan until Klamath County EMS arrived on scene. The medics and other medical personnel took over care of Mr. Colligan. As they were working on Mr. Colligan, I stayed to assist if needed, giving breaths with the mask while EMS were occupied with other procedures.

At approximately 12:44am, Mr. Colligan was pronounced dead by EMS personnel.

After the scene was secured and EMS departed, I retrieved marking paint and began to outline the scene evidence to assist with reconstruction. With the assistance of Recruit Trooper Hopson and Trooper Nork, the roadway evidence was marked and photographed.

At approximately 4:15am, Detective Brandon Dougherty with the Klamath Falls police Department authorized removal of Mr. Colligan's body.

I later interviewed Mr. Decker and Mrs. Olson about what they had seen before starting to administer CPR. They told me that they are resident doctors at Sky Lakes hospital in Klamath Falls and were on their way back from Medford when they drove by the scene. They arrived

approximately 30 seconds before any other police arrived and immediately went to check the Deputy vehicle as well as the Dodge truck for other victims. When they learned that the only injured victim was Mr. Colligan, they began administering first aid. They exclaimed that Mr. Colligan was unconscious the entire time that they were on scene.

I also spoke with the owners of the property that the crash occurred on, Mr. Matthew Walker and Mrs. Carla Mueller. They were awake in their home at 1278 Lakeshore Drive when they heard the crash outside their front door. They said that they heard a bang that almost sounded like an explosion so they went outside. They checked on Deputy Randall and made sure the vehicles were secure. They helped however they could for about 5 minutes until police and EMS arrived. 4 of his trees were taken down and approximately 30 feet of fence. They never heard Mr. Colligan talk, only gurgle once.

Recruit Trooper Austin Hopson was also on scene photographing the vehicles and roadway evidence. An Oregon State Police crash Reconstructionist was called out to reconstruct the scene. Once completed, a diagram and report will be generated.

The owner of the stolen truck was contacted and was informed of the events and displacement of his vehicle.

A major crime team callout was done to investigate the incident. Supplemental reports will be generated on their behalf containing canvas notes, witness interviews, photographs, and test results.

On Tuesday, November 3rd, I attended the autopsy that was performed on Mr. Colligan in Central Point. Detective Patrick Irish accompanied me. It was found that Mr. Colligan had many lacerations to his spleen and liver. His Aorta valve was also torn and he had bleeding in his brain. A report of the autopsy will be generated and attached at a supplemental on a later date.

This report will be forwarded to the Klamath County DA for review.

Supplemental:

Author:	#46850 IRISH, PATRICK	Report time:	11/05/2015 11:05
Entered by:	#46850 IRISH, PATRICK	Entered time:	11/05/2015 11:05

Narrative:

DISTRIBUTION: KLAMATH COUNTY DISTRICT ATTORNEY'S OFFICE

EVIDENCE:

EPHTI1-1 vial of blood taken from Deputy Randall.

EPHTI2-1 container of urine taken from Deputy Randall.

EPHTI3-Photos of Deputy Randall.

EPHTI4-1 audio CD containing the interview with Deputy Randall.

EPHTI5-Written Consent form for blood and urine from Deputy Randall.

NARRATIVE:

On November 2, 2015, at approximately 1:27 am, I was contacted by Detective Dennis Yaws with the Oregon State Police. Detective Yaws requested I respond to Sky Lakes Medical Center to contact Deputy Derek Randall, with the Klamath County Sheriff's Department. Detective Yaws told me that Deputy Randall had been involved in a motor vehicle crash. Detective Yaws requested that I interview Deputy Randall regarding the incident.

At approximately 2:18 am, I arrived at Sky Lakes Medical Center with Detective Dave Chambers with the Oregon State Police. Upon arrival to Sky Lakes Medical Center, I contacted Deputy Randall in room 17 of the emergency room. When I contacted Deputy Randall, I noticed that Deputy Darren Krag was in the room with him as the Klamath County Sheriff's Department Union Representative. Additionally, Deputy Randall was seated on an emergency room bed and was awaiting medical treatment for a laceration to his left elbow. I told Deputy Randall that I needed to get a statement from him regarding the incident and at approximately 2:26 am, I activated my digital recorder. Also present during the interview was Detective Dave Chambers. I asked Deputy Randall if he could tell me what happened and he provided the following in substance statements:

The following is a condensed version summary of the interview with Deputy Randall. For a verbatim account of the interview, refer to the audio recording in its entirety (EPHT14).

The city PD (Klamath Falls Police Department) got into a pursuit with a stolen vehicle in the downtown area. They terminated the pursuit because he (suspect) was driving on a one way street the wrong way and driving really fast. I wasn't involved in that part of the pursuit at all. They (PD) lost sight of the vehicle and the last known location was downtown near Highway 97. I went out to Lakeshore Drive and I was driving Northwest on Lakeshore Drive along the lake. I went quite a ways on Lakeshore Drive and the suspect vehicle was supposed to be a white Dodge pick-up. Pretty soon I saw headlights and a vehicle going fast, approaching me. Lakeshore Drive is a 30 mile per hour road and there are a lot of corners. This truck flies passed me and the only thing I could see was that it was a white Dodge pick-up. I turned around in a driveway and started driving back towards town trying to catch up to the vehicle. I never saw the tail lights or anything again. The next thing I knew, the pick-up pulled out in front of me from a driveway. It pulled straight out in front of me without any headlights on or anything on.

It was literally right in front of me and I don't think I even had time to let off the gas. I hit the driver's side of the Dodge pick-up and my airbags went off. I couldn't see anything. I didn't know where I was at but I could hear that I was going through the trees and I thought I was going to end up in the lake. The truck finally stopped and I got out of the driver's door. I pulled my gun out and I walked up to the driver's door of the Dodge. I looked in the driver's door of the Dodge and I didn't see anyone in the Dodge. I started looking around thinking he may have gotten out and was running. I looked in the back of the Dodge and I still didn't see anything and then I heard this gurgling sound. I went back to the driver's side and climbed up and looked in the window. I could see a male on the passenger side of the truck, slouched between the seats with his head laying down towards the floorboard. I went to the passenger side of the truck and I noticed it was on fire underneath the truck.

I opened the passenger side door and I could hear him breathing slightly. I kept telling him to keep breathing and he wasn't saying anything. A couple people showed up and I asked them to keep talking to him. At some point in time, I told dispatch what happened and where I was. I went back to my truck and I tried to find a medical kit and I couldn't find it. I tried to find a fire extinguisher, I couldn't find one. We kept talking with the guy trying to keep him awake and waited for the ambulance and everyone else to arrive.

I asked Deputy Randall if the Dodge pulled out nose first and he said, "Yes." I asked Deputy Randall how much time had passed from when he turned around to follow the Dodge to when they hit and he said, "Less than a minute." I asked Deputy Randall where he turned around at and he said, "It was down Lakeshore Drive somewhere. I don't know exactly where it was at. It was a little past South Shore Drive because I remember there were a couple of boats there. I also remember thinking, that was the only street (South Shore) he could have turned on, but I didn't see any headlights or anything. I was surprised because I never saw his taillights at all. I feel like he pulled out in front of me intentionally, he wasn't trying to turn into a lane or anything, he just pulled straight out in front of me."

I asked Deputy Randall how far away the Dodge was when it pulled out in front of him and he said, "Maybe 20 yards." I asked Deputy Randall if he knew whether or not the vehicle he hit was the same one that passed him and he said, "I assume so. It was a white Dodge. I thought it was a four door and I asked dispatch if the Dodge was a 4 door, but they just said it was a 1500." I asked Deputy Randall if he remembered how fast he was going when the collision happened and he said, "I did not look at the speedometer. I was going fast trying to catch the pick-up. I don't have any idea how fast though." I asked Deputy Randall, "So just to confirm, you tried to render medical aid, but couldn't find the first aid kit?"

and he said, "I couldn't open the passenger doors on the passenger or driver's side of my truck. There was nothing in the driver's side passenger area and the only thing I had in the cab of the truck was my bag." Detective Chambers asked Deputy Randall what violations he thought the suspect committed and he said, "Failing to yield and not having his lights on." Detective Chambers asked Deputy Randall if he drove a ¾ or 1 ton pick-up and he said, "It is a 1 ton diesel." Detective Chambers asked Deputy Randall if he ever activated his overhead emergency lights or siren and he said, "Nope." Detective Chambers asked Deputy Randall if the reason he didn't activate his overhead lights was because he was never in a good position to do so and Deputy Randall said, "I didn't know if that was the truck, I just knew it was a white Dodge." I asked Deputy Randall if his patrol vehicle has a dash camera and he said, "Yes, but it doesn't work."

