



SURVIVAL FACTORS/HUMAN PERFORMANCE FACTUAL REPORT ATTACHMENT

MILLERSBURG, OR

Transcript of NTSB Interview with Oregon State Police

HWY23FH013

(45 pages)

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of: *

FATAL MULTI-VEHICLE ACCIDENT NEAR * Accident No.: HWY23FH013
ALBANY, OREGON ON MAY 18, 2023 *

* * * * *

Interview of: DONALD CHUHLANTSEFF, Sergeant
Oregon State Police

Oregon State Police
Salem, Oregon

Wednesday,
May 24, 2023

APPEARANCES:

JOHN HUMM, Survival Factors Group Chairman
National Transportation Safety Board

I N D E X

<u>ITEM</u>	<u>PAGE</u>
Interview of DONALD CHUHLANTSEFF: By Mr. Humm	4

I N T E R V I E W

1
2 MR. HUMM: Okay. Today is May 24th, 2023. I am interviewing
3 the Oregon State Police incident commander in regards to NTSB Case
4 Number HWY23FH013, the crash in Millersburg, Oregon.

5 So, Sergeant, thank you for agreeing to be here. If you
6 could just say and spell your name for the transcriptionist.

7 SGT. CHUHLANTSEFF: Donald Chuhlantseff, C-h-u-h-l-a-n-t-s-e-
8 f-f.

9 MR. HUMM: All right. Thank you. And then as we discussed
10 before I started recording, if you could just give your verbal
11 consent for this to be recorded.

12 SGT. CHUHLANTSEFF: Yes, I give verbal consent.

13 MR. HUMM: Thank you, sir.

INTERVIEW OF CHIEF DONALD CHUHLANTSEFF

14
15 BY MR. HUMM:

16 Q. So, Sergeant, what I'd really like to start with is just give
17 me your background, just how long you've been with the police and,
18 what your current rank is and any details about it.

19 A. Okay. Yep. So I am current a sergeant with the Oregon State
20 Police out of our Salem Area Command Office. The state police has
21 numerous area commands throughout the state. I don't know exactly
22 how many it is, but anyway. So I'm one of the sergeants out of
23 our Salem Area Command. I've been in law enforcement a little
24 over -- we'll, it'll be 23 years this July 1st that I've been in
25 law enforcement between the state police and the Salem Police

1 Department.

2 Q. Okay. And then with regards to -- if we can talk a little
3 bit about your agency, do you how many roughly approximately sworn
4 versus non-sworn employees you have?

5 A. Oh, gosh. I mean I can't, I can't even fathom to give you a
6 number. I want to say that, you know, sworn patrols officers on
7 the road, you know, I'm going to guesstimate somewhere around 300
8 some odd troopers out on the road, but don't quote me on that.
9 I'm not real sure.

10 Q. And then are there any volunteers at all or are they all
11 full-time employees to your knowledge?

12 A. To my knowledge, I believe they are probably all full-time
13 sworn and non-sworn.

14 Q. That's great. And then how many people do you oversee
15 directly right now?

16 A. So that's, so that's -- so my office, the Salem Area Command,
17 is -- we have three sergeants in the office. And what they do is
18 they like to try to divide up the office, you know, assign
19 troopers to each one of the sergeants as a direct report. Now,
20 not all are my direct reports on my shift when I work at night.
21 Some of those guys might be dayshift guys being supervised
22 dayshift by a different sergeant. It just means that if they have
23 something direct that they need to report to me for whatever it is
24 or if it's an equipment order they're going to do or something of
25 that nature or when it comes down to reviews or quarterly reviews

1 as we do now, and then our yearly evals, then they would direct
2 report to me. I would be the one doing their evals. So I would
3 say direct reports underneath me right now currently I have
4 probably six or seven trooper that I direct report. Our entire
5 office I believe we have a total of I want to say it's right
6 around 22, 23 troopers for our office which are supervised. I
7 like to look at it as that they're supervised by three sergeants
8 and a lieutenant. And when I say that how many troops do I have
9 directly under mean, I would say it's just six or seven but I
10 would say on a daily basis when I'm working, I'm supervising
11 everybody that's on shift.

12 Q. Okay.

13 A. So normally, I mean it depends whether it's day shift or
14 swing shift, you know. From a Monday through Thursday, we could
15 have anywhere from, you know, four to, you know, five troopers on
16 shift. Sometimes that's a little less. Sometimes we get two
17 troopers on a shift. Sometimes, you know, like on swing shift,
18 we'll have, you know, four on, sometimes, you know, again two. It
19 just depends on the people taking time off, somebody calls in sick
20 or something like this, but we like to try to have at least two
21 troopers on a shift every single day. And on the flip side, I was
22 going to say on Fridays, which we call fat Fridays, is basically
23 an overlap day for us. So it's an overlap day for dayshift,
24 overlap day for swing shift. So the guys that actually start
25 their week Tuesday, work to Friday. Their Fridays are Friday, and

1 then the Friday through Monday crew comes in. So that's why it's
2 the overlap day and we just call it fat Friday because that's
3 where we have the most bodies, you know, out on the road.

4 Q. That's because specifically Friday night is like a bad night
5 here?

6 A. Not necessarily. It's just -- I think this office, we
7 figured that, you know, and I think there's some programs that the
8 state police use, and I can't remember the name of it off the top
9 of my head, but it's basically a statewide program that any
10 supervisor can look at and see select -- for our Salem Area
11 Command, I can go on there, and it's been a while since I've been
12 on there, but I can look to see, okay, for the month of April and
13 May, where were the highest number of, you know, the highest
14 number of traffic crashes.

15 So like let's say, you know, let's say it was down south.
16 Like we'll just use, you know, this incident down south, milepost
17 241. We're getting just a lot of crashes. We, you know, let's
18 say we got like, you know, 15 rear end crashes, okay. Number 1,
19 why? Number 2, do we not have enough troopers down there?

20 So we can look at it between myself and the lieutenant.
21 Usually the lieutenant does when he's building his shift for the
22 year, he'll look and see, well, you know what? I might want to
23 add another trooper to, you know, this squad or something like
24 this so we can have more people on, you know, type thing. So it's
25 not, it's not always, you know, a perfect world to where, you

1 know, we have somebody in each one of our zones throughout our
2 area command that would work.

3 Q. Great. Thank. And then can you describe what a typical
4 shift setup is like as far as personnel?

5 A. Yeah, so I think I kind of just explained a little bit of it.
6 I would say that -- so typically, our dayshift runs from 6 a.m. in
7 the morning until 4 p.m. in the afternoon. Like I said, the -- I
8 call it the dayshift, weekday shift for dayshift runs Tuesday
9 through Friday, and then we've got dayshift weekend shift which
10 runs Friday through Monday. And all our troopers work a 4-10
11 schedule, meaning they work 4 days, 10 hours a day.

