

# DRIVER/VEHICLE EXAMINATION REPORT



Arizona Department of Public Safety  
Commercial Vehicle Enforcement Bureau  
P. O. Box 18410  
Phoenix, AZ 85005  
Phone: (520)746-4515 Fax: (602)223-2330

Report Number: A7  
Inspection Date: 0  
Start Time: 06:25  
Inspection Level: I - Full  
HM Inspection Type: None

TIERRA SANTA INC  
14416 VICTORY BLVD STE D  
VAN NUYS, CA 91401  
USDOT#: 01672419  
MC/MX#: 676240  
State#:

Phone#: (818)510 6183  
Fax#:

Location: INTERSTATE 10  
Highway: I-10  
County: PINAL, AZ

MilePost: 174

Origin: JEREZ, ZA

Destination: LOS ANGELES, CA

Driver: ALVARADO, ALFONSO

License#:

Date of Birth:

CoDriver: SALAZAR, DAVID

License#:

Date of Birth:

Shipper: TIERRA SANTA INC

Bill of Lading:

Cargo: 20 PASSENGERS

State: MX

State: CA

## VEHICLE IDENTIFICATION

| Unit | Type | Make | Year | State | Plate # | Company # | VIN               | GWR    | CVSA # | CVSA Issued # | OOS Sticker |
|------|------|------|------|-------|---------|-----------|-------------------|--------|--------|---------------|-------------|
| 1    | MC   | DINA | 1992 | CA    | CP94726 | 1007      | 9BPRLFAUNNB033053 | 50,000 |        |               |             |

BRAKE ADJUSTMENTS: Highlighted brake measurements are out of adjustment.

| Axle #  | 1    | 2     | 3     |
|---------|------|-------|-------|
| Right   | N/M  | 1 1/4 | 1 7/8 |
| Left    | N/M  | 1 3/4 | 1 5/8 |
| Chamber | C-16 | C-30  | C-20  |

## VIOLATIONS

| Section Code | Type | Unit | OOS | Citation # | Verify | Crash | Violations Discovered  |
|--------------|------|------|-----|------------|--------|-------|--|
| 391.11(b)(2) | F    | D    | N   |            | N      | N     | Improper passing   |
| 391.11(b)(2) | F    | D    | Y   |            | N      | N     | Driver must be capable of reading and speaking the English Language, sufficiently to converse with the general public                            |
| 395.8(k)(2)  | F    | D    | Y   |            | N      | N     | Driver failing to retain previous 7 days records of duty status, missing data for 2-21- 2010 through 3-4-2010. started trip                      |
| 395.8        | F    | D    | N   |            | N      | N     | Record of Duty Status violation (general/form and manner), CO-DRIVER KEEPING DRIVER'S LOG. DRIVER SAYS HE DOES NOT WRIGHT WELL, NO ENGLISH.      |
| 392.62(a)    | F    | 1    | N   |            | N      | N     | NO STANDEE LINE AS REQUIRED  |
| 393.62(d)    | F    | 1    | Y   |            | U      | N     | No or Defective Safety glass and/or push-out window  |
| 393.62(e)    | F    | 1    | N   |            | N      | N     | No or inadequate bus emergency exit marking, TOP EXITS IN SPANISH ONLY, WITH NO INTERNATIONAL SIGNAGE  |
| 393.95(a)    | F    | 1    | N   |            | N      | N     | No/discharged/unsecured fire extinguisher, ONE FOUND UNDER BUS, ONE FOUND ALONG ROLLOVER DEBRIS FIELD PATH                                       |
| 392.9a(a)(1) | F    | 1    | Y   |            | U      | N     | Operating without the Required Operating Authority,  |
| 396.5(b)     | F    | 1    | N   |            | N      | N     | Oil and/or grease leak, #2 AXLE, LEFT, OIL SEAL, CONTAMINATING BRAKE SHOES   |
| 393.47(a)    | F    | 1    | N   |            | N      | N     | BRAKE PADS #2 AXLE, LEFT, CONTAMINATED BY GREASE / OIL FROM LEAKING SEAL   |
| 395.8(k)(2)  | F    | C    | Y   |            | N      | N     | Driver failing to retain previous 7 days records of duty status, missing data for 2-21- 2010 through 3-4-2010. started trip                      |
| 396.3A1BA    | F    | 1    | N   |            | N      | N     | Bolt-type or DD-3 -type Brake Out of Adjustment, # 3 AXLE RIGHT, TYPE 20, AT 1 7/8"  |
| 396.3(a)(1)  | F    | 1    | Y   |            | U      | N     | BRAKES OUT OF SERVICE: The number of defective brakes is equal to or greater than 20 percent of the service brakes on the vehicle or combination |

HazMat: No HM Transported.

Placard: No Cargo Tank:

Special Checks: Post Crash

Report Prepared By:  
D SLADE

Badge #:  
1843

Copy Received By:  
ALFONSO ALVARADO

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AZ0103007692

X

X

# DRIVER/VEHICLE EXAMINATION REPORT



Arizona Department of Public Safety  
Commercial Vehicle Enforcement Bureau  
P. O. Box 18410  
Phoenix, AZ 85005  
Phone: (520)746-4515 Fax: (602)223-2330

Report Number: AZ0103007692  
Inspection Date: 03/05/2010  
Start Time: 06:25 AM End Time: 04:30 PM  
Inspection Level: I - Full  
HM Inspection Type: None

TIERRA SANTA INC  
14416 VICTORY BLVD STE D  
VAN NUYS, CA 91401  
USDOT#: 01872419  
MC/MX#: 676240  
State#:

Phone#: (818)510-6163  
Fax#:

Driver: ALVARADO, ALFONSO  
License#: State: MX  
Date of Birth:  
CoDriver: SAZAR, DAVID  
License#: State: CA  
Date of Birth:

\* Pursuant to the authority contained in ARS 28-5204, I hereby notify and declare ALFONSO ALVARADO "OUT OF SERVICE". No motor carrier shall permit or require ALFONSO ALVARADO to drive or operate any motor vehicle as defined in ARS 28-5204 until qualified. Driver's initials: \_\_\_\_\_

\* Pursuant to the authority contained in ARS 28-5204, I hereby declare vehicles with defects followed by a "Y" in the OOS column of the Violations section of this report to be OUT OF SERVICE. No person shall remove the Out of Service stickers applied to these vehicles, or operate such vehicles until the Out of Service defects have been repaired and the vehicles have been restored to safe operating conditions. Driver's initials: \_\_\_\_\_

Signature Of Repairer X: \_\_\_\_\_ Facility: \_\_\_\_\_ Date: \_\_\_\_\_

\*\*\*\* WARNING \*\*\*\* If this box is checked ( ), a separate traffic citation was issued to the violator. Please refer to the issued traffic citation for additional information. This is in addition to any action required by this report.