Detective Chambers asked Deputy Randall if he would be willing to provide a voluntary blood and urine sample and he said, "Yes." Detective Chambers asked Deputy Randall if he took any kind of medications or anything and he said, "No." Detective Chambers asked Deputy Randall what kind of sleep he had recently and he said, "I slept good. I went to sleep at 9:00 pm the previous night (11/1/2015). I got up and went to work at 8:00 am (11/2/15). I went home at 6:00 pm (11/2/15) and had dinner and then went back to work at 7:00 pm." I asked Deputy Randall where the city PD lost the suspect vehicle and he said, "It was somewhere around, the last I heard it was south on Pine Street and then a bystander pointed towards Highway 97." I asked Deputy Randall if they knew who the suspect was initially and he said, "No, the city PD officer said he thought the vehicle was following him because it was behind him. The city officer said he was going to wait for other officers before he stopped him, but then advised that he thought the suspect realized he was onto him. The pursuit started somewhere around Gino's, in the alley I think." The interview with Deputy Randall was concluded and the recording was stopped at 2:40 am.

(Refer to the recorded audio for verbatim statements).

I began to take photos of Deputy Randall and his uniform. While taking photos, I noticed that on the left elbow of Deputy Randall's uniform, there was a tear in his uniform with a blood stain around the tear. The tear in the uniform matched the laceration that was on Deputy Randall's left elbow. I photographed Deputy Randall's entire uniform and additionally photographed Deputy Randall while he was wearing his uniform (EPHTI3). Additionally, Deputy Randall provided written consent for a blood and urine sample (EPHTI5).

At approximately 3:55 am, I broke contact with Deputy Randall who was transported to his residence by Deputy Darren Krag. The evidence items were seized and transported to the Oregon State Police Klamath Falls Patrol Office, where they were entered into the Oregon State Police Evidence Locker. Items (EPHTI1) the blood sample and (EPHTI2) the urine sample were entered into evidence locker (T-7). Items (EPHTI3) photos of Deputy Randall, (EPHTI4) the audio interview with Deputy Randall and (EPHTI5) the written consent for blood and urine provided by Deputy Randall, were entered into the Oregon State Police evidence locker (T-1).

CASE STATUS:

REFER TO THE KLAMATH COUNTY DISTRICT ATTORNEY'S OFFICE FOR REVIEW.

Supplemental:

Author:	#31382 FENNER, ROBERT	Report time:	11/10/2015 15:44
Entered by:	#31382 FENNER, ROBERT	Entered time:	11/10/2015 15:44

Narrative:

DISTRIBUTION: Klamath County District Attorney's Office

On November 2, 2015, at 1:17 AM, I received a call from District Attorney Rob Patridge informing me there had been a vehicle pursuit and a Klamath County Sheriff's Deputy had crashed into the suspect vehicle. The person in the suspect vehicle died from the collision and the Klamath County Major Crime was being activated to investigate his death.

I arrived at the Klamath Falls City Police Command Post at approximately 2:30 AM. I learned the Klamath Falls City

Police had been pursuing a white Dodge pickup that was suspected to have been stolen. The pursuit was terminated when the driver of the pickup was traveling the wrong way on South 5th Street approaching Klamath Avenue. Police officers lost sight of the Dodge pickup near the intersection of Pine Street and 5th Street. Approximately 10 minutes later, Deputy Derek Randall collided with the white Dodge pickup in the 1200 block of Lakeshore Drive. The driver of the white Dodge pickup had been identified as Matthew S. Colligan.

I remained at the command post and monitored the investigation.

I left the command post at approximately 7:00 AM.

On Wednesday, November 18, 2015, at approximately 9:25 AM, I was contacted by Rob Patridge, with the Klamath County District Attorney's Office. He told me the District Attorney's Office was giving permission to the owner of the white Dodge pickup, Alicia Dedios Villanueva, to retrieve property from her vehicle.

On Friday, November 20, 2015, at approximately 9:19 AM, Alicia Dedios Villanueva, met me at the Oregon State Police Klamath Falls Patrol Office. Mrs. Villanueva provided me with a Klamath County District Attorney's Office Property Release Form. I accompanied Mrs. Villanueva to the white Dodge pickup and assisted her getting various tools and paperwork from the vehicle that belonged to her. I have attached a copy of the Klamath County District Attorney's Office Property Release Form to this report.

CASE STATUS:

No further investigation anticipated.

Supplemental:

Author:		Report time:	11/11/2015 09:21
Entered by:	#39539 CHAMBERS, DAVID	Entered time:	11/11/2015 09:21

Narrative:

DISTRIBUTION: Klamath County District Attorney's Office.

On November 2, 2015, at approximately 1:25am, I was contacted by Oregon State Police Detective Dennis Yaws. Detective Yaws advised me the major crime team was being activated because of a vehicle pursuit and subsequent fatal motor vehicle crash that occurred on Lakeshore Drive, in Klamath County, Oregon. Detective Yaws requested I respond to Sky Lakes Medical Center, with Oregon State Police Detective Patrick Irish, to contact Klamath County Sheriff's Deputy Derek Randall, who was involved in the crash. Detective Yaws requested that I assist with the interview of Deputy Randall regarding the incident.

At approximately 2:18am, Detective Irish and I arrived at Sky Lakes Medical Center. Upon arrival to Sky Lakes Medical Center, we discovered Deputy Randall was in room #17 of the emergency room. Detective Irish and I walked to the room and saw Deputy Randall, Klamath County Sheriff's Corporal Darren Krag, and Klamath County Sheriff Frank Skrah talking in the room. We waited until Sheriff Skrah exited the room before we walked inside.

Once inside the room, we advised Deputy Randall we were there to obtain a voluntary statement from him, if he wished to provide one. Deputy Randall told us he was willing to provide a statement and that it would be "short" because everything happened really fast.

Detective Irish obtained a statement from Deputy Randall. The statement was recorded by

Detective Irish's digital recorder. For details regarding what Deputy Randall told Detective Irish, refer to Detective Irish's supplemental report and the audio recording. At the conclusion of the interview, Detective Irish obtained a blood sample and urine sample from Deputy Randall.

After leaving the hospital, Detective Irish and I responded to the Oregon State Police Klamath Falls Patrol Office where Detective Irish processed the urine sample and blood sample as evidence.

Detective Yaws asked me to assist other members of law enforcement with a neighborhood canvass in the area of where the crash occurred on Lakeshore Drive.

At approximately 6:00am, I contacted the resident of 1250 Lakeshore Drive Klamath Falls, Klamath County, Oregon, Antonio Miguel Herrera. His residence is the first residence to the east of the crash scene. Antonio Miguel Herrera made the following in substance statement;

- I was out in my shop, next to Lakeshore Drive, and I thought I heard a crash. There were two loud bangs that I heard in the shop.
- At first I thought someone crashed into a deer but when I heard the second bang, I thought it may be something else.
- I came outside and I saw a vehicle on fire.
- I went over to the crash and talked to the sheriff's deputy. He was a "youngster." The "youngster" was walking around like he was dazed.
- I helped by directing traffic until other police officers came.
- There was a tiny silver car that stopped and I thought they were friends of the guy who died because they walked over to the deputy and talked with him and the other police.

The neighborhood canvass concluded. I was advised by Detective Dennis Yaws there were no additional tasks and further assistance was not needed by the major crime section.

CASES STATUS: Complete.

Supplemental:

Author: #50088 MILLER, DONNIE **Report time:** 11/11/2015 14:13

Entered by: #50088 MILLER, DONNIE **Entered time:** 11/11/2015 14:13

Narrative:

Case: SP15-345349

Distribution: Klamath County District Attorney's Office

Evidence:

Refer to the Oregon State Police Property Report (Form 65), with evidence item number EDJM-1, listed as follows:

EDJM-1: The original "Permission to Search-Waiver," that Klamath County Sheriff's Office (KCSO) Sergeant Randy Swan reviewed and signed permitting the search of the KCSO patrol vehicle involved in the motor vehicle crash. The vehicle is a white Ford F350 pickup with Oregon registration plate E250641. The form was signed on November 2, 2015 at 4:13 a.m.

Action Taken:

On Monday November 2, 2015, at approximately 1:30 a.m., Oregon State Police (OSP) Detective Dennis Yaws contacted me via phone and informed me there was a fatal motor vehicle crash that had just occurred on Lakeshore Drive in Klamath County. One of the involved parties of the crash was Klamath County Sheriff's Office (KCSO) Deputy Derek Randall, who was on-duty at the time the crash occurred. Detective Yaws informed me the Klamath County Major Crime Team was being activated and asked I respond to the Klamath Falls Police Department (KFPD), where the command post was being set up.

At approximately 2 a.m., I arrived at the command post and learned the following information:

At approximately 12:03 a.m., KFPD Patrol Officers got into a pursuit with a stolen white Dodge pickup displaying Oregon registration plate 079 GHS. At approximately 12:08 a.m., the pursuit was terminated by KFPD Sergeant Rob Reynolds because the operator of the stolen vehicle was traveling the wrong way on a one way street.

A few minutes later, Deputy Randall informed the Klamath County Dispatch Center that he was on Lakeshore Drive and had just observed what he believed to be the same stolen vehicle from above (at that time Deputy Randall was traveling northwest on Lakeshore Drive towards Highway 140 West; the suspect vehicle was traveling the opposite direction). Deputy Randall eventually turned around and started traveling towards the suspect vehicle. At 12:21 a.m., Deputy Randall informed the Klamath County Dispatch Center he had been involved in a motor vehicle crash.