12 And then our swing shift is designed the exact same way to
13 where we've got a midweek swing shift which our hours are 4 p.m.
14 in the afternoon until 2 a.m. in the morning. And then we've got
15 that weekend shift that works Friday through Monday. And again
16 like I said, you know, Fridays is generally an overlap day.

17 We do have some troopers that are assigned to the office that
18 are on special disciplines, you know, SWAT, mobile response which
19 is a riot team. We've got some troopers that are crisis
20 negotiators or, you know, hostage negotiators if you want to think
21 of it that way that are attached kind of to the SWAT element. So
22 they train at least once a month for a full week. And if you can
23 envision one of those guys that might be the weekday dayshift guy,
24 or if we have two SWAT guys on that shift, now we've already taken
25 two guys off that weekday dayshift. So now, we're down to four

1 troopers -- or excuse me, two troopers working for that shift if
2 we hadn't normally assigned it before.

3 So there's always a constant, you know, I'm not going to say
4 a lack of troopers, but there's always a constant, you know,
5 little void here or there, whether it's, you know, it involves
6 training or it involves somebody calling out sick or somebody
7 calling off, you know, taking a comp day or a vacation day or just
8 even, you know, troopers schedule vacations at the beginning of
9 the year that they, you know, marked out on the calendar for the
10 year.

11 So it's just -- I think we're always kind of -- it's always a
12 challenge especially for a supervisor, one of the sergeants or the
13 lieutenant, is the monitor the schedule to make sure that we have
14 enough people on shift working. And I think our office, you know,
15 minimums if you want to call it, we technically don't have a
16 minimum, but I think we're going to have at least two troopers on
17 each shift.

18 It's not to say that if we're running low or if we're
19 getting, you know, as I call it, if we're getting hammered with
20 calls here in our Salem Area Command, I have the ability as a
21 supervisor to contact either Albany office, it might be less call
22 volume, or I can contact our Portland office and say, hey, can you
23 guys forward a troop down south a little bit to kind of cover our
24 north end for a little bit. We're just kind of getting hammered.
25 I mean that's happened before to where, you know, we've had two

1 troopers on that, you know, let's say one's on a crash and maybe
2 one's on a DUI investigation, they arrested somebody. So now, we
3 don't have a trooper to respond to a call for service in our area.
4 So that's where a supervisor has to kind of reach out and know,
5 you know, what the resources are for each shift. And that's
6 something that's, you know, we're constantly evaluating, you know,
7 throughout a shift on a daily basis.

8 I can just say for myself, every day that I come on shift,
9 the first thing I do is I pull up my schedule for the day and I
10 see who I have, you know, working so I know who's out on the road.
11 I mean something might come up in the middle of shift that now I
12 have to pull somebody out for a special assignment that I have to
13 send them to. How am I going to backfill that position? And I
14 can just say that just because I'm a sergeant, you know, it's kind
15 of a supervisor, leadership, lead worker position. So if that
16 means I have to leave the office and go out on the road and
17 basically fill a gap or a spot for one of them, that's what I do.
18 So.

19 Q. Thank you.

20 A. Um-hum.

21 Q. So that gives me a really good idea of the structure of your
22 department. And so what I just want to talk a little bit is just
23 generically about responses for your agency. So, first of all,
24 and a lot of this initial part is like communications. So like
25 does your agency use plain English or do you use 10 codes or what

1 kind --

2 A. We use, we use what's called 12 codes. So we've got a
3 structure, you know, 12-1, you're in service, for example. You
4 know, usually when a trooper makes a traffic stop, they use the
5 code 12-2 traffic, and then they'll call out their traffic stop.
6 And there's certain codes in there that, you know, we know as
7 troopers that dispatch responds back to us with a 12 code that we
8 know what it is. So we know what information they're going to
9 bring to us.

10 Like, you know, just for example, if we stop a car and we get
11 a driver's license and we go back to our car, and we run that
12 driver's license through dispatch. And if dispatch sees sensitive
13 information on that DMV return or a residency IC hit, they respond
14 back to us because they don't -- they can't see where we're at. I
15 mean typically they can. With web GPS and stuff, they can see
16 where our traffic stops are. It doesn't always work perfectly in
17 a perfect world but anyways. So they can't tell whether we're in
18 our car or we're still with the suspect.

19 And, you know, a lot of times some guys will do their, you
20 know, all their DMV stuff right at the window with the driver.
21 And dispatch will come back with sensitive information, you know,
22 21 so and so, are your 12-20? And 12-20 just means to the
23 trooper, are you able to copy sensitive information? So, it's not
24 that you necessarily want the suspect or the driver or somebody
25 else to hear, you know, some sensitive information about that

1 person, whether it's, you know, they could be a registered sex
2 offender. They could have warrants. They could, you know,
3 whatever it may be that might be sensitive that might tip off the
4 person you're talking to, you know, that might change their
5 demeanor I guess. So that's what we use 12 codes for.

6 Q. Okay. And then can you describe just in layman's term just
7 briefly what your radio channel set up is?

8 A. So, radio channel setup, we got one primary channel for the
9 Salem Area Command which is -- I think it's SM-1 or, you know,
10 yeah, I think it's SM-1 which covers our geographical area for our
11 office, you know, which would cover -- well, so our area's, you
12 know, like I said the other day about 2,000 square miles. Part of
13 that would go up into the mountains to where we don't get good
14 Salem 1 channel like we would down here on I-5 corridor area close
15 by. The further up the mountain we go, we have to switch over to
16 a different channel which is like SJ-1 which is the Santiam
17 Junction channel to where now all of a sudden you've got one
18 trooper on this channel and then you've got, you know, maybe three
19 or four on this channel, to where it's the same dispatcher kind of
20 dispatching. And I don't know how dispatch is. They might
21 dedicate one person but, you know, same thing like out in Polk
22 County. We don't have a designated set channel for Polk County.
23 That's all run off the same Salem 1. But, if we travel out of
24 area, like for example, if we travel down into the Albany area
25 past the Santiam River, or if we travel up into Portland, up into

1 Wilsonville, we will probably pick up our normal Salem channel,
2 but being that you're up in their area command now, we'll switch
3 over Portland channel. So we can communicate with them and
4 receive current radio traffic and stuff like that. So.

5 Q. Okay.

6 A. That's how it's pretty much set up.

7 Q. Thank you. And then does your department have it's own
8 dispatch center?

9 A. Yes.

10 Q. Okay. And is that shared with the fire department at all or
11 any other agency or is it strictly your own?

12 A. I think, I think our dispatch -- so we've got two dispatch
13 centers, one northern area command and one southern command, and
14 they've all got their own geographical areas that they cover for
15 the state out of that one dispatch center, and then -- so I
16 believe it's only two dispatch centers that we have. So our
17 northern area command, we do not share with fire. And I know
18 ODOT's not actually in the same room but they're in the same
19 building. So they're separated by a wall and windows. ODOT's got
20 their own dispatch to where they, you know, the incident response
21 people and, you know, hazardous, stuff like that, if they need to
22 dispatch ODOT. So they've got their own building, but our own
23 dispatch sits by themselves.