DRIVER & MOTOR CARRIER: This report must be furnished to the above named motor carrier. The motor carrier shall sign below and return, by mail or fax, within 15 days to:

Arizona Department of Public Safety  
Commercial Vehicle Enforcement Bureau  
PO Box 18410  
Phoenix, Arizona 85005-8410  
Fax: (602) 223-2330

The undersigned certifies that all violations noted on this report have been corrected and action has been taken to assure compliance with the Federal Motor Carrier Safety and Hazardous Material Regulations as adopted by Arizona Revised Statutes 28-5204 insofar as they are applicable to motor carriers and drivers.

Signature Of Motor Carrier X: \_\_\_\_\_ Title: \_\_\_\_\_ Date: \_\_\_\_\_

Report Prepared By:  
D SLADE

Badge #:  
1843

Copy Received By:  
ALFONSO ALVARADO

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AZ0103007692

X \_\_\_\_\_

X \_\_\_\_\_

|  |  |              |             |                      |                         |
|--|--|--------------|-------------|----------------------|-------------------------|
| ARIZONA TRAFFIC ACCIDENT REPORT  |  | REPORT ID    |             | Agency Report Number |                         |
| SUPPLEMENT<br>FORWARD COPY TO<br>ACCIDENT RECORDS ANALYSIS UNIT 064R<br>ARIZONA DEPARTMENT OF TRANSPORTATION<br>206 S 17 <sup>TH</sup> AVE., PHOENIX, ARIZONA 85007-3233 |  | YEAR<br>2010 | MONTH<br>03 | DAY<br>05            | OFFICER'S ID NO<br>6654 |
|  |  | HOUR<br>0527 |             | 2010-011297          |                         |
| ACCIDENT DESCRIPTION<br>(NARRATIVE)  |  |              |             |                      |                         |

### SYNOPSIS:

On March 5, 2010 at approximately 0527hrs, a two vehicle rollover collision involving a commercial motorcoach and a pickup truck occurred on westbound Interstate 10 at milepost 174.2 resulting in six (6) fatalities and 16 injuries.

All officers associated with the collision investigation indicated in the following are employed by the Arizona Department of Public Safety unless otherwise noted.

### INITIAL OBSERVATION

On March 5, 2010 at approximately 0533 hours I was called out from my residence by Tucson Dispatch for a multiple fatal collision involving a motorcoach roll-over westbound Interstate 10 east of the Gila River Bridge. I approached Interstate 10 from State Route 587. I observed Gila River PD officers detouring westbound Interstate 10 traffic to northbound State Route 587. I arrived on scene at approximately 0605 hours and observed multiple AZ DPS and EMS units at the scene tending to victims. I further noted a light colored 4DSD in the median with front-end damage, a light colored pickup with rear end damage in the number 1 lane and a blue motorcoach (bus) off-right with extensive rollover damage with emergency personnel working a triage area covering the number 2 lane. I located Officer Hartkopf #7152, incident commander and requested what vehicles were involved in the collision and what assignment he wanted me to complete. Officer Hartkopf detailed he had three DPS units from Metro-East working on obtaining information from the occupants from the bus and identifying the driver. Officer Hartkopf further detailed the light colored 4DSD in the median and the light colored truck in the number 1 lane were from a subsequent collision. Officer Hartkopf pointed out a light colored Ford F150 truck on the westbound shoulder which was involved in the collision with the motorcoach; I assumed responsibility of interviewing and obtaining information from the occupants. I utilized Gila River PD Officer Youcupicio #1139 to assist with Spanish translation with the driver and sole occupant. Sergeant Swavely #4746 and Lieutenant Corbin #2366 arrived on scene at approximately 0620 hours and designated me as primary investigator for the fatal collision. I assigned Officer Harding #7003 to interview the driver of the bus, Officer Seckrecki #7159 and Officer Rutherford #7274 to obtain driver and vehicle information from the Ford F-150 truck while Officer Reaves #2977, Officer Angstead #6228 and Officer Young #6080 continued to obtain information regarding the occupants from the bus. Officer Slade #1843 was assigned to obtain all vehicle information on the bus and conduct a level 1 inspection. At approximately 0748 hours Officers Birtcher #5355, Getting #5493 and Ruble #5627 from Vehicular Crime's Unit (VCU) and Gary Keltz #6131 from the photo lab arrived on scene. VCU officers were assigned to capture the scene evidence, road evidence and diagram and accomplish the collision reconstruction as required. Keltz was assigned to capture photographs of the scene, occupants and vehicles involved.

### ENVIRONMENTAL AND ROAD CONDITIONS

Interstate 10 is an east/west highway and is the main route that connects the large metropolitan areas of Phoenix and Tucson consisting of two eastbound and two westbound traffic lanes. The eastbound and westbound traffic lanes are constructed of asphalt and consist of a four foot rumble strip shoulder, two twelve foot traffic lanes and a ten foot emergency lane. A solid yellow line separates the rumble strip shoulder from the number one traffic lane and a dashed white center line separates the number one and two traffic lanes, a solid white line separates the number two traffic lane from the emergency lane. A depressed dirt median with sparse desert vegetation separates eastbound from westbound traffic. Beyond

the emergency lane, there is a dirt area which is bordered by a barbed wire right-of-way fence, which defines the trafficway. The roadway was free of any debris and obvious defects at the time of the collision. The posted speed limit is seventy-five miles per hour in the area of the collision. It was dark outside with no noticeable wind.

## TRAFFIC UNIT INFORMATION

### Vehicle 1

Vehicle 1 is a blue 1992 Dina Motorcoach with 41 passenger seats registered to Tierra Santa Inc out of Van Nuys California bearing California plate CP94726 with an expiration of Feb 18, 2010. The motorcoach is also registered out of Durango, Mexico bearing plate 409-RM-2 with an expiration of Dec 31, 2010 registered to Ernesto Jacquez.

→ plates were expired

Vehicle 1 sustained extensive damage consistent with a vehicle roll-over. There are numerous paralleled scratches leading from the top edge down through the midpoint of the right side covering from the front to the rear of the motorcoach indicating the motorcoach slide on its right side a distance prior to tripping as second time and completing one roll. The top and both left and right sides sustained severe contact damage induced from the rollover. There is also contact damage to the right front corner of the motorcoach with faint tan colored paint transfer indicating the initial point of contact on vehicle 2. Vehicle 1 was transported to AZ DPS evidence storage in Phoenix, Arizona by Southwest Towing.

→ scraped the truck - skinned it picked up the paint.

✓ All personal property, luggage and boxes were collected and picked up by East Valley Safety Associates of Phoenix, Arizona, POC Mario Garcia. East Valley Safety Associates were dispatched to the area by Tierra Santa Inc to assist with collection of personal property.