Upon arriving to the crash scene, the other responding police officers learned Deputy Randall had been involved in a crash with the operator of the stolen vehicle, who was identified as Matthew S. Colligan, DOB: 05-23-1987. Colligan was later pronounced deceased.

The crash had occurred in front of the residence located at 1278 Lakeshore Drive, Klamath Falls, OR 97601.

After being briefed, at approximately 2:24 a.m., I called the Klamath County Dispatch Center and ordered all of the police radio audio records for the incident.

After ordering those records, KFPD Detective Michael Hawkins and I were assigned to interview KCSO Sgt. Randy Swan, who was the supervisor on duty for the Klamath County Sheriff's Office when the incident occurred.

At approximately 3:47 a.m., Detective Hawkins and I conducted that interview with Sgt. Swan in a private room at the Klamath County Sheriff's Office.

Sgt. Swan stated in substance that earlier in the morning he was in his office performing administrative duties. Deputy Randall was also at the office. Over the police radio, Sgt. Swan overheard KFPD police officers in a pursuit with a vehicle traveling the wrong way on a one way street. KFPD terminated the pursuit and lost sight of the vehicle. The vehicle was last seen traveling on Main Street towards Highway 97.

Both Sgt. Swan and Deputy Randall got into their patrol vehicles (separate vehicles), and began traveling on Crater Lake Parkway towards Campus Drive. Sgt. Swan was traveling in front of Deputy Randall. He passed the intersection of Campus Drive and noticed Deputy Randall was no longer behind him. (Sgt. Swan said he last saw Deputy Randall behind him somewhere on Crater Lake Parkway between Portland and Biehn Street; he was not sure where he turned off). Sgt. Swan proceeded to travel to the intersection of Highway 97 and Dan O'Brien Way, where he parked in-case the stolen vehicle traveled by.

While he was at the intersection of Highway 97 and Dan O'Brien Way, Sgt. Swan overheard Deputy Randall on the police radio asking some specifics about the description of the stolen vehicle. Shortly after that, Deputy Randall again came on the police radio and asked for more police units to respond to his location in the 1200 block of Lakeshore Drive, code 3 (Emergency code response). Deputy Randall then called out a motor vehicle crash, said he was out with the stolen vehicle, and there was a vehicle on fire.

Sgt. Swan was the first additional police officer to arrive on scene with Deputy Randall. When he first arrived on scene, Sgt. Swan immediately saw the stolen vehicle. He also learned at that time, that Deputy Randall was actually involved in the crash as well. (Sgt. Swan had previously stated he was not sure of what parties were involved in the crash when Deputy Randall called it out over the police radio). Deputy Randall was standing with some bystanders in the passenger side doorway of the vehicle.

As Sgt. Swan approached the vehicle, he noticed the suspect's head was lying towards the passenger side of the vehicle. When Sgt. Swan got to the vehicle, he learned that two of the bystanders were doctors that happened to drive up after the crash. They were providing medical attention to the suspect.

Sgt. Swan said he made sure all of the officer safety protocols were in place, as well as making sure the doctors on scene had all of the assistance they needed to provide medical attention. (The suspect was later pronounced deceased on scene).

Following assisting with medical attention on the suspect, Sgt. Swan checked on Deputy Randall to make sure he was ok. Deputy Randall said he was ok and then provided Sgt. Swan with a brief statement of what had occurred. Below is an in-substance statement of what Deputy Randall told Sgt. Swan:

While Deputy Randall was traveling on Lakeshore Drive, he saw what he believed to be the suspect vehicle, go past him. Deputy Randall turned around to attempt and overtake the vehicle. All of the sudden, the suspect vehicle pulled out in front of him and the crash occurred. Deputy Randall told Sgt. Swan he never saw any lights from the suspect vehicle prior to it pulling out in front of him.

After speaking with Sgt. Swan, Deputy Randall was taken to Sky Lakes Medical Center for further evaluation. *(OSP Detective's Dave Chambers and Patrick Irish later interviewed Deputy Randall at the hospital. Refer to their full written reports for details)*

Sgt. Swan later coordinated with the Klamath County Jail in an attempt to I.D. the suspect. He provided the jail with a descriptor of a tattoo the suspect had on his body.

Prior to leaving the scene, Sgt. Swan recovered Deputy Randall's equipment he had on patrol with him when the crash occurred. This included two patrol bags (Sgt. Swan was not sure what was inside of them), and a shotgun.

When asked if Deputy Randall's patrol vehicle had a video/audio recording system inside of it, Sgt. Swan said he was not sure. I told Sgt. Swan I had heard at the command post there was a recording system inside. Sgt. Swan said if there is, he was not sure if it was a functioning system or not.

Sgt. Swan then reviewed and signed a "Permission to Search – Waiver," allowing investigating police officers to search the patrol vehicle Deputy Randall was operating at the time of the crash. The vehicle was a white Ford F350 pickup displaying Oregon registration plate E250641. *(Refer to evidence item number EDJM-1)*

The interview was concluded shortly thereafter.

Note: While I was interviewing Sgt. Swan, I received a call from the Klamath County Dispatch Center informing me the recorded audio CD's from the radio traffic associated with the incident, were ready to be picked up. I forwarded that information to the command post and had no further involvement with those recordings.

Following the interview with Sgt. Swan, I was assigned to travel to the area of the crash and assist with conducting a neighborhood canvass.

The first house I attempted contact with the residents, was at 1241 Lakeshore Drive. There was no answer at that residence, so I left my business card in the door. As of the date of this report, I have not received a call from those residents.

The second house I went to was 1215 Lakeshore Drive, where I contacted Tara Irvine, who resides at that residence and was at home the previous night and earlier

this morning.

Irvine said she knew nothing about the crash. Both she and her husband, Allen Irvine, woke up at approximately 2:30 a.m., because her dogs were barking. They looked out of their window and saw police lights in the roadway. They went back to bed shortly thereafter.

Both of them woke up later in the morning, just a few minutes before I arrived. Irvine (Tara), said she walked outside and heard a horn honking continuously. Irvine stated once again, she had no idea what occurred; as she did not see or hear anything.

At approximately 6:41 a.m., I contacted Sheendanai Mcatee at 1155 Lakeshore Drive. She stated in substance both her and her husband, James Mcatee, were at home last night/earlier this morning. Mcatee woke up this morning at approximately 5:45 and saw police lights outside of her residence parked on Lakeshore Drive. She said she did not see or hear anything involving the crash earlier in the morning. Her husband was not present for the interview, but told her he woke up around 5:15 a.m. this morning; he saw the police lights and that is the first time he heard or saw anything as well.

Case Status: At the time of this report, other than what I noted in my report, I have no additional investigative information related to this case. For additional information, refer to the lead case agent, Oregon State Police Recruit Trooper Zack Clark.

Supplementary Incident Report

Oregon State Police/KLAMATH FALLS AC
PROFESSIONAL STAFF

Printed: 03/30/2016 13:27 by A99081

Incident: **SP15345349 Crash - Fatal @11/02/2015 00:29**

Author: #33447 YAWS, DENNIS

Report time: 12/15/2015 13:18

Entered by: #33447 YAWS, DENNIS

Entered time: 12/15/2015 13:18

Remarks:

CASE#SP15-345349

DISTRIBUTION: Klamath County District Attorney's Office

SUBJECT OF THIS REPORT: Fatal Crash Investigation

On November 2, 2015, at approximately 1:00am, I received a telephone call from OSP Patrol Sergeant Cliff Barden. Sergeant Barden informed me he was currently investigating a crash involving a Klamath County Sheriff's Deputy Patrol Vehicle, which resulted in the death of the single occupant of a vehicle the patrol vehicle collided with.

Sergeant Barden informed me the deceased subject had earlier eluded police in a stolen pickup truck and the Klamath County Major Crime Team was being activated. The Klamath County Major Crime Team consists of investigators from the Klamath Falls City Police, the Oregon State Police, the Klamath County Sheriff's Office, the Klamath County District Attorney's Office, and Adult Probation and Parole.

I travelled to the location of the crash, which was identified as being near 1278 Lakeshore Drive. I learned the decedent was identified as Matthew Colligan, age 28. I learned the vehicle Mr. Colligan was operating had been involved in a pursuit a few minutes earlier with the Klamath Falls City Police. Officers initiated a pursuit in the Mills Addition area of Klamath Falls, but terminated the pursuit when the operator drove the wrong way on a one way street. The vehicle was last seen southbound near Pine Street.

A few minutes later, Klamath County Sheriff's Deputy Derrick Randall spotted a vehicle matching the description of the stolen pickup on Lakeshore Drive. As Deputy Randall attempted to overtake the pickup east bound on Lakeshore Drive he collided with it as the operator pulled out of a private driveway. Medical personnel rendered first aid, but the subject was pronounced deceased at the scene.