24 Q. Great. And then how often would you say you guys respond
25 with other agencies on calls? Is it often?

1 A. I would say -- yeah, I would say it's quite often, just
2 simply because of the nature of this job with the state police,
3 you know, and other agencies around the state that are comparable
4 to us. Some people might call them highway patrol. So the
5 primary function of our job I would say is highway safety,
6 interstate safety. So primarily versus the city agency to where
7 they're being dealt with a lot of different calls like domestic
8 spouse, assaults and all that kind of stuff that happens in town
9 versus what we deal with is more driving complaints, a lot of
10 motor vehicle crashes.

11 So with motor vehicle crashes, if there's any kind of
12 significant injury or any kind of injury, we're going to be
13 responding with fire department or, you know, an ambulance service
14 or something like that. So I would say I mean on a weekly basis,
15 I mean, you know, just depending on the nature of the call, I mean
16 I would say at least, you know, each one of our troopers at least
17 exposed to at least some other agency, you know, throughout their
18 shift during the week.

19 I'd say the other thing, too, is with us being so close to
20 the Salem area and plus we work in Marion County, we work in Polk
21 County, we also do work with some of these outside agencies. You
22 know, if they're calling for a cover unit, or if we're calling for
23 a cover unit, we might call one of those agency that might be
24 close. So I would say it's a weekly thing, a daily thing.

25 Q. Yeah. Okay. Very good.

1 A. And obviously ODOT we deal a lot with ODOT because with, you
2 know, motor vehicle crashes and stuff like this, if we need a road
3 closure or something like that, we deal with them quite a bit.

4 Q. So let's say you do have to respond with fire agency. Do you
5 have the ability to monitor their radio traffic?

6 A. I don't think so. I don't think we do, no.

7 Q. So do you handle that by cell phone or is there something --

8 A. No, so I think would go directly through dispatch.

9 Q. Okay.

10 A. You know, we would ask fire for this. We'd ask for fire for
11 this, you know. You know, just depending on the location of a
12 crash. Like I said, we cover over 2,000 square miles, and we
13 don't always have somebody at the canyon, and when I talk the
14 canyon, Highway 22 East going into Marion County out to the east.
15 I mean you're talking 60 miles of road there, that depending on
16 how the structure of the shift is for the night, if we only have
17 two on, our primary focus is trying to focus on I-5 because
18 there's obviously a lot more traffic on I-5, that now all of a
19 sudden if we get two vehicle T-bone, car off the road into a tree,
20 now we're having to send somebody up there and this is where we
21 reach out to Marion County and we say, hey, does Marion County
22 have a deputy up that way that can go up to the scene, you know,
23 hold he scene, assess the scene, until we can get a trooper free
24 to get up there. And a lot of times that fire department gets on
25 scene before we do. So they relay information to our dispatch and

1 dispatch puts it in our CAD, on our computers or they'll verbally
2 tell us but everything gets put into the CAD that they tell us.
3 So we get notified that way. We don't have direct communications
4 with the fire department.

5 Q. Okay. Great. That gives me a really good background. I
6 appreciate it.

7 A. Um-hum.

8 Q. So now, I think we'll just cover the actual incident that
9 day.

10 A. Okay.

11 Q. And so maybe if you could just start first by talking about
12 how you got notified and just kind of your agency response, you
13 know, if you just want to give a description of that just kind of
14 free flowing, I won't interrupt you.

15 A. Yeah. So, normally -- so what had happened that day was that
16 being that I'm a sergeant, I'm pretty much kind of like a floater
17 in the districts. We've got, you know, five zones if you want to
18 call them, and I was just kind of floating up in our Zone 1 which
19 is north of Salem, north of Keizer. I like to work up that way,
20 and I was making my way back down south. Lieutenant Zohner and I
21 were going to go up into the canyon. We were going to kind of
22 work a little speed project.

23 And, probably about a little after 2 o'clock is when I heard
24 dispatch come on the radio. And I can't remember -- I'm trying to
25 think if they actually dispatched a specific trooper or they just

1 aired the motor vehicle crash. And, as soon as I heard it,
2 knowing the area, knowing my knowledge of the rest area and stuff
3 like this, I just went ahead and said, okay, I'm going.

4 When I heard it was a semi truck into the back of another
5 semi truck, you know, I'm kind of thinking, okay, we probably need
6 to get somebody down there.

7 Rather than me come up on the radio right away because in
8 situations sometimes like this, dispatch is still gathering
9 information from the call taker, from multiple witnesses calling
10 in trying to report stuff, and they're trying to relay
11 information, rather than get on the radio and tie up the radio to
12 put out pertinent information to us, I just go ahead and just take
13 the initiative and start heading down that way.

14 At some point when the traffic gets clear enough, I'll just
15 tell dispatch, you know, yeah, attach me to the call or a lot of
16 times what I'll do is I'll just self attach myself to the call
17 just based off my computer.

18 So, I heard that call go out. I heard some other troopers
19 dispatch on it, tell dispatch, going to the call, en route that
20 way. I think there were probably one, two, three, four -- at
21 least four troopers that were probably ahead of me. This is
22 another thing that as being a supervisor and being I've got
23 experience in the crash reconstruction stuff with our unit, with
24 the agency, is that we've gone to some new equipment, some new GPS
25 based equipment which is a lot smaller, a lot quicker to do. We

1 don't have enough units to outfit every single trooper that's a
2 TCI, technical collision investigator. So we've got one unit that
3 sits at the office. So I think I, I think I got on the radio just
4 based on as I'm starting to hear more of this call, the severity
5 of it.

6 I got on the radio and I asked whoever was closest to the
7 office or still at the office to make sure you bring that
8 equipment and bring it to the scene because now I'm thinking
9 already, okay, this is probably going to be bad. And then as I'm
10 further and further down, and I start hearing the fatalities. So
11 when I'm en route. And so as soon as I heard that, I went ahead
12 and I knew Lieutenant Zohner was ahead of me. I knew some other
13 troopers were way ahead of me.

14 I went ahead and once I got the information that there was
15 confirmed fatalities, I went ahead and -- rather than go through
16 dispatch and tie up the radio more for guys that needed it, I went
17 ahead and got on the phone. I have the Marion County medical
18 examiner's number. I went ahead and called him directly on my
19 phone, notified him. I said, hey, we've got confirmed three
20 fatalities, potentially more. This is the location, and then I
21 continued down to the scene.