Vehicle 1, a commercial operating motorcoach displayed a US DOT number of 01872419 and MC/MX number of 676240. Officer Slade conducted a level 1 inspection of the motorcoach noting the push rod travel on axle 3 right brake was out of tolerance at 1 7/8 inch. Officer Slade further indicated axle #2 left side wheel seal was leaking oil and contaminated the lower brake pads. Officer Slade further noted there were no or defective safety glass with the glass on the side windows of a laminated nature. There were no push out windows, the driver was unable to speak or read the English language as required by US DOT standards and both the driver and co-driver failed to retain previous seven days records of duty status missing date from Feb 21-Mar 4, 2010 (start of trip). For further details see attached Driver/Vehicle Examination report #AZ0103007692 and Officer Slade's supplemental report.

### Vehicle 1 Insurance Information

During investigation at the scene Officer's Peterson and Slade searched through the bus and debris locating vehicle documents to include Driver's Daily Logs, Registrations (California expired February 18, 2010/ Mexico expires 12/31/2010) and insurance documents. A Certificate of Liability Insurance document was located dated 12/14/2009 from U-Drive Insurance Brokers from Downey California for Tierra Santa Inc with policy number TBI-00058964 effective 12/14/2009 through 12/14/2010 with a \$5,000,000 combined single limit for scheduled autos. During the investigation at the scene I was informed Tierra Santa Inc had no operating authority in the United States due to non-insurance. On March 9, 2010, I contacted Daniel Gonzalez of U-Drive Insurance Brokers Inc to verify status of Tierra Santa Inc's insurance. Gonzalez stated the policy Tierra Santa had was cancelled on November 27, 2009 due to non-payment for a 2006 Volvo bus. I questioned Gonzalez as to the validity of the insurance document I possessed dated 12/14/2009 for a 1992 Dina bus operated by Tierra Santa Inc. Gonzalez stated his company did not issue that document. I faxed Gonzalez a copy of the Insurance. Gonzalez faxed a letter stating the document was not issued by his company further stating Tierra Santa Inc had two previous Volvo buses insured by his company however those policies have been cancelled in November 2009. See attached Fax.

Insurance expired

On March 16, at approximately 0949 hours while at AZ DPS, Casa Grande I conducted a recorded interview with Daniel Gonzalez of U-Drive Insurance Brokers via telephone. Gonzalez stated he was the CEO of U-Drive Insurance Brokers with one other employee and has been in business for over one year. Gonzalez related to me he received the fax copy of the Certificate of Liability Insurance I faxed him dated 12/14/2009 for policy TBI-00058964 and the document was not issued by his company. Gonzalez stated Tierra Santa Inc had two other certificates issued for Volvo buses and not a 1992 Dina. He stated he has only one other employee, Israel Estrada and he had talked to Estrada concerning this insurance document. Gonzalez stated neither him nor Estrada issued this certificate. Gonzalez further indicated the document is fraudulent. He said a previous Certificate of Liability Insurance was issued to Tierra Santa Inc on 08/19/2009 policy TBI-005816 for the 2006 Volvo bus which on the same form (Acord 25 2009/01). Gonzalez stated on the 1<sup>st</sup> and 15<sup>th</sup> of each month he updates his documents via Acord website which obsolete forms are unusable. He further stated the newer form which he believed was an Acord 25 2009/12, possibly but he wasn't sure, has a new format with different boxes. I asked Gonzalez concerning the stamped signature on the bottom right corner; he stated he does have a stamp of his signature for Estrada to utilize in his absence however no-one else has access to the stamp. Gonzalez stated the policy for Tierra Santa Inc was cancelled on November 27, 2009 and letters of cancellation were sent out as well as phone calls to advise of the cancellation. Gonzalez also stated that is why Tierra Santa Inc's US DOT number was cancelled for no insurance.

Gonzalez said Cayetano Martinez owner of Tierra Santa Inc called him on 03/05/2010 at approximately 0900 hours Pacific Time indicating he had a little issue with one of his buses, one of the buses flipped over and a couple people are injured. Martinez requested if Gonzalez could reinstate his policy. Gonzalez stated he checked Martinez's policy and was already cancelled which Gonzalez already knew because we (U-Drive Insurance Brokers) called and sent out letters when a policy is cancelled. Gonzalez stated he researched Martinez's policy to see if he could reinstate it however it's been too much of a lapse of coverage to reinstate the policy. Gonzalez stated he received another phone call from another individual working for Tierra Santa Inc who explained to Gonzalez the circumstances of the collision with six fatalities. Gonzalez stated Martinez did not inform him of any fatalities.

*tried to  
reinst.  
for insur.  
after  
accident.*

At approximately 0952 hours I received a four page fax including a cover page from U-Drive Insurance Brokers with three Acord 25 Certificate of Liability Insurance documents. Page 2 of 4, was a certificate of liability dated 08/19/2009 to Tierra Santa Inc for a 2006 Volvo Bus policy TBI-0058106 for 08/19/2009 thru 08/19/2010. The bottom right of the page displayed Acord 25 (2009/01). Page 3 of 4 was the faxed copy of a certificate of liability dated 12/14/2009 to Tierra Santa Inc for a 1992 Dina Bus policy TBI-00058964 for 12/14/2009 thru 12/14/2010. The bottom right of the page displayed Acord 25 (2009/01). Page 4 of 4 is a current blank copy of certificate of liability; the bottom right of the page displayed Acord 25 (2009/09).

At approximately 1313 hours on March 16, 2010 I received a nine page fax from U-Drive Insurance Brokers including a cover page. The eight pages showed notice of cancellation to Tierra Santa Inc policy CP-7121788-9 effective 11/27/2009.

For further information see witness interview for Daniel Gonzalez and faxed pages.

#### **Vehicle 1 Driver Information**

The driver, Alfonso Alvarado, DOB \_\_\_\_\_ was identified by a picture bearing class A Mexico driver's license. Alvarado sustained abrasions to his arms and right side of his head. Alvarado was ground transported to Maricopa County Medical Center (MCMC) by Gila River Ambulance M436.

On March 5, 2010 at approximately 0630 hours, I assigned Officer Harding (Spanish Speaker) to interview the driver of the motorcoach Alfonso Alvarado while he awaited transportation to MCMC. Alvarado was wearing a brown plaid jacket and complained of back and chest pain as well as abrasions

to his head and arms. Officer Harding relayed to me that Alvarado was the driver of the motorcoach during the collision. Alvarado stated they (the motorcoach) had departed Zacatecas, Mexico enroute to Los Angeles, California. Alvarado stated he and his co-driver, David Salazar, switched driving duties every six hours allowing the other to take a break with the next change to take place in Phoenix, Arizona. Alvarado further indicated he had started driving from El Paso, Texas and was starting to feel tired. Alvarado stated he had been traveling westbound Interstate 10 in the number 2 lane (right lane) when he attempted to pass a white pickup who was driving slowly. He further stated he attempted to change lanes and stated he couldn't slow down and struck the back of the pickup. Alvarado stated he lost control and the bus entered the median. He stated he input right steering and the bus exited the median, crossed over both traffic lanes and went onto the emergency shoulder where the bus hit dirt and began to roll. Alvarado stated he was traveling at 75 mph. He stated he is not a diabetic and has not taken any medications or consumed alcohol. For further information see Officer Harding's supplemental report and notes of the interview.