At 3:00am, I arrived at the command post located at the Klamath Falls City Police Station. I coordinated resources and delegated investigative tasks. *(Refer to all police reports associated with this case number for details regarding each investigators' involvement with the investigation.)*

CASE STATUS:

This case will be forwarded to the Klamath County District Attorney's Office for review. If additional information becomes available, it will be the subject of a supplemental report.

FATAL MOTOR VEHICLE COLLISION
November 2, 2015 at 12:29 a.m.
1278 Lakeshore Drive – Klamath County, Oregon
SP 15-345349
KCSO 15-003085
KFPD 15-03004

INCIDENT: SP 15-345349

REPORT SUBJECT: Fatal motor vehicle collision - photographs

REFER TO: Klamath County Sheriff's Department Case Number 15-003085
Klamath Falls Police Department Case Number 15-03004

LOCATION: 1278 Lakeshore Drive
Klamath County, Oregon

SUMMARY

On November 2, 2015, a fatal motor vehicle collision occurred at 1278 Lakeshore Drive in Klamath County, Oregon. I responded to the scene and took a series of above ground photographs.

NARRATIVE

On Monday, November 2, 2015, at about 12:50 a.m., personnel at the Southern Command Center (SCC) contacted me by telephone and requested I respond to Lakeshore Drive to assist in investigating a fatal motor vehicle collision involving a Klamath County Sheriff's Department employee. I responded arriving at the scene at about 2:33 a.m.

I assisted Senior Trooper Jeff Walker while he was mapping the collision scene.

At about 8 a.m. Fire District 1 personnel arrived with an aerial apparatus. I took a series of digital photographs of the collision scene from above the ground in the fire apparatus.

The photos were stored on CD and entered into evidence at the Klamath Falls Area Command.

I cleared from the scene at about 9:10 a.m.

REPORT PREPARED BY:

Steve Yates, Sergeant
Collision Reconstructionist
Oregon State Police – Lakeview
ACTAR #2040

Supplementary Incident Report

Oregon State Police/KLAMATH FALLS AC
PROFESSIONAL STAFF

Printed: 03/30/2016 13:30 by A99081

Incident: **SP15345349 Crash - Fatal @11/02/2015 00:29**

Author: #54966 VANDOMELEN, SEAN

Report time: 11/23/2015 08:23

Entered by: #54966 VANDOMELEN, SEAN

Entered time: 11/23/2015 08:23

Remarks:

On November 2, 2015, at approximately 6:26 AM, I arrived at 1278 Lakeshore Drive, to assist with a motor vehicle crash investigation. I was tasked by Detective Dennis Yaws to complete an area canvas, to see if any of the residents had witnessed or heard the crash.

Trooper Benson and I began the area canvass at approximately 6:28 AM. I arrived at 1325 Lakeshore drive at approximately 6:41 AM. The resident Jackie Reed answered the door. I asked if she had heard or seen anything involving the vehicle crash last night. She said at about midnight she had heard something. I asked her to describe what she heard. She said she heard a loud metallic sound, but thought it was the garbage truck. She did not go outside to look. Mrs. Reed did not know the police arrived until she woke up to let her dog out.

I went to several other addresses along Lakeshore drive west of the crash. The residents I contacted did not hear or see the vehicle crash. I documented the residences I visited and the response of the occupants. Those notes were later entered into evidence labeled E1SVD.

At approximately 7:20 AM, I took over the crime scene log from Trooper Snodgrass. I maintained the crime scene log until approximately 8:10 AM, when the crime scene was closed. The crime scene log was later entered into evidence labeled E1SVD.

On November 23, 2015, at approximately 7:46 AM, I entered evidence into temporary evidence locker T-1 under the following numbers: E1SVD-Crime scene log an area canvass notes.

End of report.

DISTRIBUTION: Klamath County District Attorney's Office
OSP Madras – Senior Trooper Jeff Walker

REFER TO: OSP Reports bearing case number SP15-345349

MENTIONED: 2011 Ford F-350 – VIN [REDACTED]

SUMMARY:

On November 2, 2015 a fatal motor vehicle collision occurred near 1278 Lakeshore Drive in Klamath County, Oregon. The collision involved the mentioned vehicle, which did have airbag deployment. I was contacted by Senior Trooper Walker, who requested I assist in the investigation by imaging data contained in the Event Data Recorder (EDR). On November 7, 2015, I imaged the mentioned vehicle's event data recorder (EDR), which was an airbag control module (ACM).

ACTION TAKEN:

On November 2, 2015, I was contacted by Senior Trooper Walker regarding a fatal motor vehicle collision in Klamath County, Oregon. Senior Trooper Walker advised me the collision involved a Klamath County Deputy with airbag deployment.

On November 7, 2015 at approximately 10:20am, I arrived at the Oregon State Police Office in Klamath County, where the mentioned was being stored.

At approximately 10:57am, I imaged the ACM through the Data Link Connector (DLC) and noted the tire information on the mentioned vehicle.

I opened the CDR report using version 16.2 (attached Bosch CDR report). The ACM's event recorder captured a "locked frontal event" recording of data related to a 'Deployment' event.

The 'Deployment' Event

Some of the pertinent data includes, but is not limited to the following:

"System Status at Time of Retrieval"

- The "Vehicle Identification Number" recorded in the CDR report matches the "Vehicle Identification Number" on the mentioned vehicle.
- The "Ignition cycle, download" are reported at "8,245".

"System Status at Event (First Record)"

- The "Recorded Status" was reported as "Locked Record".
- The "Complete file recorded (yes, no)" was reported as "Yes".
- The "Multi-event, number of events (1, 2)" was reported as "1".

"Deployment Data (First Record)"

- The "Maximum delta-V, longitudinal (MPH)" was reported as "-24.29" at 280 msec.
- The "Maximum delta-V, lateral (MPH)" was reported as "-5.55" at 247 msec.

The PDOF for the first record is calculated from the reported longitudinal and lateral crash pulse data at the last time sample obtained on the graph at 213.5 msec. This time sample is close to but not at maximum engagement/separation and was the most significant delta-V's which can be correlated with the same time. At 213.5 msec, the delta-V, longitudinal was reported as -24.12 and the delta-V, lateral was reported as -5.01.

PDOF = $\arctan(\Delta Vy/\Delta Vx)$ PDOF = $\arctan(-5.01/-24.12)$ PDOF = 11.73 degrees

Note: This PDOF is consistent with damage of the mentioned vehicle.

“Pre-Crash Data -1 sec (First Record)”

- The “*Ignition cycle, crash*” was reported as “8,244”.
- The “*Safety belt status, driver*” was reported as “*Driver Not Buckled*”.

“Pre-Crash Data -5 to 0 sec (2 samples/sec) (First Record)”

- The “*Accelerator pedal, % full*” was reported at a range of 44% through 46% from -5.0 to -3.0 and was recorded as 0.0% from -2.5 to 0.0.
- The “*Service brake, on/off*” was reported as “*Off*” at -5.0 to -2.0 and was reported as “*On*” at -1.5 to 0.0.
- The “*Engine RPM*” was reported at a range of 2,198 through 2,852 from -5.0 to -2.0. The “*Engine RPM*” was reported at a decreasing range from 1,922 through 1,558 from -1.5 to 0.0.
- The “*Speed vehicle indicated MPH*” was reported as “*65 at -0.5*” and “*57 at 0.0*”.
- The “*Steering Wheel Angle (degrees)*” was reported as positive values (counter clockwise direction) from -1.0 to 0.0 with the steepest angle of 66.3 degrees at -0.5.
- The “*ABS activity (engaged, non-engaged)*” was reported as “*non-engaged*” at -5.0 to -0.5 and “*engaged*” at 0.0.

ANALYSIS:

The reported last Accelerator pedal of 44.2% at -3.0 and then reported Service brake on at -1.5 is consistent with a reasonable perception/reaction time of 1.5 seconds.

The Steering Wheel Angle reported in a counter clockwise direction at -1.0 is consistent with the operator swerving left to avoid the hazard.

The mentioned vehicle is equipped with a non-stock tire size of LT285/70 R17 (stock is LT265/70 R17). Based upon the altered tire size, the diameter variance is 3.49%¹, and results in recorded speeds 3.37% lower than the actual speed.

Therefore, the recorded vehicle speed of 65 mph (which was recorded at -0.5 seconds prior to AE) is calculated to an actual speed of 67.19 mph, or about 67 mph and the recorded vehicle speed of 57 mph (which was recorded at AE) is calculated to an actual speed of 58.92 mph, or about 58 mph.

67.19mph = 98.5fps
58.92mph = 86.37fps

$$f = \frac{V_f - V_o}{32.2 * t} \quad f = \frac{98.5_f - 86.37_o}{32.2 * 0.5} \quad f = \frac{12.13}{16.1} \quad f = 0.75$$

Senior Trooper Walker reported a tested roadway coefficient of friction value of 0.84. The above calculated “*f*” of 0.75 does not exceed the test value and provides a reasonable deceleration from 67.19 mph to 58.92 mph in 0.5 seconds.