22 There, based on where the crash was at, there's two ways
23 somebody could have gotten there. Somebody could have gotten off
24 at the Santiam rest area, gone underneath the bridge, came back
25 on, but that's going to throw you more over onto the on ramp, a

1 little bit further away from the scene. So as I got close to the
2 scene, passing the scene, seeing that there were a bunch of
3 troopers already stopped on the northbound side in the median,
4 basically hoping the cable barrier and going over and doing
5 whatever they were doing, I went ahead and just took the liberty
6 and the decision, you know what? I'm going to go up to the next
7 exit. I'm going come back northbound. I'm going to get my
8 vehicle in a position, whatever, and then I basically just started
9 assessing the scene, seeing, okay, what do we have? Because I
10 have to get an assessment on what we have.

11 One thing that I do because I know I've already got I want to
12 say one -- at least three there, four. At least I knew I had four
13 troopers on scene, and I knew they were doing something and I
14 think fire was already on scene. Medical was already on scene.
15 So, there was a lot of people around, and I also saw what appeared
16 to be civilians and stuff, somebody that was not in uniform, that
17 did not look they were doing, you know, anything and just kind of
18 standing there, kind of watching the scene. I really like to try
19 to protect scenes. I asked somebody if they witnessed it. Yes,
20 they witnessed it. Have you talked to anybody yet? No. Can you
21 do me a favor and go sit back in your car? We will send somebody
22 over to contact you. So we can free up the area and let medical
23 do what they need to do.

24 I think when I got on scene, I think they had the entire
25 freeway already blocked. Traffic was backing up behind us. There

1 was no traffic coming through that I saw. That's another thing
2 that I'm worried about, is that I think about, okay, are we going
3 to get somebody slipping by? It's not uncommon for people to
4 start driving on, you know, grass medians there, you know, because
5 people don't want to wait. They know it's going to be a lengthy
6 thing. So, you know, I think about that.

7 And then I've got to think about, okay, what does ODOT have
8 in place? ODOT was already en route, you know. When they hear
9 this stuff, they can, they can scan our radios and hear of crashes
10 or they might even get the same radio traffic from their dispatch
11 side of things. So in a situation like this, as significant as it
12 was, ODOT's going to be notified because they know we're going to
13 have to have road closures. So that's just one element that --
14 until they get on place, being that we still have civilian
15 vehicles inside the road closure that they threw up, we've got to
16 find someway to get these vehicles out. So I think about that.

17 But that wasn't my primary focus first on scene. I wanted to
18 get people that weren't directly involved in the incident,
19 directly did not see anything. I would call them gawkers, you
20 know, people that just want to stand around and look, not lending
21 a hand for anything. So I kick a lot of those people loose, and
22 then I try to find out what troopers are doing what, you know.
23 And then start, you know, delegating the resources to where they
24 need to be.

25 Our primary focus is that, you know, if we have survivors, we

1 want to make sure that we get a trooper or an officer on each one
2 of the drivers, you know, separately. We don't want to try to I
3 guess, if you say cross-contaminate with something being this
4 significant, you know. We had an at fault driver I think, you
5 know, looking at the scene. You know, hearing some reports of his
6 poor driving prior to, I think we knew who the suspect vehicle
7 was. So we immediately wanted to get somebody on him, and we got
8 a trooper on him.

9 And then I wanted to make sure that we got the other truck
10 driver with somebody interviewed, get a statement from him, get
11 his name, date of birth, phone numbers.

12 And then once I learned that the driver of the van survived,
13 we had somebody with him, a little bit of a language barrier
14 there. So that kind of stalls things out to where we find
15 somebody that -- make sure that everybody had something.

16 And then we let fire do their thing. Life Flight came in
17 transported one of the patients to the hospital via air. I think
18 there were like three that via ground.

19 Being as chaotic as it was, we were getting -- we were being
20 told that there were this many people in the van. We were kind of
21 unaccounted for some, you know, people or bodies at some point.
22 So we were really trying to go back and confirm to make sure that
23 we had everybody accounted for, that we weren't missing something.
24 We obviously had a semi truck that had some severe damage to the
25 under carriage sitting low to the ground. We couldn't tell. So,

1 we're kind of at a low point.

2 Medics were doing their thing. I think they got all the
3 patients transferred, and I think Lieutenant Zohner and I got all
4 officers that were on scene together so we can basically
5 coordinate our resources better. Who's done what? What still
6 needs to be done? We've got people going to the hospital now.
7 We've got a suspect driver going to the hospital? Who's going
8 with him, transporting him to the hospital? Stuff like that. So
9 we basically had a little huddle meeting, and say, okay, you go
10 talk to him. You go get the witness statements. Go do this. So
11 I was basically there to help support and delegate the resources
12 so we didn't miss anything was my role. And then just kind of
13 managed the scene.

14 Once -- I think once all the patients were transported to the
15 hospital, we obviously have to wait for the medical examiner. We
16 can't touch anybody's or anything like that until the medical
17 examiner shows up on scene.

18 Being that we were dealing with some migrant farm workers and
19 stuff, you know, we had to wait for them to get there to see if
20 they can find any kind of identification on them. So, you know,
21 it was kind of a support for them as well.

22 You know, Rob, the medical examiner, you know, who I've
23 worked really closely with. Rob, what do you need? And he
24 brought a team with him. And so a lot of time in these crashes,
25 what we want to do is, as soon as we can, to provide some dignity

1 and respect to the deceased, we try to get them covered up as soon
2 as possible. We do onlookers and stuff like this quite often. So
3 we did that.

4 So once the medical examiner gets there, we would like to as
5 an agency just for documentation purposes, maybe it's something
6 that we might get a photograph of somebody as they laid on the
7 ground when they got covered up or declared deceased. We want to
8 have somebody take a photograph of that person as they lay there
9 before the medical examiner removes. So I actually had one of our
10 Albany troopers who was on scene assisting, hey, Andy, can you
11 take the photos? Wait around until the medical examiner's done.

12 And then again, I've worked closely with the medical
13 examiner. When they're pretty much all done assessing the
14 deceased or trying to identify, I would ask Rob, I says, are you
15 ready to call mortuary? So he said, yep. He said, call this
16 mortuary, call this mortuary. So I do that through dispatch and
17 just have, you know, dispatch because again, a lot going on, you
18 know. To get on the phone, I don't have these mortuary's phone
19 numbers in my phone. It's easier for dispatch. Can you dispatch
20 out this mortuary? Can you dispatch out this one?

21 So, as -- I think at that point, as the scene got cleared of
22 victims and, you know, survivors, once the scene is cleared, then
23 we kind of slow down. I think at this point we had the complete
24 freeway closed. We had the queue inside the scene, all cleared
25 out of the vehicles, passenger vehicles that were caught in the

1 crash. We safety got them around, and once the helicopter and all
2 that left, we got all those vehicles out of that queue as they
3 call it. So now, we now we've got a complete empty highway
4 roadway to work on and not necessarily really have to worry about
5 our back while we're doing something.