On March 5, 2010 at approximately 0827 hours, Officer Williams #6371 was dispatched to MCMC for a Drug Recognition Evaluation (DRE) and recorded interview of Alfonso Alvarado. Officer Williams DRE report stated in his opinion Alvarado was not under the influence of drugs or any other substance. See attached DRE report. Officer Williams interviewed Alvarado with the assistance of Elva Denny, a Spanish interpreter from Maricopa County Medical Center. Officer Williams reported Alvarado stated the bus departed Zacatecas, Mexico at approximately 0900 hours enroute to Los Angeles, California with Alvarado stated he was driving from 0900-1500 hours sleeping from 1500-2200 hours. Alvarado stated he started driving again at midnight while at the scales in El Paso, Texas. Alvarado was asked why his logbook was incomplete with the last seven (7) days not filled in. He stated he wasn't making any trouble and he had not been driving over the last seven days but had been performing maintenance on the bus. Officer Williams asked about the events leading up to the collision, Alvarado replied he was driving the bus behind a white truck at approximately 70 mph when the white truck stopped or slowed down suddenly. He further stated he input steering but could not avoid colliding with the rear of the truck and lost control. Alvarado could not recall the distance between the truck and the bus prior to the collision stating the collision occurred too fast. Alvarado consented to a blood draw. For further information see Officer William's supplemental report.

Immediately after Officer Williams interview, John Quartuccio, Federal Programs Manager from US Department of Transportation - Federal Motor Carrier Safety Administration conducted an interview with Alfonso Alvarado recorded by Officer Williams. Alvarado related a similar statement as with one related to Officer Williams previously. Alvarado stated he started driving at 0030 hours on March 5th from El Paso, Texas after resting from 1500-2400 hours on March 4th. Alvarado was asked if he understood the US hours of service limits and if he filled out the records of duty status, he could not explain the hours of service limits but stated the driving limits in Mexico were 6 or 8 hours of driving. Alvarado stated he does not have the ability to fill out the logbooks his co-driver (David Salazar) completes the logbooks and Alvarado said he would sign them. Alvarado stated the bus involved in the crash was the same bus he always drove on this route and had no mechanical problems with the bus on this trip. Alvarado stated he was traveling at 70 mph and the company never rushed him on any of his trips. Alvarado stated the truck stopped in-front of him when he hit the brakes and lost control of the bus and crashed. Alvarado was asked if the trucked stopped or slowed, he stated slowed. For further information see J, Quartuccio's attached report.

On March 6, 2010 at approximately 1645 hours Officer Petersen #6177 was dispatched to MCMC to interview Alfonso Alvarado to obtain a 24 hour history. Officer Petersen arrived at MCMC at 2030 hours and conducted a recorded interview. Alvarado stated he has been driving buses for 42 years and has been working with Tierra Santa Inc since October 2009 with a normal route from Jerez, Mexico to Los Angeles, California. Alvarado stated he had been driving since midnight after crossing the USA/Mexico border in El Paso, Texas. Alvarado stated he remembered passing through Casa Grande,

Arizona but did not recall what time he passed through. He also stated he did not remember any other traffic on the roadway except the truck he collided with. Alvarado stated he was traveling behind the white truck in the right lane on Interstate 10 at approximately 70 mph. He further stated the white truck slowed suddenly in front of him for no apparent reason without applying brakes. Alvarado stated he was traveling approximately 100 meters behind the white truck when it slowed. Alvarado indicated he input left steering to avoid a collision but struck the left rear of the truck. Alvarado stated he did not remember anything after the bus rolling over up until the time he was placed on a backboard and transported to the hospital. Alvarado stated the week prior to the collision he drove the bus to a mechanic shop owned by Raul Gonzalez in Aguas Calientes for suspension work. For further information see Officer Petersen's supplemental report.

#### **TWENTY-FOUR HOUR HISTORY**

Officer Petersen conducted a recorded interview with Alfonso Alvarado on March 6, 2010 at approximately 2030 hours at MCMC. Alvarado believed the last bus trip he drove was around February 28 which normally lasts for 4 days and he would have 10 days off from work between trips. Alvarado stated he did not work the week prior to the collision. He said he just rested at home with his wife in Aguas Calientes sleeping in his bed at home the night before the collision sleeping from 2000 hours-0600 hours. Alvarado stated in the morning he went to the market for about five minutes to purchase groceries. He said he ate a yogurt in the morning for breakfast. Alvarado stated his son picked him up in the morning in the bus at his home to Jerez, Zacatecas Mexico approximately 90 minutes away. Alvarado stated he did not stop anywhere on the way to Jerez, Mexico. Alvarado said the 20 passengers boarded the bus in Jerez, Mexico and he began driving at 0900 hours on March 4. He said he stopped a short time later in Cuernavaca, Mexico unsure of the time but had waited approximately 30-40 minutes until everyone ate breakfast. Alvarado said he ate eggs and chorizo. Alvarado said he drove to Jimenez, Durango Mexico without making any further stops arriving at approximately 1600 hours. Alvarado said his co-driver David Salazar took over driving while he slept in the compartment at the rear of the bus separated from the bus passengers having a small bed, blanket and pillow sleeping from 1600-2400 hours. Alvarado stated he was sleeping the entire time and does not know how many times Salazar had stopped.

Alvarado stated at midnight, after crossing the USA/Mexico Border on Interstate 10 in El Paso, Texas he took over driving responsibilities. Alvarado said after beginning driving in El Paso, Texas he stopped at milepost 56 in New Mexico at approximately 0100 or 0130 hours where local authorities verified travel permission taking approximately 15 minutes. Alvarado stated his next stop was at the US Border Patrol checkpoint at approximately 0200 hours for about 10 minutes. During this time Alvarado stated he ate a burrito and quesadilla. Alvarado stated he continued west, passing Casa Grande but did not remember what time it was.

#### **CO-DRIVER Information**

The co-driver, David Salazar, DOB [redacted] sustained bruising to his arms, legs and torso. Alvarado was ground transported to Casa Grande Regional Medical Center (CGRMC) by Southwest Ambulance 505.

On March 5, 2010 at approximately 0630 hours Officer Slade asked Salazar what the driver (Alvarado, who does not speak English), had told him what happened. Salazar related Alvarado told him two stories; the first, Alvarado said he was driving down the road and lost control of the bus, went off the road and was unable to get it back under control and the bus rolled. The second, Alvarado said he came up behind a truck in his lane and he tried to pass it. Alvarado said it (truck) was in the right lane and he hit the rear of a truck as he tried to change lanes. Alvarado said he went into the median and tried to get the bus back upon the road. He said the bus crossed the road and went off the road to the right and that is where he lost control and the bus rolled over. For further information see Officer Slade's supplemental report.