The recorded vehicle speed of 67 mph (which was recorded at -2.0 seconds prior to AE) is calculated to an actual speed of 69.25, or about 69mph and could be considered as an accurate vehicle speed prior to braking.

Peer Review: Senior Trooper Ryan P. Morehead, East Region Collision Reconstructionist – ACTAR #2038 has reviewed this report and agrees with its analysis.

¹ Reference: 1010tires.com

DISTRIBUTION: KLAMATH COUNTY DISTRICT ATTORNEY'S OFFICE
KLAMATH COUNTY SHERIFF'S OFFICE

INCIDENT: SP 15-345349

REPORT SUBJECT: Collision Reconstruction

REFER TO: All Oregon State Police Reports bearing case #SP 15-345349

LOCATION: Lakeshore Drive
Near 1275 Lakeshore Drive
Klamath County, Oregon
Approximate GPS (Google Earth): 42°14'00.38" N / 121°49'34.09" W

OPERATORS: **DODGE:**
COLLIGAN, MATTHEW STEPHEN (Deceased)
DOB: [REDACTED]
[REDACTED]

FORD:
RANDALL, DEREK – Deputy, Klamath County Sheriff's Office
[REDACTED]

VEHICLES: 2001 Dodge 1500 Quad-cab Pickup, white in color.
Oregon license plate: 079GHS
[REDACTED]

2011 Ford F350 Crew-cab Pickup, white in color
Marked Klamath County Sheriff's Office pickup.
Oregon license plate: E250641
VIN: 1FT8W3BTOBEB66664

MENTIONED POLICE: Lieutenant Jason Westfall
Sergeant Cliff Barden
Detective Patrick Irish
Trooper Mike Nork
Oregon State Police – Klamath Falls Office

Sergeant Steve Yates – Collision Reconstructionist
Oregon State Police – Lakeview Office

Senior Trooper Clint Prevett – Central Region Collision Reconstructionist
Oregon State Police – Madras Office

MENTIONED OTHERS: One Stop Towing – Klamath Falls
M & C Towing – Klamath Falls

SUMMARY:

On November 2nd, 2015 at about 12:29 am, a fatal collision occurred on Lakeshore Drive in Klamath County, Oregon. The collision involved two vehicles, one of which was being operated by Klamath County Sherriff's office Deputy DEREK RANDALL. Deputy RANDALL was attempting to locate a stolen white Dodge pickup that had earlier eluded Klamath Falls Police officers. Deputy RANDALL was travelling toward Hwy 140W on Lakeshore Drive when a vehicle matching the description of the white Dodge pickup drove past him in the opposite direction at a high rate of speed. Deputy RANDALL turned around and was attempting to overtake the white Dodge pickup when the Dodge pickup pulled out from a hidden driveway with its lighting equipment turned off and directly in front of Deputy RANDALL causing the collision. The operator of the Dodge pickup, later identified as MATTHEW STEPHEN COLLIGAN, was pronounced deceased at the scene. Deputy RANDALL was transported to Sky Lakes Medical Center with minor injuries. The Dodge pickup involved in the collision had been reported as stolen and was the same pickup that Klamath Falls PD was pursuing earlier. COLLIGAN is at fault for the collision for violating Oregon Revised Statutes 811.280 - Failure of driver entering roadway to yield right of way, and 811.520 - Unlawful use or failure to use lights.

ACTION TAKEN:

On 11/2/2015 at about 1:47 am the Oregon State Police Southern Communication Center advised me of the two-vehicle fatal collision in Klamath County involving a Klamath County Deputy. Dispatch advised that Lt. Westfall was requesting I respond.

I contacted Lt. Westfall by phone and he told me that the suspect that died in the crash was operating a stolen Dodge pickup, and that the suspect had eluded Klamath Falls PD officers earlier. Lt. Westfall told me the Deputy was attempting to catch up to the Dodge pickup when the crash occurred. Lt. Westfall told me Sgt. Yates was in route from Lakeview and requested I respond to assist with the investigation.

I arrived on scene at about 3:45 am. The roadway conditions were partially damp / partially dry and it was dark.

I observed a white Dodge pickup with substantial left-side damage and a marked Klamath County Sherriff's Office Ford pickup with substantial front end damage. The decedent was lying on the ground, covered by a sheet, to the right of the Dodge pickup. The scene had been marked with white and orange paint prior to my arrival.

I proceeded to mark additional scene evidence with orange paint. I photographed the scene and scene evidence. The photographs were later downloaded to DVD and placed into evidence at the Oregon State Police office in Central Point.

At about 5:00 am I conducted skid tests. *Refer to the SKID TESTS section below for further details.*

I mapped the scene using my Sokkia SX-105T robotic total measuring station (TMS). I later created a scene mapping using the TMS data. Due to the roadway conditions changing during the at-scene investigation, the following changes were made:

- Point 30 on the scene mapping was an inadvertent extension of the fluid trail from the Ford pickup and was discounted.
- Points 37 through 40 are superseded by points 162 through 168 and were discounted.

Sgt. Barden told me that we had written consent to search and inspect both vehicles to include the Ford's Airbag Control Module (ACM).

I cleared the scene at about 8:44 am with Sgt. Yates. We escorted M & C Towing with the Dodge pickup to the Oregon State Police secured lot in Klamath Falls.

At about 9:00 am, I began the search and post-collision inspection of the Dodge pickup. I took additional photographs during the search and post-collision inspection. All photographs were downloaded to DVD and placed into evidence at the Oregon State Police Office in Central Point. *Refer to the VEHICLE DESCRIPTION AND EVIDENCE section below for further details.*

I then began the post-collision inspection of the Ford pickup. I took additional photographs during the post-collision inspection. All photographs were downloaded to DVD and placed into evidence at the Oregon State Police Office in Central Point. *Refer to the VEHICLE DESCRIPTION AND EVIDENCE section below for further details.*

I concluded my post-collision inspection at about 11:35 am.

On 11/7/2015 at about 10:50 am I met Sr. Trooper Clint Prevett at the Oregon State Police Klamath Falls office. Sr. Trooper Prevett imaged the Ford pickup's event data recorder (an airbag control module) through the vehicle's diagnostic link connection. *Refer to Sr. Trooper Prevett's EDR report for further details.*

On 12/4/2015 I contacted Deputy RANDALL by telephone. I requested post-collision information related to Occupant Kinetics and post-collision travel. *Refer to STATEMENTS section below for further details.*

**HIGHWAY
DESCRIPTION:**

Lakeshore Drive is a two-way, two-lane county road and is constructed of bituminous asphalt. The road in the area of the collision is posted for travel at 30 MPH under 810.180, Designation of maximum speeds; rules.

The roadway is designated by standard lane lines and a double yellow centerline, which are in good condition. Variable width paved shoulders are present which transition to variable width gravel shoulders beyond that.

The eastbound lane is about 11'10" wide and the westbound lane is about 11'3" wide.

Travelling in the eastbound direction approaching the area of the collision, Lakeshore Drive is relatively straight, about 750 feet (measured in Google Earth), then begins to curve slightly to the left. *Refer to photographs 4624 and 4596 below.* Nearly adjacent to the beginning of the curve and on the right is a driveway located at [REDACTED]. The driveway is concealed to eastbound traffic by dense trees and brush. *Refer to photographs 4632, 4633 and 4635 below.* Just beyond that is a second driveway on the left located at 1276 Lakeshore Drive.



Photograph 4624 – Lakeshore Drive looking westbound.



Photograph 4596 – Lakeshore Drive looking eastbound.



Photograph 4632 - Looking westbound from concealed driveway (1275 Lakeshore Drive)



Photograph 4633 - Looking westbound from concealed driveway (1275 Lakeshore Drive)



Photograph 4635 - Looking westbound from concealed driveway (1275 Lakeshore Drive)

**ROADWAY
EVIDENCE:**

The following evidence is listed from west to east:

- The left-side headlight assembly with bulb is located near the fence on the westbound shoulder.
- The left-side headlight lens cover from the Dodge is located near center of the westbound lane.
- A wheel gouge/scrape and tire mark from the left-front tire of the Dodge is located in the left half of the eastbound lane.
- Two tire marks from the Ford pickup are located beginning in the eastbound lane.
- A tire mark from the left-front tire of the Dodge pickup begins and continues to the area of final uncontrolled rest of the Dodge.
- A tire mark from one of the rear tires of the Dodge is located near/on the eastbound fog line.
- A tire mark from the right-front tire of the Dodge pickup begins near the center of the eastbound lane and continues to near final uncontrolled rest of the Dodge.
- A fluid trail from the Ford begins near the centerline in the westbound lane and continues to the edge of the driveway at 1276 Lakeshore Drive.
- A fluid trail from the Dodge begins near the center of the eastbound lane and continues to near the final uncontrolled rest of the Dodge.
- Two tire marks from the Ford are located beginning at the edge of the driveway at 1276 Lakeshore Drive and continues through the gravel and grass to near the final uncontrolled rest of the Ford.
- The Dodge came to final uncontrolled rest on the westbound shoulder in between two trees.
- The Ford came to final uncontrolled rest in the yard near 1276 Lakeshore Drive.