6 I would like to say that I think we always have an eye on
7 traffic I mean because you just don't know because in my career,
8 I've had, you know, several times I've had people drive around
9 cones and roadblocks and stuff like this because they don't know
10 any other way to go, and it happens. And I think ODOT did a
11 really good job. They manned those. They put up their big
12 trucks. They put up cones. They do all that kind of stuff.

13 They also have the ability to contact our dispatch straight
14 from their radios because they can flip over to our channel and
15 talk to us. And, you know, they can give us a simple, you know,
16 hey, I've got this red mustang that just flew through the, you
17 know, the closure. You know, he's heading northbound, you know,
18 whatever. So that way, it will alert everybody because not always
19 are we cued into that stuff because we're focusing on a mission to
20 try to put a puzzle back together. And especially something that
21 was this, I'm going to say dynamic and, you know, there was a lot.
22 There was a lot.

23 So, pretty much at that point, I was kind of floating in
24 between some of the troopers that had some of the drivers that
25 were still on scene. There was one driver that got transported.

1 I think he was the driver of the C. R. England truck. We had one
2 of our detectives, I think he was an arson detective. He came
3 down to assist at the scene. He went ahead and transported that
4 driver once we got all his horsepower and statement, gave him a
5 courtesy ride to a location way up north, north of the Salem area,
6 back to where -- I don't know if it was family or business people
7 or coworkers or whatever. But anyways. So I helped kind of
8 coordinate that, understand where he's going so somebody knows
9 where he's going, had the information.

10 So I was pretty much at this point just kind of floating
11 around to see who's doing what because we've got different
12 elements. We've got obviously the investigating troopers, you
13 know, the lead trooper. We've got to worry about doing a crash
14 form at some point. We've got to worry about, you know, how are
15 we going to get these vehicles towed out of here. It's not just
16 really easy that you tow a semi truck on a, you know, a flatbed,
17 you know, trailer or whatever. I mean and there was a lot of
18 damage. So we know that's going to take a while. So I'm thinking
19 about, okay, is this going to stretch on into the evening to
20 where, you know, tow drivers are going to need lights or is our
21 reconstruction going to take a little bit longer where we're going
22 to need Lights Unlimited. So that's all the stuff that I had to
23 think about on a scene this big and this dynamic.

24 So, I'm worried about that, and I'm kind of monitoring the
25 reconstruction people, you know. They have to have people out of

1 their scene when they put the drone up just to kind of keep the
2 scene clean. Just like Rob does, you know, when he's running the
3 scanner. He doesn't want to have to go out there and stitch
4 somebody out of a scene, but they walked through or whatever. The
5 drone's kind of the same way. So I kind of monitored them.

6 And then we're kind of just in this pattern to where -- I
7 Zohner -- Lieutenant Zohner was kind of doing more of the admin
8 stuff and dealing with positively ID'ing the victims. He was king
9 of running that show. He was kind of working with the DA on a lot
10 of things to where I was pretty much trying to manage the scene as
11 much as I could. You know, there's certain things that we can't
12 do once, you know, once we get information this is potentially a
13 criminal crash. Now, all of a sudden, we can't go in the vehicles
14 and all this other kind of stuff. So I had to make sure that
15 everybody knew that, you know, we've got to preserve everything as
16 is. We can't enter anything, you know, blah, blah, blah, and this
17 other kind of stuff. A lot of our officers are really good about
18 that kind of stuff. So they know.

19 But -- so that was pretty much my role with the entire scene.
20 I did stay on scene until the last vehicle was towed from the
21 scene. I didn't actually follow that vehicle to secured storage.
22 I had another trooper and his recruit come down to tow it, just
23 simply because it was late, and I had to get home and bet at the
24 next morning for, you know, a DA meeting at the office and stuff.
25 So I had somebody else transport that vehicle down, and that was

1 the last vehicle that went down.

2 I can, I can certainly tell you that when the crash came out,
3 and the way I was thinking and this is just based off of my
4 experience working that area, knowing the dynamics and the parking
5 issues that they have down there. I had a DUI last year at the
6 end of December to where I had to tell dispatch that this driver's
7 not stopping. This is going to end up in a 12-16 which is our
8 code for a motor vehicle crash just because of her driving and
9 she's coming into a heavily parked area by semi trucks on the side
10 of the road.

11 So when I kind of heard this, it's kind of like I know
12 exactly what happened. A truck went off the road and rear ended a
13 parked truck, whatever. I didn't know there was the other van
14 involved until my response down there, as I start getting down
15 there, yep, there's a passenger van. At some point, I learned
16 that there were six total patients and I had a kind of sense in
17 me, kind of what had happened in a sense, but not to the scale
18 that it actually was when I saw it.

19 So that was kind of like my role in this incident itself. I
20 mean it was kind of a supporting role to Lieutenant Zohner because
21 I mean we had a lot of people. I mean we even had the
22 superintendent show up down there. I don't know if he actually
23 took on any kind of role or just wanted to be aware of what we
24 were dealing with type thing. I don't know if he was on his way
25 back up to general headquarters or if he actually made a, you

1 know, response down there. I don't know. I didn't have any
2 conversations with him, but it was nice to see so many people from
3 different elements in our department close to the area that came
4 down and offered their resource.

5 It doesn't matter -- like I said, you know, we had I think
6 Trooper Beck, I think he's an arson guy, you know, shows up in
7 plain clothes but I mean he's willing to stay there and help and
8 that kind of helps free things up. And then we obviously had
9 Marion County. You had Lynn County Sheriff's Department. So in a
10 situation like this, we'll take as many bodies as we can until we
11 sort things out, and then we'll go ahead and, you know, let --
12 we've got it to a point to where State Police will start releasing
13 people and that's pretty much what, you know, I assisted with and
14 stuff like that. So.

15 Q. That was a heck of a response.

16 A. Right. Yeah, it -- I was really, you know, I'm not going to
17 say I was shocked. I was pleasantly pleased to see that many
18 people come down, even from outside our agency, to assist. I know
19 Marion County had one of their guys, was one of their recon people
20 or a couple of them were, to assist if they needed to. They
21 actually helped our troopers take photographs of the scene and
22 stuff like this. And this is where that, you know, that -- having
23 that good relationship with some of these outside agencies and
24 know, you know, that we can rely on them to get something done or,
25 you know, whatever it is we need to do in these mass casualties.

1 I mean it's just, I mean it's just not, it's just not enough for
2 one agency to handle, you know.

3 And I want to say all those people that responded from
4 dayshift, I want to say that was their normal workday, a Thursday.
5 So that would have been -- four of those troopers were already on
6 shift, yeah. So that was a normal shift. So, and you can see it
7 exhausted the entire shift, you know. I think at that point,
8 that's where we started pulling from the capital as long as they
9 can relieve at least a body or two.