On March 5, 2010 at approximately 0815 hours Officer Harding was dispatched to CGRMC to conduct follow-up recorded interviews and injury statuses. Officer Harding interviewed David Salazar who stated he was sleeping prior to the collision in the bed located at the rear of the bus. Salazar stated he was awakened as the bus began to roll and was ejected through a side window during the rollover collision. Salazar stated he drives six hours and swaps with his co-driver, Alvarado, and takes a six hour break. Salazar stated he had flown down to Zacatecas, Mexico from Los Angeles. For further information see Officer Harding's supplemental report.

#### PASSENGER INFORMATION

There were 20 passengers aboard the Tierra Santa Inc motorcoach departing from Jerez, Mexico enroute to Los Angeles, California on Marc 4, 2010 with 9 occupants being ejected from the bus during the rollover including Salazar (co-driver asleep in the rear of the bus).

1. Luis to Ramos, DOB , sustained minor abrasions and bruising as a result of the collision. Ramos was transported to Casa Grande Regional Medical Center Southwest Ambulance 505 where he was treated and released for his injuries. Officer Harding contacted Ramos who stated he was asleep prior to the collision and only woke up after the bus began swerving.
2. Manuel De La Riva, DOB with a residence in ManTeca, California sustained a T10 fracture, broken ribs and head trauma. De La Riva was ground transported to Good Samaritan Hospital by Gila River Ambulance M423 where he was admitted for his injuries. Officer Angstead #6228 contacted De La Riva who was unable to speak do to his injuries.
3. Teresa Lira, DOB with a residence in Covina, California sustained a broken right leg and right wrist. Lira was air transported by AirEvac 9 to Good Samaritan Hospital where she was admitted for her injuries. Officer Angstead contacted Lira who stated she was sitting on the left side towards the front bus but was asleep prior to the collision. Lira stated she was traveling with her husband Victor Lira
4. Higinio Fernandez, DOB with a residence in Avondale, Arizona sustained left rib fractures and a pneumothorax. Fernandez was ground transported by Gila River Ambulance M423 to Maricopa County Medical Center where he was admitted for his injuries. Officer Reaves #2977 contacted Fernandez who stated he was awake and seated in seat number 12 prior to the collision. Fernandez related he felt like they (the bus) were going straight down the road when he felt movement of the bus when the bus impacted something and then the bus rolled over. Fernandez stated he was traveling alone. For further information see Officer Reaves's supplemental report.
5. Manuel Gonzalez, DOB with a residence in Sun Valley, California sustained a T10 fracture, sternum fracture and head trauma. Gonzalez was ground transported to Gila River Ambulance M429 to Maricopa County Medical Center where he was admitted for his injuries. Officer Geronimo #6257 contacted Gonzalez who stated he was seated in seat 3 with his wife Maria Garcia Gonzalez who was seated in seat 4. Gonzalez stated he was awake prior to the collision and recalls while enroute the bus driver appeared to be falling asleep because he heard the bus on multiple occasions driving over the grooves posted on the right shoulder. Gonzalez further related the bus was going too fast and the driver was driving over 10 hours. Gonzalez indicated the driver drove from El Paso, Texas and prior to the collision he saw the white truck in front of them. Gonzalez said he felt the bus fishtail right then left then heard a loud noise and the bus rolled over. For further information see Officer Geronimo's supplemental report.

- On March 10, 2010 I conducted a recorded interview with Manuel Gonzalez at Maricopa County Medical Center on the 4<sup>th</sup> floor room 52 bed 3. Rio Salado College Nursing Student Azael



Uriate, a fluent Spanish, speaker assisted with translation. Gonzalez related (through Uriate) he was seated in seat 3 or 4 on the right side of the bus seated near the front. Gonzalez stated as they were closer to Phoenix he could feel the bus speeding and swerving left to right. Gonzalez stated a male passenger in the bus asked the driver to slow down, the driver returned by saying why, we are ahead of the other buses. Gonzalez indicated the driver did not change at El Paso, Texas but at Villa Ahumada, Mexico and was driving for about 10 hours before the crash. Gonzalez described the driver driving from Villa Ahumada, Mexico wearing a brown checkered shirt. Alvarado was wearing a brownish plaid shirt and Salazar was wearing a light blue shirt. Gonzalez was asked if he could see the driver and if he saw the driver asleep or his nod down as if asleep, Gonzalez stated he did not see if he was asleep or if the driver's head dropped as if he was asleep. For further information see Officer Geronimo's supplemental report.

6. Victor Lira, DOB [redacted] with a residence in Covina, California sustained multiple rib fractures. V. Lira was ground transported by Gila River Ambulance M423 to Maricopa County Medical Center where he was admitted for his injuries. Officer Reaves contacted V. Lira who stated he was asleep prior to the collision in seat number 17. (w/ Teresa Lira)
7. Jazmin C. Porras, DOB 1/95 with a residence in Phoenix, Arizona sustained a left rib fracture and clavicle dislocation. Porras was air transported by Native Air 1 to Maricopa County Medical Center where she was admitted for her injuries. Officer Reaves contacted Porras who stated she was awake prior to the collision seated in seat number 28. Porras stated she felt the bus move left then hard to the right and then she felt the bus hit something and roll over. Porras stated she was traveling alone. For further information see Officer Reaves's supplemental report.
8. [redacted] with a residence in [redacted] sustained multiple left rib fractures and a pneumothorax. [redacted] was air transported by Native Air 2 to Maricopa County Medical Center where he was admitted for his injuries. Officer Young #6080 contacted [redacted] who stated he was asleep prior to the collision sitting on the right side near a window five rows from the front. [redacted] stated he was traveling with two other family members.
9. Manuela Roman, DOB [redacted] with a residence in Bakersfield, California sustained a left rib fracture and head trauma. Roman was ground transported by Gila River Ambulance M425 to Maricopa County Medical Center where she was admitted for her injuries. Officer Geronimo contacted Roman who was medicated and only could state she was traveling with her sister. Hermelinda Hernandez + Mother Margarita de Haro
10. Lauro Varga, DOB [redacted] with a residence in Bakersfield, California sustained a left wrist fracture, left ankle fracture and head trauma was air transported by Native Air 6 to Maricopa County Medical Center where he was admitted for his injuries. No contact was made with L. Vargas.
11. Maribel Vargas, DOB [redacted] with a residence in Bakersfield, California sustained C1 Fracture, multiple left rib fractures, facial laceration and a punctured left lung. M. Vargas was air transported by Native Air 6 to Scottsdale Osborne Hospital where she was admitted for her injuries. Officer Torres #5443 contacted M. Vargas stated she was traveling with two family members and three friends returning from Mexico. M. Vargas stated she was asleep prior to the collision and stated she was seated in seat number 5, her husband L. Vargas in seat 6, and their daughter seated in seat 7. M. Vargas stated her friend M. De Haro was seated in seat 8, I. Roman in seat 9 and JoseFina in seat 10.
12. [redacted] with a residence in Bakersfield, California sustained facial abrasions [redacted] was ground transported by Southwest Ambulance 436 to Scottsdale Osborne Hospital where she was treated and released to family members. Officer Torres contacted [redacted] who stated she was asleep prior to the collision.