The distance from the beginning of the 'Left-front rim gouge/scrape and tire mark' to the Final uncontrolled rest of the Ford, is about 124'.

Refer to attached Scale Diagram for further details.

**VEHICLE
DESCRIPTION
AND EVIDENCE:**

DODGE:



The vehicle is a 2001 Dodge Ram Quad-cab 1500 pickup, and is white in color.

The Dodge sustained contact damage to the front half of the left side of the pickup due to a side impact. The damage profile is consistent with the steel front bumper that was mounted to the Ford pickup.

The Principal Direction of Force (PDOF) is from near the leading edge of the left front door and out near the center of the right front door. The PDOF is eccentric and forward of the pickup's center of mass inducing a clockwise rotation.

The left-front quarter panel area including the hood, left- A-pillar and driver's door was crushed inward and slightly to the rear.

The leading edge of the left-rear door sustained contact damage and the door sustained induced damage in the form of buckling.

The left side of the pickup bed sustained secondary contact and induced damage.

Refer to photographs for further details.

Occupant seating and Safety restraint system examination:

The driver's seatbelt was examined and found to be in the retracted position. The webbing was twisted below the latch plate and partially folded through the latch plate. When extended, the webbing exhibited no signs of usage during a collision event.

The driver's frontal airbag was deployed, and was unremarkable. The right-front passenger frontal airbag was deployed and contained blood stains.

Deputy Randal told Sr. Trooper Irish that he located the operator of the Dodge on the passenger side of the truck with his head lying down towards the floorboard. *Refer to report by Detective Irish for further details.*

Sr. Trooper Nork told me that when he arrived on scene he observed the operator of the Dodge lying in the passenger side front seat unrestrained. *Refer to report by Trooper Nork for further details.*

Wheel and Tire examination:

All 4 tires are labeled Hercules All-Trac A/T, LT225/75R16 mounted on steel wheels. The following are the measured tread depths and PSI at the time of the vehicle inspection:

- Left-front tire tread depth of 14/32" 0 PSI
- Left-rear tire tread depth of 14/32" 30 PSI
- Right-front tire tread depth of 14/32" 34 PSI
- Right-rear tire tread depth of 14/32" 31 PSI

The left-front tire was flat and exhibited tears and punctures to the outer sidewall. The outer rim flange was bent in the area of the tears and punctures to the sidewall. The top of the wheel/tire was crushed inward.

The right front wheel/tire and rear wheels/tires were unremarkable.

Lighting examination:

Left headlamp assembly:

The left headlamp assembly located at the scene contained a headlamp bulb which contained two filaments. The high-beam filament was unremarkable. The low-beam filament exhibited pitting due to age and was broke into several small pieces due to cold shock. This headlamp was off at the time of the collision.

The left front park/turn lamp was not located.

Right headlamp assembly:

The right headlamp bulb contained two filaments. The high-beam filament was unremarkable. The low-beam filament exhibited pitting due to age and was otherwise unremarkable. Usage is indeterminate.

The right-front park/turn lamp contained two filaments. The turn filament was unremarkable. The park filament exhibited mild stretching and uneven coil spacing. Usage is indeterminate.

Right-rear tail lamp assembly:

The right-rear brake/park/turn lamp contained two filaments. Both filaments exhibited normal wear. Usage is indeterminate.

Left-rear tail lamp assembly:

The left-rear brake/park/turn lamp contained two filaments. Both filaments exhibited normal wear. Usage is indeterminate.

The headlight switch was in the off position.

FORD:



The vehicle is a 2011 Ford F350 Crew-cab Pickup, and is white in color. It is also a marked Klamath County Sherriff's Office pickup.

The Ford sustained contact damage across the front of the pickup due to the frontal collision.

The Principal Direction of Force (PDOF) is from the front of the pickup near center of and out near the area just forward of the left rear wheel. The PDOF is eccentric and to the left of the pickup's center of mass inducing a counterclockwise rotation.

The Ford pickup was equipped with an aftermarket heavy duty steel front bumper. The bumper was separate from the Ford at the time of the inspection.

The front end was crushed rearward and slightly to the left. The hood was crushed rearward and sustained induced upward buckling.

Both front quarter-panels sustained contact damage in the form of crush and induced damage in the form of buckling.

The right-side front and rear doors sustained secondary contact and induced damage.

Refer to photographs for further details.

Occupant seating and Safety restraint system examination:

The driver's seatbelt was examined and found to be locked in the retracted position. The seatbelt was not in use at the time of the collision.

The driver's frontal airbag and right-front passenger frontal airbag were deployed. Both airbags were unremarkable.

Refer to the EDR analysis for additional data which supports the operator of the Ford was unbuckled at the time of the collision.

Wheel and Tire examination:

All 4 tires are labeled BFGoodrich All-Terrain A/T KO2, LT285/70R17 mounted on steel wheels. The following are the measured tread depths and PSI at the time of the vehicle inspection:

- Left-front tire tread depth of 13/32" 72 PSI
- Left-rear tire tread depth of 11/32" 68 PSI
- Right-front tire tread depth of 13/32" 70 PSI
- Right-rear tire tread depth of 11/32" 71 PSI

All wheels and tires were otherwise unremarkable.

Lighting examination:

The pickup's emergency lighting equipment was not activated at the time of the collision. *Refer to report by Detective Irish for further details.*

Left Headlamp assembly:

The left headlamp bulb contained two filaments. Both filaments exhibited uneven coil spacing and excessive curvature. This headlamp exhibited signs that it was in use at the time of the collision.

The left-front park/turn lamp filament was broken into many small pieces. Usage is indeterminate.

Right headlamp assembly:

The right headlamp bulb contained two filaments. Both filaments exhibited pitting but were otherwise unremarkable. Usage is indeterminate.

The right-front park/turn lamp filament was broken into several small pieces. Usage is indeterminate.

Right-rear tail lamp assembly:

The right-rear brake/park/turn lamp contained two filaments. The smaller, park filament, exhibited a slight bend but was otherwise unremarkable. The brake/turn filament exhibited normal wear. Usage is indeterminate.

Left-rear tail lamp assembly:

The left-rear brake/park/turn lamp contained two filaments. The smaller, park filament, exhibited a slight bend but was otherwise unremarkable. The brake/turn filament exhibited normal wear. Usage is indeterminate.

**OCCUPANT
KINETICS AND
INJURY:**

During the collision event, Deputy RANDALL stated that he remained in the driver's seat holding onto the steering wheel with both hands. He stated that he was applying braking until the pickup stopped. *Refer to STATEMENTS section for further details.*

During the collision event the Dodge pickup was accelerated to the right causing COLLIGAN to move to the left relative to the pickup's interior. COLLIGAN would have continued to the left until colliding with the left door. COLLIGAN would have been accelerated to the right, as he was

unrestrained, relative to the interior of the pickup. COLLIGAN would have further moved relative to the interior of the pickup until final uncontrolled rest.

RANDAL sustained a laceration to his left elbow.

COLLIGAN sustained fatal injuries as a result of the collision. His cause of death was reported as, "Multiple blunt injuries due to two motor vehicle collision." *Refer to Dr. Olson's autopsy report for further details.*

STATEMENTS:

Detective Patrick Irish went to Sky Lakes Medical Center (SLMC) to interview Deputy RANDALL. Deputy RANDALL told Detective Irish the following in substance:

- Klamath Falls PD was in a pursuit.
- The pursuit was terminated because the suspect was driving on one-way streets going the wrong way.
- The suspect vehicle was supposed to be a white Dodge pickup
- I went out Lakeshore drive heading northwest.
- I saw headlights and a vehicle going fast approaching me.
- This truck flies past me and the only thing I could see is that it was a white Dodge pickup.
- I turned around and began trying to catch up to the vehicle.
- I never saw the tail lights or anything again.
- The next thing I knew, the pickup pulled out in front of me from a driveway.
- It pulled out in front of me without any headlights on or anything on.
- It was literally right in front of me and I don't think I even had time to let off the gas.
- I hit the driver side of the Dodge pickup and my airbags went off.

Refer to report by Detective Irish for further details.

On 12/4/2015 I contacted Deputy RANDALL by telephone. I requested post-collision information related to Occupant Kinetics and post-collision travel of his pickup. Deputy RANDALL made the following statements in substance:

- He stayed in the driver seat post-collision.
- He had both hands on the steering wheel and was pressing hard.
- He doesn't think the airbag hit him in the face.
- He was pushing on the brakes trying to stop.