10 And, you know, the other option that I had to think about,
11 too, and I don't know if Lieutenant Zohner thought about it but,
12 you know, we knew this thing was going to drag on into the
13 evening. I mean it happened at 2 o'clock. So our swing shift
14 comes on in roughly 2 hours. So do I have to make the assessment
15 and say, hey, I'm going to call out a swing shift guys and have
16 them come out early, you know. You know, that's something that
17 we've done, you know, I'm not going to say quite a bit, but often
18 that we have to do that to where, you know, the dayshift gets
19 caught up on something pretty lengthy, and especially like if
20 it's, if it's, you know, like before noon, to where we know we're
21 going to exhaust all our dayshift resources. We're going to start
22 calling swing shift in early and get them out on the road so they
23 can actually go handle the calls for service because next thing
24 you know, there's something that just happened, calls for service
25 don't stop. Because you back up the freeway. So now, people are

1 going to try to get off the freeway and speed, you know, get
2 around stuff and it just creates I mean a lot of problems.

3 Q. Yeah, it makes it worse,.

4 A. Exactly. Well, I think one of the ODOT guys or somebody
5 asked me, I think this was after the incident. I think it was the
6 following day, they asked me, did you hear any secondary crashes?
7 I didn't hear anything, you know. You think of secondary crashes,
8 you're probably thinking of traffic on the southbound side, you
9 know, seeing how much law enforcement responds and fire and
10 medical there on the scene. They're thinking, oh, yeah, something
11 tragic happened, and so they're all looking this way. And next
12 thing you know, you've got a rear end crash on the other side of
13 the freeway, you know. So, you know, so that's pretty -- that was
14 my response, agency response.

15 I would say, I would say with something like this, and I
16 can't tell you unless I listen to the radio, you know, thing, if
17 one specific person got dispatched to it, but then typically
18 something this significant that comes over the radio over this,
19 you'll just get guys jumping on the radio, or gals, jumping on the
20 radio and say send it to me. I'm going, I'm going, or whatever,
21 and I think they just took the initiative to go because they knew
22 that it was probably going to be something significant to where we
23 needed the bodies down there and stuff.

24 I'm trying to think if Zohner -- so Walker was working that
25 day, Sergeant Walker. You met him. He was in the meeting. He

1 was on duty. He went and stuff, and I can't think of anybody else
2 that was assigned to the office that was at the office that
3 actually came down as well, but I was, I was pretty pleased with
4 the response that we got and how quick we got it and stuff. And I
5 think -- I mean I didn't see it firsthand, but I understand that
6 some guys got their med bags and went straight to, straight to
7 patients. So that's that their thinking because obviously we're
8 trying to preserve lives.

9 And I think we even had bystanders that, you know, that came
10 in that had some medical response treatment. I picked up a bag.
11 I don't know if you remember seeing it, that little med bag that
12 said med bag or med on it or whatever. That was actually from a
13 Vancouver PD officer up in Vancouver, you know, he didn't see the
14 crash happen but he heard it, saw the commotion. He had his med
15 bag. He come running over to see what kind of help he could
16 render. I mean it's just stuff like that. So it's -- yeah. So I
17 mean I was just -- I was really pleased to see the turnout that we
18 really got I mean for a pretty unfortunate situation.

19 Q. Yeah. The chief from Jefferson made that exact observation.
20 He never seen that happen to where, you know, the police -- he
21 said he seen it where like, you know, administrative used that
22 used their med bags and took stand, but never to like that. He
23 was like he was really impressed with that.

24 A. Yeah, yeah.

25 Q. He saw that. That's when he knew it was really bad.

1 A. Yeah, and that's -- that was a good thing that I noticed or,
2 you know, things that I notice how coordinated the fire department
3 was and I think some of our guys stepped in there and actually
4 asked, you know, what can I do here? What can I do here? And I
5 think they pretty much had it under control, you know. So then
6 they know -- kind of freed us up.

7 Obviously the fire department has a different role than what
8 we have. I mean we've got an investigation to do, but I think we
9 both have the same responsibilities. Okay. You know, we going to
10 get there. We're going to make sure that we have our scene safety
11 first, and I think that established pretty quick with the vehicles
12 backed up on the freeway and the amount of fire apparatus there
13 that blocked the roads. So they kind of help us with blocking the
14 roads. They initially start with, but to get in there and to
15 start rendering aid first.

16 And like I said, to get onto these drivers as quick as we
17 can, you know, I mean oftentimes we, you know, we quite often get,
18 especially on the swing shift and night shift, we get, you know,
19 hit and run crashes. You know, it could be a two vehicle crash.
20 It could be a single vehicle crash into a ditch, into a tree. You
21 know, the guy bails out and runs, you know. But -- so that's why
22 we want to get somebody there on scene and I'm not saying that if
23 we get a single vehicle crash in a ditch somewhere, it's not like
24 that we're going to go run, you know, 150, 120 miles an hour to
25 get to the single vehicle crash, the guy took off on foot. We'll

1 get there as long as it's not blocking or anything, but changes of
2 finding this person are probably going to be slim. It depends, I
3 mean if it's actually the registered owner, we're shoot somebody
4 over to their house.

5 But, you know, like this scene, we wanted to make sure that
6 we tried to render aid to whoever we could. I think it was pretty
7 obvious when some of the troopers got -- I think it was Trooper
8 Tuttle that came up on the radio and he says, yeah, we've got
9 three confirmed, and there's possible going to be more. He said
10 that just based on his observations of the scene. And I think
11 that kind of, that kind of start turning things into motion.
12 Okay. What do I need to do? What does Lieutenant Zohner need to
13 do? Who do we need to notify, you know, in this instance, you
14 know? What are the resources we're going to need, you know? So
15 that's what my mindset is thinking, you know, going into this.
16 And, how are we going to preserve this scene as best we can, is my
17 investigative side of things.

18 Obviously people there before I was. Medics there before I
19 was to start rendering aid and all that kind stuff. I'm not going
20 to say it's unfortunate that I was, you know, a little further
21 away than everybody else but it's just, you know, it's one of
22 those things to where, you know, it's kind of like all hands on
23 deck that we need, you know, as much resource as we can. So.

24 Q. So what would you say you're most proud of?

25 A. I think like I just said, I think I'm most proud of the

1 response that we got to the scene, and help with the -- we got
2 things organized and people in the right direction. Obviously I
3 can't supervise, and I'm not going to tell the medics what to do,
4 the fire department. They've got their job and their expertise on
5 what they handle. We're going to let them do their job. I have
6 to look at it from a criminal -- not a criminal, but an
7 investigative stance or an eye, that I have to look at, what do I
8 need? Just the resources that we had there, we actually even had
9 a sergeant from the Capital Mall out there show up there and
10 asking what he can do and stuff. And you know, I'm not going to,
11 I'm not going to, you know, double up resources where I don't need
12 them, you know, and if I can kick somebody loose, I'll kick
13 somebody loose.