13. Martin Rodriguez, DOB \_\_\_\_\_ with a residence in Las Vegas, Nevada sustained a C Spine Fracture and a near amputation of the left thumb. Rodriguez was ground transported by Southwest 571 to St. Josephs Hospital where he was admitted for his injuries. Officer Geronimo contacted Rodriguez who stated he was traveling with his son and daughter. Rodriguez stated he was seated in seat number 13 and they (the bus) were traveling in the right lane and felt the bus move left to right when he heard a loud noise as if hitting something and rolled multiple times.
14. \_\_\_\_\_ with a residence in Las Vegas, Nevada with no injuries where noted. \_\_\_\_\_ was ground transported by Southwest 571 to St. Josephs Hospital with her father. Officer Torres contacted C. Rodriguez who stated she was asleep prior to the collision sleeping in seats 19 and 20 with her \_\_\_\_\_ : seated in seat 15.
15. Margarita Banuelos, DOB \_\_\_\_\_ was ejected from the bus and found deceased at the scene. Next of Kin Notification was made by Officer Reaves by telephone to Art her nephew at 1145 hours. Next of Kin was also made to Gloria Banuelos (sister) by Jorge Solchaga from the Mexican Consulate at approximately 1257 hours.
16. Margarita De Haro, DOB \_\_\_\_\_ was ejected from the bus and found deceased at the scene. Next of Kin Notification was made by Officer Reaves, in person, to Tomasa Hernandez her goddaughter at 1157 hours.
17. Nicanor Hernandez, DOB \_\_\_\_\_ was ejected from the bus and found deceased at the scene. Next of Kin Notification was made by Officer Reaves by telephone to Lucio his nephew at 1210 hours.
18. Hermelinda Hernandez, DOB \_\_\_\_\_ was ejected from the bus and found deceased at the scene. Next of Kin Notification was made by Officer Reaves by telephone to Sonia her daughter at 1120 hours. Next of Kin was also made to Martha Hernandez (sister-in-law) by Jorge Solchaga from the Mexican Consulate at approximately 1350 hours.
19. Maria \_\_\_\_\_ Garcia, DOB \_\_\_\_\_ was ejected from the bus and found deceased at the scene. Next of Kin Notification was made by Officer Reaves in person to Eldmina her niece at 1125 hours.
20. Eusebia \_\_\_\_\_ Rios, DOB \_\_\_\_\_ was ejected from the bus and found deceased at the scene. Next of Kin Notification was made by me via telephone to Patricia Medel, her aunt, at 1608 hours.

#### **Mexican Consulate Notification**

On March 5, 2010 at approximately 0855 hours Sergeant Swavely contacted Isaias Noguev of the fatal collision resulting in six fatalities and 16 other injured passengers. At approximately 1030 hours Sergeant Swavely contacted Jorge Solchaga and provided updated patient information for relatives.

#### **Vehicle 2**

Vehicle 2 is a gray 1997 Ford F-150 ¾ ton truck registered to Manuel \_\_\_\_\_ Segura of Sonora, Mexico. Vehicle 1 sustained contact damage to the left rear corner panel, rear tailgate and rear bumper. There is blue paint transfer on the left rear quarter panel and tailgate of the same color of vehicle 1. Vehicle 2 was transported to AZ DPS evidence storage Phoenix, Arizona by Southwest Towing.

During inspection of vehicle 2 I noted the light switch was turned off. I inspected the left rear light assembly which sustained contact damage. Through the damaged left rear quarter panel I observed the intact tail light bulb. I was unable to remove the bulb from the housing but was able to inspect the bulb and determined the light was on at the time of the collision. The filament displayed signs of hot shock

with deformation to the filament. I was able to catalog pictures of the bulb within the housing. I attempted to remove the cover to the right side tail lamp assembly for inspection but was unable due to damage of the tailgate. Officer Birtcher requested I not remove the light assemblies or bulbs from the vehicle at that time.

Officer Seckreki #7159 obtained the following tire information: The left front tire, a Firestone P245/70 R16 with good tread depth and air pressure at 28 psi; the right front tire, a Firestone P245/70 R16 with good tread depth and air pressure at 25 psi; the left rear tire, a Firestone P245/70 R16 with good tread depth and air pressure at 0 psi; the right rear tire, a Firestone P245/70 R16 with good tread depth and air pressure at 22 psi.

#### **Vehicle 2 Driver Information**

The driver of vehicle 2, Manuel ..... Segura was identified from a picture bearing Mexico driver's license. Lopez Segura sustained no injuries resulting from the collision.

Lopez Segura was interviewed at the scene utilizing Gila River PD Corporal Youcupicio #1139 a Spanish speaker as a translator. Lopez Segura related he was traveling from Mexico to Phoenix, Arizona. Lopez Segura stated he westbound Interstate 10 in the right lane traveling at approximately 65 mph when the bus collided with the left rear of his vehicle. Lopez Segura stated he did not slow down prior to being struck by the bus. For further information see Officer's Seckreki #7159 and Rutherford #7274 supplemental reports.

#### **TWENTY-FOUR HOUR HISTORY**

Lopez Segura related he had departed his residence in Sonora Mexico at approximately 1000 hours on March 4, 2010 enroute to Phoenix, Arizona. He stated he arrived in Tucson, Arizona at approximately 1800 hours, checked into a hotel located near 6<sup>th</sup> Street and Valencia Blvd but did not recall the name of the hotel and went to bed after eating dinner. Lopez Segura stated he woke up at approximately 0230 hours on March 5, 2010 and at approximately 0345 hours drove without stopping from the location of the hotel in Tucson, Arizona to the area of the collision.

#### **WITNESS STATEMENTS**

Five independent witnesses to either the collision and/or vehicle 1's erratic driving behaviors were identified and interviewed; documented on AZDPS Traffic Accident Witness Statement forms or recorded media.

**Jack Serfass** of Casa Grande, Arizona was interviewed at the scene with a follow-up recorded telephonic interview conducted on March 18, 2010.

- Related he was traveling westbound Interstate 10 west of milepost 175 in a Wal-Mart truck-tractor at 64 mpg (vehicle governed at 64/65 mph) when he observed the bus in his rear view mirror.
- Observed the bus weaving left to right in the passing (left) lane partially into the right lane
- Stated the vehicle partially entered the right lane as the bus was next to him forcing him onto the emergency shoulder to avoid a collision.
- Observed bus go into the median, stated he did not observe the buses brake lights activate prior to entering the median.
- Stated he was no more than approximately 1/8 to 1/4 mile behind the bus at the time of the collision.

**Floyd Shaw Jr.** of Livingston Texas interviewed on March 8, 2010, recorded telephonic.

- Related he was traveling westbound Interstate 10 from Casa Grande, AZ at 75 mph with the cruise control activated.