**VEHICLE
DYNAMICS:**

Travelling eastbound the Ford pickup would have decelerated and rotated counterclockwise upon initially colliding with the Dodge pickup. The Ford's counterclockwise rotation was arrested upon a secondary impact with the Dodge pickup. The Dodge pickup would have been accelerated to the right and began to rotate clockwise due to the principal direction of force being forward of the center of mass. Upon the initial clockwise rotation of the Dodge pickup, a secondary impact between the left side of the Dodge and right side of the Ford arrested the clockwise rotation of the Dodge pickup. The Dodge then decelerated, subjected by roadway forces, in an eastbound direction to final uncontrolled rest. The Ford continued to decelerate as Deputy RANDALL braked, and the pickup struck trees and brush until coming to controlled rest in trees and brush in a yard on the westbound side of the road.

SKID TESTS:

On 11/2/2015 at about 5:00 pm I conducted skid tests in the eastbound lane just west of the area of the collision. The roadway conditions were similar to the conditions at the time of the crash. I used a VC4000PC accelerometer mounted in my patrol Tahoe with the ABS disabled. Three tests were completed and the resultant drag factors were 0.862, 0.841 and 0.847 respectively. *Refer to the SPEED ESTIMATE section below for further details.*

SPEED ESTIMATE:

A speed estimate was not performed due to the post-collision travel of Deputy RANDALL's pickup being controlled. *Refer to the EVENT DATA RECORDER section below.*

**EVENT DATA
RECORDER:**

The following is an excerpt from Sr. Trooper Prevett's EDR Report:

ACTION TAKEN:

On November 2, 2015, I was contacted by Senior Trooper Walker regarding a fatal motor vehicle collision in Klamath County, Oregon. Senior Trooper Walker advised me the collision involved a Klamath County Deputy with airbag deployment.

On November 7, 2015 at approximately 10:20am, I arrived at the Oregon State Police Office in Klamath County, where the mentioned was being stored.

At approximately 10:57am, I imaged the ACM through the Data Link Connector (DLC) and noted the tire information on the mentioned vehicle.

I opened the CDR report using version 16.2 (attached Bosch CDR report). The ACM's event recorder captured a "locked frontal event" recording of data related to a 'Deployment' event.

The 'Deployment' Event

Some of the pertinent data includes, but is not limited to the following:

"System Status at Time of Retrieval"

- The "Vehicle Identification Number" recorded in the CDR report matches the "Vehicle Identification Number" on the mentioned vehicle.
- The "Ignition cycle, download" are reported at "8,245".

"System Status at Event (First Record)"

- The "Recorded Status" was reported as "Locked Record".
- The "Complete file recorded (yes, no)" was reported as "Yes".
- The "Multi-event, number of events (1, 2)" was reported as "1".

"Deployment Data (First Record)"

- The "Maximum delta-V, longitudinal (MPH)" was reported as "-24.29" at 280 msec.
- The "Maximum delta-V, lateral (MPH)" was reported as "-5.55" at 247 msec.

The PDOF for the first record is calculated from the reported longitudinal and lateral crash pulse data at the last time sample obtained on the graph at 213.5 msec. This time sample is close to but not at maximum engagement/separation and was the most significant delta-V's which can be correlated with the same time. At 213.5 msec, the delta-V, longitudinal was reported as -24.12 and the delta-V, lateral was reported as -5.01.

$PDof = \arctan(\Delta V_y / \Delta V_x)$ $PDof = \arctan(-5.01 / -24.12)$ $PDof = 11.73$ degrees

Note: This PDof is consistent with damage of the mentioned vehicle.

"Pre-Crash Data -1 sec (First Record)"

- The "Ignition cycle, crash" was reported as "8,244".
- The "Safety belt status, driver" was reported as "Driver Not Buckled".

"Pre-Crash Data -5 to 0 sec (2 samples/sec) (First Record)"

- The "Accelerator pedal, % full" was reported at a range of 44% through 46% from -5.0 to -3.0 and was recorded as 0.0% from -2.5 to 0.0.
- The "Service brake, on/off" was reported as "Off" at -5.0 to -2.0 and was reported as "On" at -1.5 to 0.0.
- The "Engine RPM" was reported at a range of 2,198 through 2,852 from -5.0 to -2.0. The "Engine RPM" was reported at a decreasing range from 1,922 through 1,558 from -1.5 to 0.0.

- The "Speed vehicle indicated MPH" was reported as "65 at -0.5" and "57 at 0.0".
- The "Steering Wheel Angle (degrees)" was reported as positive values (counter clockwise direction) from -1.0 to 0.0 with the steepest angle of 66.3 degrees at -0.5.
- The "ABS activity (engaged, non-engaged)" was reported as "non-engaged" at -5.0 to -0.5 and "engaged" at 0.0.

ANALYSIS:

The reported last Accelerator pedal of 44.2% at -3.0 and then reported Service brake on at -1.5 is consistent with a reasonable perception/reaction time of 1.5 seconds.

The Steering Wheel Angle reported in a counter clockwise direction at -1.0 is consistent with the operator swerving left to avoid the hazard.

The mentioned vehicle is equipped with a non-stock tire size of LT285/70 R17 (stock is LT265/70 R17). Based upon the altered tire size, the diameter variance is 3.49%¹, and results in recorded speeds 3.37% lower than the actual speed.

Therefore, the recorded vehicle speed of 65 mph (which was recorded at -0.5 seconds prior to AE) is calculated to an actual speed of 67.19 mph, or about 67 mph and the recorded vehicle speed of 57 mph (which was recorded at AE) is calculated to an actual speed of 58.92 mph, or about 58 mph.

$$67.19\text{mph} = 98.5\text{fps}$$
$$58.92\text{mph} = 86.37\text{fps}$$

$$f = \frac{V_f - V_o}{32.2 * t} \quad f = \frac{98.5_f - 86.37_o}{32.2 * 0.5} \quad f = \frac{12.13}{16.1} \quad f = 0.75$$

Senior Trooper Walker reported a tested roadway coefficient of friction value of 0.84. The above calculated "f" of 0.75 does not exceed the test value and provides a reasonable deceleration from 67.19 mph to 58.92 mph in 0.5 seconds.

The recorded vehicle speed of 67 mph (which was recorded at -2.0 seconds prior to AE) is calculated to an actual speed of 69.25, or about 69mph and could be considered as an accurate vehicle speed prior to braking.

Refer to Sr. Trooper Prevett's EDR Report for further details.

TOXICOLOGY:

Toxicology results of the blood sample obtained by consent by Detective Irish from Deputy RANDALL and determined by the Department of State Police Forensic Laboratory confirmed, Ethanol was not detected.

Toxicology results of the urine sample obtained by consent by Detective Irish from Deputy RANDALL and determined by the Department of State Police Forensic Laboratory confirm the presence of Lidocaine (Xylocaine), an anesthetic.

Toxicology results of the blood sample obtained during the autopsy and determined by the Department of State Police Forensic Laboratory confirmed the presence of:

- Ethanol – Not detected
- Acetone – Not detected
- Methamphetamine > 2.00 mg/L
- Amphetamine 0.274 mg/L (± 0.031 mg/L)

¹ Reference: 1010tires.com
Senior Trooper Jeff Walker
SW Region Collision Reconstructionist, ACTAR #1741
Oregon State Police – Central Point

Additionally, Toxicological examination indicates the presence of the following; however, these results are not confirmed:

- Cannabinoids

(Refer to Department of State Police Forensic Laboratory Analytical Reports for further details.)

ATTACHMENTS: Scale diagram

CONCLUSIONS: At the time of the incident Deputy RANDALL was operating his marked patrol pickup within the performance of his duties in response to a perceived felony situation. Deputy RANDALL was attempting to overtake a pickup that he believed was stolen and had just recently eluded Klamath Falls Police officer(s) in a vehicle pursuit. In doing so Deputy Randal was operating his marked patrol pickup legally within Oregon Revised Statute, 820.320(1)(a) 'Illegal operation of emergency vehicle or ambulance; penalty' which states, "The driver of an emergency vehicle or ambulance may only exercise privileges granted under ORS 820.300 when responding to an emergency call or when responding to, but not upon returning from, an emergency. The driver of an emergency vehicle may exercise privileges granted under ORS 820.300 when in pursuit of an actual or suspected violator of the law."

ORS 820.300(1) and (1)(c) 'Exemptions from traffic laws' states, "Subject to conditions, limitations, prohibitions and penalties established for emergency vehicle and ambulance drivers under ORS 820.320, the driver of an emergency vehicle or ambulance may do any of the following: (c) Exceed the designated speed limits."

Additionally, ORS 820.320(2) states, "The driver of an emergency vehicle that is operated as an emergency police vehicle is not required to use either visual signal or the audible signal as described in this section in order to exercise the privileges granted in ORS 820.300 when it reasonably appears to the driver that the use of either or both would prevent or hamper the apprehension or detection of a violator of a statute, ordinance or regulation."

MATTHEW STEPHEN COLLIGAN is at fault for the collision, resultant property damage and the death to himself as a result of violation of the following Oregon Revised Statutes:

- Failure of driver entering roadway to yield right of way – ORS 811.280
- Unlawful use or failure to use lights – ORS 811.520

REVIEWED AND APPROVED BY:

Senior Trooper Ryan P. Morehead, East Region Collision Reconstructionist, ACTAR #2038, reviewed this report and based on the information contained within concurs with my conclusions.