14 But I think probably the biggest thing I was most proud of is
15 how we coordinated and organized as an agency, worked together
16 with the other agencies, Marion County, Lynn County, whoever
17 showed up there, to get what we needed. I think for the most
18 part, I think we had a pretty good idea right up front, and I
19 think we had a pretty good idea that we needed to get somebody
20 with this at fault driver and get him to the hospital, and get,
21 you know, that full evaluation. And then try and identify who our
22 victims were. I thought we did a good job. I mean it took us a
23 little while. I think we might have reported some wrong names at
24 first, but that was a difficult thing to do, but I would just say
25 the biggest thing for me would be our response down there and how

1 well we handled the scene as an agency and got through the
2 investigation. I mean, yeah, we've got a long way to go I would
3 say, you know, with some of the paperwork that we have to do.

4 But I'm just really glad that we had some really good, you
5 know, troopers on scene, you know, and even Lieutenant Zohner, you
6 know, for him kind of taking on a role and letting me assist him
7 on taking on a role or we just worked together without seeing any
8 kind of rank. And we just got in and got work done.

9 You know, and it goes back to, I don't know if I told you
10 guys, but I worked with Lieutenant Zohner at Salem PD. I was kind
11 of his supervisor over there. So we knew each other role. He
12 knows me. So I think we worked really well together, and we got
13 what we needed fairly quickly. So would say, it was probably just
14 the sheer number of response people that we got there to handle
15 the scene because I mean it was not definitely, and like I said,
16 it was probably one of the worst ones that I've seen in my career,
17 you know, to this magnitude. I've never really seen -- I've seen
18 semi truck crashes before but nothing to this scale. And, it was
19 -- I was really proud of how our guys were very professional and
20 respectful.

21 Q. How is the morale of the staff after seeing something like
22 that?

23 A. So, I think, I think the thing I worry about most there is
24 some of our newer recruits. We had at least two of them on scene
25 that probably haven't been to a lot of fatales and especially when

1 you're looking at the side of a semi truck to where I've never
2 seen that before. Yeah, you might see it on a semi truck that,
3 you know, maybe struck a deer, an elk, or something like that, but
4 being that it's human life. I've never seen it to that magnitude.

5 And, I always try to reach out to some of these younger guys.
6 Yeah, did it affect me? Absolutely, 100 percent because I was
7 like in awl, like oh, my, you've got to be kidding me. And then,
8 you know, especially when you start seeing severed body parts,
9 limbs. You know, sometimes these guys don't know how to handle
10 it. And so, I think a couple of the officers, we had chaplains
11 there at the scene. They got there a little bit later that I
12 talked to, I think it's Lieutenant Nagle or Sergeant Nagle. He's
13 with our human or our health and wellness and resiliency team,
14 that were actually setting up a debrief for everybody that was on
15 scene. And it's not to debrief the incident itself. It's to
16 debrief morale and mental state and stuff like this because like I
17 was telling Rob earlier, this stuff can get inside you and it can
18 affect you if you don't get it out. And the more and more you
19 think I'm tough, I'm tough, I'm tough, I mean, next thing --
20 you've got to take it somewhere, whether you're going to take it
21 home and you're going to start self-medicating or you're starting
22 to have nightmares at night or, you know, whatever it might be.

23 But I really try to reach out to these younger guys and I
24 think morale-wise, I think they're all doing good. I would say
25 Lieutenant Zohner and I've been through quite a few fatal crashes

1 with the city or here. And I'm not saying that none of them
2 affect me. They do all affect me because there's a reason why
3 some of this stuff happens. A lot of times it's drugs. It's
4 alcohol, and stuff like that we come to find out later. Even if
5 it's a single vehicle, single occupant type thing, you know, they
6 do toxicologies and they find, well, you know, this guy was, you
7 know, drunk or, you know, he was high on something. I mean, you
8 know, a lot of this stuff is preventable.

9 But when it comes back to myself personally, how I deal with
10 it is that I learned this when I started my career down at Central
11 Point. I went and watched a few autopsies. They recommended that
12 we do. We didn't have to, and I remember the medical examiner
13 told us when probably four or five of us recruits that went in
14 there to watch it before we went to recruit school, and he said
15 there's a couple different ways that you can look at an autopsy.
16 You can look at an autopsy that we're basically opening up a human
17 body and, you know, it's kind of like gutting an animal. You're
18 taking everything out. Or, you can look at it three ways. Or you
19 can look at it, you know, that if you're a believer that, you
20 know, the person has died, the person's gone to a different place.
21 You can believe it that way. Or you can look at it
22 scientifically, this is why we're doing what we're doing.

23 And my big thing when I respond to these crashes, it's not
24 that I want to go to them, but I have a responsibility to go there
25 to try to -- whether it's a criminal crash or a non-criminal

1 crash, trying to find some type of justice or closure for a family
2 member that lost somebody in this crash.

3 Now, whether that means I have to go do a next of kin in a
4 house and sit down with the family for 4 hours, 5 hours, and let
5 them sob and sob and sob, while they keep asking the question,
6 why, why, why, you know, sometimes they're not always pleasant,
7 but that's how I deal with it. Because I know somebody's got a
8 question of why. Why did this happen? Why did this happen? So
9 my job is as a police officer in the roles that I've taken over my
10 career is that I'm trying to find answers for somebody, you know.
11 Primarily victims' families, you know, and stuff like that, to
12 give them some type of closure, you know, some type of resolution
13 to a sense of fact.

14 You know, and it's just -- you know, I don't, I don't hold a
15 lot of that stuff. My son's in the paramedic business and stuff,
16 and he's seen a lot of stuff. I talk to him about some of this
17 stuff, you know, not, you know, to great lengths like I would with
18 another officer, but at least it's sitting talk to him and getting
19 it out. And I teach him the same thing with his line of work.
20 You've got talk to somebody, whether you want to come talk to me
21 or you want to talk to somebody else, but it's up to you. Just
22 get it out, you know.

23 So I think all and all, you know, I think the morale in the
24 department's good, you know. Like I said, I worry about the
25 younger guys that don't see too much of this. And we do have some

1 troopers on our agency that just can't handle to fatal. But
2 sometimes you don't get the choice, and those are the ones -- I
3 know who they are. And those are the ones that I check in with on
4 scene periodically. If I have to relieve them of duty on scene,
5 I'll have them take off and go, you know. Maybe give them a
6 static patrol or a road person because I know it affects them, but
7 again, at the end of the day, they signed up for this kind of work
8 and they knew what this kind of work was, you know, type thing.
9 So.