- Stated near milepost 180, the bus passed him and drifted into the right lane forcing him to disengage the cruise control and move partially over onto the shoulder to avoid a collision.
- Stated after bus fully entered the number 2 lane and passed him, he engaged the cruise control at 75mph and the bus was pulling away from him.
- Stated shortly after, he observed the bus straddle the number 1 and 2 lanes for approximately 1/2 mile on two separate occasions between mileposts 180 and 175.
- Observed the bus almost collide with a Sam's (Walmart) truck-tractor, stated the bus swerved to the left lane enough to observe the top of the bus shake or "waggle" drastically from left to right.
- Observed the lights of a vehicle ahead of the bus in the number 2 lane with its lights on. Shaw said he did not see the brake lights of the vehicle (truck) activate until after being struck by the bus.
- Stated just prior to the collision he saw the bus swerve to the left before contacting the vehicle.

**Walter Catton** of Casa Grande, Arizona was interviewed on March 8, 2010, recorded telephonic.

- Related he was traveling westbound Interstate 10 from milepost 185 at 70-75mph.
- Stated two vehicles (brown truck-tractor and a blue bus) passed him at a high rate of speed, enough to cause a loud slamming noise against his vehicle.
- Stated the bus was extremely close to the truck-tractor to appear as attached to the truck-tractor. Stated the bus was drafting the truck-tractor.
- Observed near milepost 183 the truck-tractor and bus approached traffic in the left lane, both the truck tractor and bus moved to the number 2, then back into the left lane.
- Observed the truck move into the right lane and tap its brakes and slow down attempting to get the bus off his tail.
- Further on Interstate 10 he observed the brake lights of vehicles

**Darrell Einsele**; Einsele was interviewed on March 9, 2010, recorded telephonic.

- Related he was traveling westbound Interstate 10 near Picacho (milepost 211) in the number 2 lane.
- Stated his truck-tractor is governed at 62 mph.
- Stated near milepost 211, reduced width roadway with guardrails on both sides of the westbound traffic, he observed a blue bus approach from the number 1 lane at a higher rate of speed.
- Stated as the bus was next to his cab, the bus "crowded him pretty good" enough to force him to move over to the right but did not enter the shoulder.

**Manuel Gonzalez** of Sun Valley, California was interviewed on March 5, 2010 by Ofc Geronimo and a follow-up recorded interview on March 10, 2010.

- Related he was a passenger on the bus seated in seat 3 and awake prior to the collision.
- Stated on March 5 the driver appeared to be falling asleep because he heard the bus on multiple occasions drive over the rumble strips on the right side of the roadway.
- Stated he believed the bus was going too fast and the driver had been driving over 10 hours.
- Stated on March 10 he believed the bus was speeding and as they (the bus) were closer to Phoenix, Arizona the bus swerved left to right several times.
- Stated a passenger asked the driver to slow down but he heard the driver say, why, we are ahead of the other buses.
- Described the driver to be wearing a brown checker shirt and not a blue one.
- Stated the driver changed driving at Villa Ahumada, Mexico and not at El Paso, Texas.

See attached supplement and witness reports.

## INVESTIGATION

Based on driver and witness statements, evidence at the scene and physical damage to both vehicles the collision occurred in the following manner. Both vehicle 1 and 2 were westbound Interstate 10 in the number 2 lane. Vehicle 1 collided with the left rear of vehicle 2, this is evident by damage to the vehicles to include blue paint transfer, matching the same color of the motorcoach, on the left rear quarter panel and tailgate of vehicle 2 and a gouge marks within the number 2 lane. Vehicle 1 continued left across number 1 lane entering the median evident by three paralleled tire furrow marks within the median. The driver of vehicle 1 input right steering evident by a clockwise curvature of tire furrow marks through and exiting the median. Vehicle 1 continued across both lanes of westbound traffic onto the emergency shoulder. The driver input left steering with vehicle 1 entering the soft dirt shoulder commencing a counter-clockwise rotation evident by tire friction and tire furrow marks on the roadway and in the soft dirt shoulder adjacent to Interstate 10. Vehicle 1 tripped onto its right side sliding on the dirt desert area for approximately 80 feet with the top right edge of vehicle 1 digging into the soft dirt facilitating vehicle 1 to complete a rollover landing upright on its wheels facing northwest. Vehicle 2 came to a controlled rest off right in the desert area.

## PERSONNEL ON SCENE

Pinal County Medical Examiner Office (PCME)  
500 S. Central Ave. / POB 808 Florence, AZ 85232  
Office 520-866-7272 Fax#520-866-7251  
-Investigator L. Stewart # 615

Chandler Fire Department  
221 East Boston Street / Chandler, AZ  
85225  
(480) 782-2120  
Incident # 10059984

Maricopa Fire Department  
44624 West Garvey Avenue, Maricopa  
85239  
(520) 568-3333

Native American Air (Native 1/2/10)  
POB 6069 Mesa, AZ 85216  
Office #480-988-3840  
Native 1 Flight # W56424  
Native 2 Flight # W56425  
Native 10 Flight # W56424

Arizona Department of Public Safety (DPS)  
410 W Centennial Blvd. Casa Grande, AZ 85122  
Office #520-836-1057 Fax #520-836-9594  
See Below:

### ON-SCENE PERSONNEL-

- Officer L. Arden #6654 -Lead Investigator, Next of Kin Notification, Interviews Witnesses, Passengers
- Lieutenant M. Corbin #2366 -Incident Commander
- Sergeant Swavely #4746 - Scene Supervisor/ Scribe
- Sergeant Blue #5195 - Traffic Control Supervisor
- Sergeant Bowles # 4374 - Commercial Vehicle Inspection
- Officer Slade # 1843 - Commercial Vehicle Inspection
- Officer Reeves # 5901 - Commercial Vehicle Inspection
- Officer Peterson #6145 - Commercial Vehicle inspection
- Officer Hartkopf #7152 - Incident Command Scribe
- Officer Reaves #2977 - assisted with and interview Bus Passengers; Next of Kin Notifications
- Officer Angstead #6228 - assisted with and interview Bus Passengers
- Officer Young #6080 - assisted with and interview Bus Passengers
- Officer T. Heinrich #5617 - Lead investigator of 2-vehicle injury collision. See DR2010-011268
- Officer P. Harding #7003 - assisted with Spanish Translation, interview of driver, FUP at CGRMC
- Officer S. Seckreki #7159 - assisted with vehicle 2 information, interview, assisted PCME with deceased/ Photos
- Officer T. Rutherford #7274 - assisted with vehicle 2 information, interview, assisted PCME with deceased
- Officer Birtcher #5355 - VCU Supervisor; assisted with scene measurements, reconstruction
- Officer Kesler #5221 - assisted with scene measurements, reconstruction
- Officer Getting #5493 - assisted with scene measurements, reconstruction
- Gary Keltz #6131 - scene documentation, photographs
- Officer Bailey #6143 - Media Liason