Senior Trooper Clint Prevett, Central Region Collision Reconstructionist, ACTAR #1729, reviewed this report and based on the information contained within concurs with my conclusions.

REPORT BY:

Senior Trooper Jeff K. Walker
SW Region Collision Reconstructionist, ACTAR #1741
Oregon State Police – Central Point

Two Vehicle Fatal Collision
 Lakeshore Drive, Klamath County
 OSP Case #SP 15-345349
 November 2nd, 2015, 12:29am

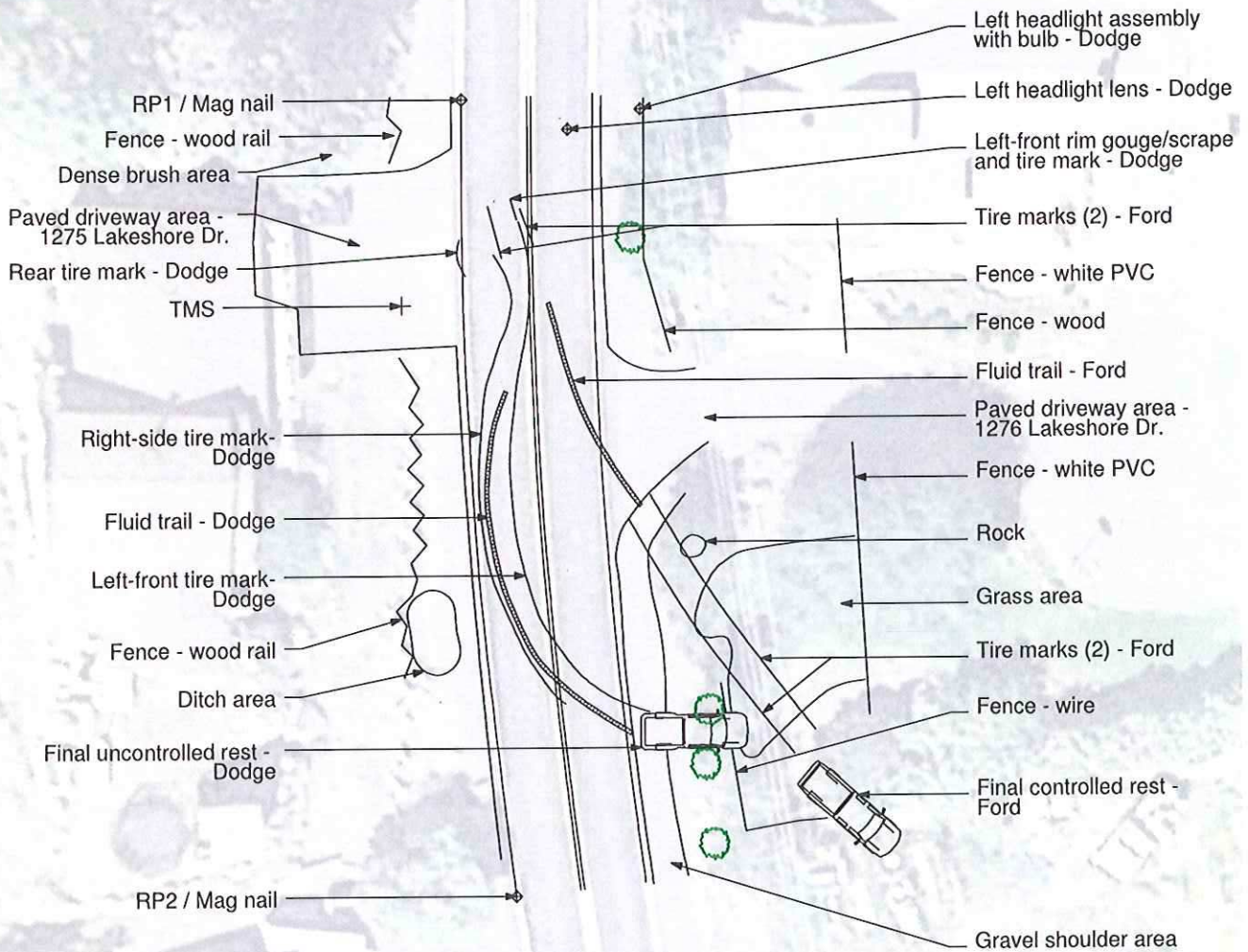
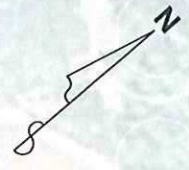
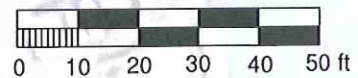


Diagram by

Sr. Trooper Jeff Walker
 Oregon State Police - Central Point
 SW Region Collision Reconstructionist - ACTAR 1741



Two Vehicle Fatal Collision
 Lakeshore Drive, Klamath County
 OSP Case #SP 15-345349
 November 2nd, 2015, 12:29am

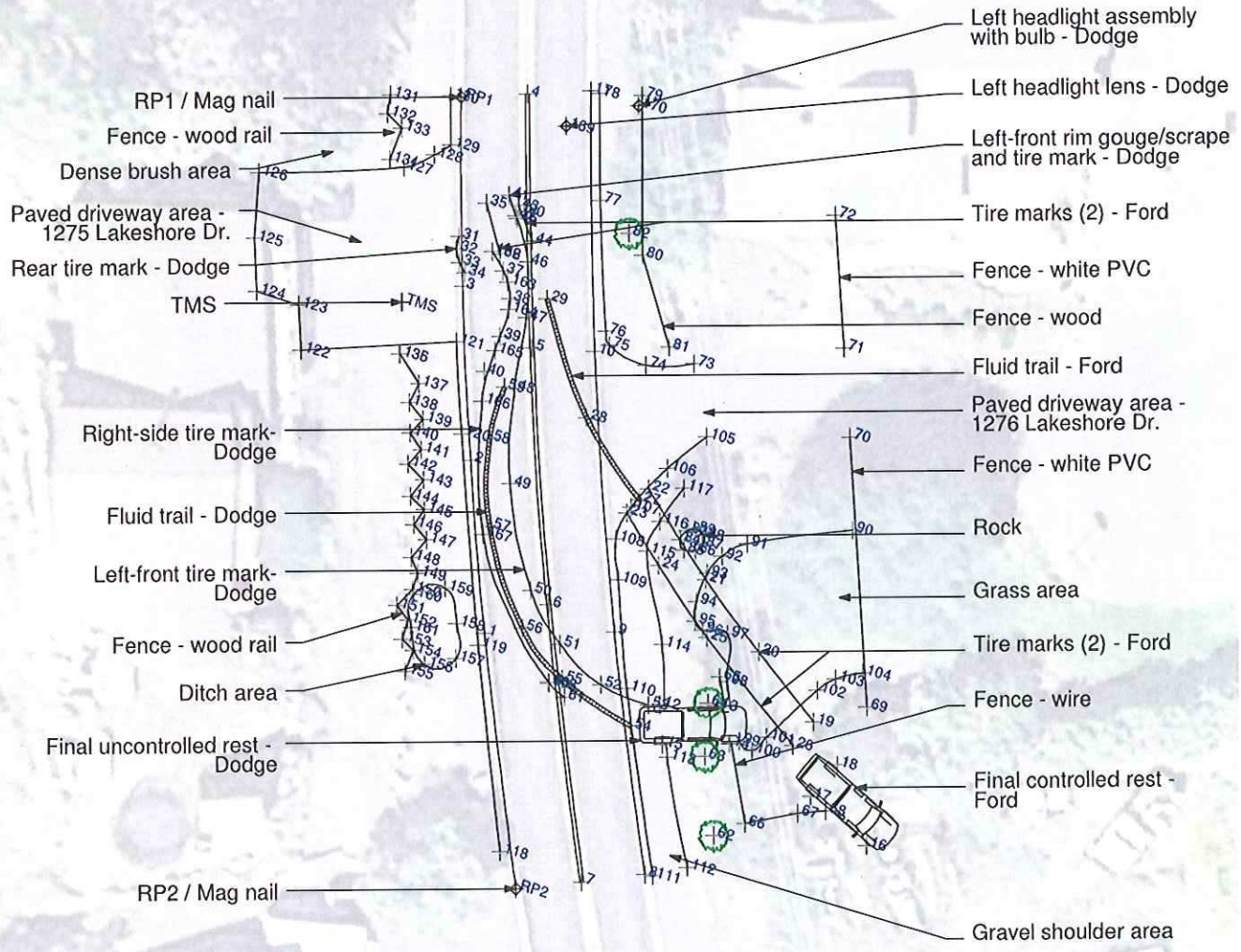
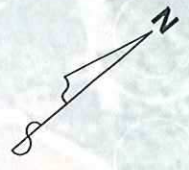


Diagram by
 Sr. Trooper Jeff Walker
 Oregon State Police - Central Point
 SW Region Collision Reconstructionist - ACTAR 1741