10 Q. Thanks for a great overview of everything. Is there anything
11 that you feel like I left out or any other comments you want to
12 make?

13 A. No, I just, I just think that I knew it was a matter of time
14 again in that area and, you know, there's not everything that we
15 can fix. There's not everything that we can take care of as law
16 enforcement. We can't enforce everything. We sometimes don't
17 have the bodies. I think I was telling Rob and Mike today that I
18 actually with Trooper Tuttle, we went down to the southbound
19 Santiam rest area this morning. We kicked out probably, 8, 9, 10
20 semi trucks parked on the shoulder there basically directly
21 adjacent to where the other crash happened. And it's kind of like
22 -- I mean how do we prevent something like happening? Like I
23 don't know where I heard it the other day. Somebody said that,
24 you know, maybe it was you that said it, that, you know, you guys
25 are trying to find out why this one semi truck was parked there

1 and why was the van parked there, you know. To them, it looks
2 like a safe, convenient wide area away from the roadway, but had
3 they not been parked there, had it been posted no parking or
4 whatever, you know, type stuff, you know, maybe the semi truck
5 would have just gone down the road and hit the Jersey barrier or
6 gone off the road into the field and killed himself. Who knows?
7 We don't know. We can't replay it now. What's happened's
8 happened.

9 But I can just tell you that just before I promoted, I had an
10 issue with it down there. Got ODOT involved. What can we do?
11 You know, something has to be done, and I get it. I think I
12 explained to you guys out there. There is an issue there. These
13 are small parking lots. We get hit and run crashes there with
14 semis trying to pull in and out especially on the southbound side,
15 you know, and it's just -- at what point does it take to where
16 they finally get in and do something. You know what I mean? I
17 mean how far does it have to go? That's what I kind of think of.
18 And I can only make a suggestion. I can't really give a
19 recommendation, say, hey, we've got a problem here.

20 When I was with the city, I mean it's like, you know, we've
21 got trees growing over speed limit signs or, you know, blind curve
22 or something. The city goes out and cuts, you know, they take
23 care of the problem.

24 So we've got to address a problem. I mean it's not just that
25 rest area. Like Mike was saying the other day, I mean if you look

1 at them, they park on on ramps, off ramps all over the place.
2 These guys want to stop. Most of them we contact, yeah, I drove
3 last night. I needed to get a couple hours. Okay. When we got
4 there grove (ph.) point, there was one guy nearly almost to the
5 tip of the grove point, and then they were all just lined up on
6 the shoulder.

7 So I mean anything that, you know, to add. I mean I don't
8 think I really have anything. I think, you know, just all and
9 all, it was a pretty unfortunate tragic incident that happened,
10 not that any of us want to go to. We want to try to prevent this
11 stop this stuff in our job but sometimes we can't prevent what
12 somebody else is doing, you know, and especially in the trucking
13 world.

14 And this is another thing, that Lieutenant Zohner knows, and
15 I'm not going to necessarily call it a passion. I was a level 1
16 truck inspector for over 10 years, and I know since our agency
17 dropped the truck program, you know, we're no longer doing truck
18 inspections. I don't think we stop enough commercial motor
19 vehicles just to educate them, you know. I can tell you right now
20 every commercial motor vehicle that's going through Salem right
21 now has got their cruise control set at 63 miles an hour, 64 miles
22 an hour, you know. And they know we're not stopping them. As the
23 night goes on, later and later on into the night, that speed
24 increases up to 70, 75, 80 miles an hour.

25 And, I don't know what it is, like I've told troopers in the

1 office before, I think I've sent out emails, we tried to do a
2 truck project, but you can still stop a truck. Just because we're
3 not truck inspectors any more, we can still stop them because word
4 gets to the truck drivers that Salem or OSP is no longer doing
5 truck inspections. So they know we're not going to get into the
6 cab to look at them. They know we're not going to get into
7 logbooks to see if they've got any violations, stuff like this.

8 But why can't we still enforce motor vehicle laws. I mean
9 speed, alcohol, drugs, with these guys is probably our biggest
10 problem. And I would say just off of memory, last year, we had I
11 want to say at least three semi truck crashes that I know of. One
12 completely went off the road and rear ended a disabled vehicle
13 parked on the road at night, and thank God he didn't kill anybody,
14 you know.

15 And it's just, you know, I would like to see our agency do a
16 better job, not just focus on the cars but let's get back into
17 focusing on these semi trucks because, you know, you guys, you
18 probably know. We're dealing with, you know, several thousand
19 pound machines, sometimes 80,000 pounds if they're fully loaded,
20 depending on if they're an extended load or a wide load or
21 whatever. We're dealing with to where not a single car out here
22 on the roadway can compete with them, you know. Back in the day,
23 they called it the lug nut rule. Lug nut rule is going to win
24 every time, you know. And I would really like to see the
25 department get back into that program, and I know there was some

1 talks, you know, last year that, ODOT wants to try to get us back
2 into it, you know, to get troopers, you know, certified as level 3
3 inspectors which is basically driver, no really equipment
4 violation type stuff, but at least it's getting us to the driver,
5 to where we can actually start looking at them and hold them
6 accountable, you know, for whatever it is. I'd really like to see
7 that happen, you know, because I think that's -- I mean if you
8 look at -- I mean we're on I-5. We're on the I-5 corridor, a
9 major highway that runs all the way from Mexico all the way up to
10 Canada, you know, and then it branches off to certain places that
11 -- I mean, you know, I think that's a huge thing that we need to
12 do. So, you know, more safety in that respect of those things
13 maybe. So.

14 Q. Thank you. I appreciate your time.

15 A. Yeah. Any time.

16 Q. Thank you very much. I guess I'll stop the recording now.

17 A. Okay.

18 MR. HUMM: So the time by my watch is 4:23. So thanks again.
19 I appreciate it.

20 SGT. CHUHLANTSEFF: Yeah, no problem.

21 (Whereupon, 4:23 p.m., the interview was concluded.)
22

CERTIFICATE

This is to certify that the attached proceeding before the
NATIONAL TRANSPORTATION SAFETY BOARD

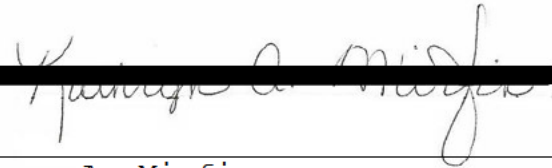
IN THE MATTER OF: FATAL MULTI-VEHICLE ACCIDENT NEAR
ALBANY, OREGON ON MAY 18, 2023
Interview of Sergeant Donald Chuhlantseff

ACCIDENT NO.: HWY23FH013

PLACE: Salem, Oregon

DATE: May 24, 2023

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.



Kathryn A. Mirfin
Transcriber