Gila River Fire Department  
51st Avenue And Pecos Rd Laveen, AZ 85339  
(520) 562-3663  
Incident # 10010064

Sun Lakes Fire Department  
25020 South Alma School Road / Sun Lakes, AZ  
85248  
(480) 895-9343  
Incident # 10-0059984

Southwest Ambulance (EMS) (SW505 / SW571)  
4141 N Granite Reef Scottsdale, AZ 85022

Office #480-627-6805  
Incident # 10041278

Air E-Vac (Evac 6/9)  
200 N 44<sup>th</sup> St Suite #800 Phoenix, AZ 85008  
Office #800-421-6111  
Air Evac 6 Flight # 60-10-70391  
Air Evac 9 Flight # 60-10-73090

WHP  
Punch for  
Evac

Continued on next page

- Reserve Officer Figueroa #90031 - assisted with investigation
- Officer Lee #7248 - Witness Statement (Serfass)
- Officer Howerton #6991 - Traffic Control; westbound queue

**INVESTIGATION FOLLOW-UP PERSONNEL -**

- Officer Williams #6371 - DRE Evaluator and FUP interview of driver 1 at MCMC
- Officer Petersen #6177 - FUP interview/24hour History of driver 1 at MCMC
- Officer Geronimo #6275 - FUP interview and patient status at St. Joseph Hospital and MCMC
- Officer Torres #5443 - FUP interview and patient status at Scottsdale Osborn Hospital

|   |           |       |     |      |                  |                      |
|---|-----------|-------|-----|------|------------------|----------------------|
| ARIZONA TRAFFIC ACCIDENT REPORT<br><br>SUPPLEMENT<br>FORWARD COPY TO<br>ACCIDENT RECORDS ANALYSIS UNIT 064R<br>ARIZONA DEPARTMENT OF TRANSPORTATION<br>206 S 17 <sup>TH</sup> AVE., PHOENIX, ARIZONA 85007-3233 | REPORT ID |       |     |      |                  | Agency Report Number |
|   | YEAR      | MONTH | DAY | HOUR | OFFICER'S ID NO. | 2010-011297          |
|   | 2010      | 03    | 05  | 0527 | 6654             |                      |
| ACCIDENT DESCRIPTION<br>(NARRATIVE)   |           |       |     |      |                  |                      |

On 03/05/2010 at approximately 0827 hours, I was dispatched by radio to respond to Scottsdale Osborn Hospital for a Drug Recognition Evaluation on a driver involved in a collision on Interstate 10 Milepost 174. At approximately 0845 hours, I was briefed via cell phone by Sgt. Swavely #4746. Sgt Swavely told me the subject, Alfonso Alvarado DOB: [REDACTED] was the driver of a bus carrying 20 passengers that rolled over on I10 MP 174. There were no obvious signs of influence observed at the scene. Upon arrival at Scottsdale Osborn Hospital, I was told by the staff that Alvarado was transported to Maricopa County Medical Center (MCMC).

At approximately 1010 hours, I arrived at MCMC and contacted Alfonso Alvarado in the Trauma Room. Alvarado had cuts and stitches on the right side of his forehead and was wearing a neck brace. MCMC provided a Spanish language interpreter, Elva Denny, to assist me during my interview of Alvarado. The interview was recorded on micro cassette tape, which was later submitted into evidence. The answers provided by Alvarado in this report were interpreted by Elva Denny.

I conducted a Drug Recognition Evaluation on Alvarado. (See attached: Drug Influence Evaluation.)

Alvarado told me (through the interpreter) that the bus he was driving in left Zhatecas, Mexico at approximately 0900 hours on 03/04/2010 en route to Los Angeles, California. Alvarado told me he drove the bus between the hours of 0900 and 1500 hours. Alvarado told me he slept from 1500 hours until 2200 hours, while his co-driver, David Salazar, drove the bus. Alvarado told me he began driving again at midnight (12 AM) on 03/05/2010. Alvarado said he Salazar performed the switch while at the scales in El Paso, Texas.

I told Alvarado that the officers on scene said his log book was incomplete and that the last seven (7) days were not filled in. When I asked him to account for the missing daily records, Alvarado said (through the interpreter) that he wasn't making any trouble. I asked if he had been driving over the last seven days, to which Alvarado told me he had not, and that he had been performing maintenance on the unit (bus) during that time.

I asked Alvarado if the seating chart for the trip was accurate or if people had switched seats during transport. Alvarado told me the chart would be inaccurate and that passengers often changed seats during a trip. When I asked Alvarado if he had an accurate list of the passengers who were on the bus, he said there was a list of passengers located above the driver's seat on the ceiling. If not there, Alvarado said Salazar would be in possession of the passenger list. When asked how many people were on the bus, Alvarado said there were 20 passengers and two drivers.

I asked Alvarado what happened during the collision. Alvarado told me through the interpreter that he was driving the bus behind a white truck at approximately 70 miles an hour when the white truck stopped or slowed down suddenly. Alvarado told me he input steering but could not avoid colliding with the rear of the truck and lost control of the bus. Alvarado said he did not remember anything after losing control of the bus. I asked Alvarado what the distance was between the bus and the white truck, but he said he could not remember, and that the collision happened too fast. Alvarado told me the officers on scene told him he needed to go to hospital to be seen for his injuries.

Alvarado consented to a blood draw for scientific analysis. I took possession of two vials of blood marked with the name "Vector Five One Zero", which was the same name written on Alvarado's hospital gurney. I submitted the blood to Property and Evidence for storage and evaluation of drug and/or alcohol content.



|   |           |       |     |      |  |                      |             |
|---|-----------|-------|-----|------|--|----------------------|-------------|
| ARIZONA TRAFFIC ACCIDENT REPORT   | REPORT ID |       |     |      |  | Agency Report Number |             |
|   | YEAR      | MONTH | DAY | HOUR |  | OFFICER'S IO NO.     | 2010-011297 |
| SUPPLEMENT<br>FORWARD COPY TO<br>ACCIDENT RECORDS ANALYSIS UNIT 064R<br>ARIZONA DEPARTMENT OF TRANSPORTATION<br>206 S 17 <sup>TH</sup> AVE, PHOENIX, ARIZONA 85007-3233 | 2010      | 03    | 05  | 0527 |  | 6654                 |             |
| ACCIDENT DESCRIPTION<br>(NARRATIVE)   |           |       |     |      |  |                      |             |

John Quartuccio of the US Department of Transportation arrived at MCMC to interview Alvarado at approximately 1230 hours. This interview was also included on the recording submitted into evidence.

This ended my involvement in this matter.

Officer D. Williams #6371- DRE/ Interview  
 Arizona Department of Public Safety  
 Highway Patrol Division  
 District 11 Area 4  
 16705 East Avenue of the Fountains  
 Work: (480) 837-2162 Fax: (480) 816-9436  
[djwilliams@azdps.gov](mailto:djwilliams@azdps.gov)

Elva Denny- Interpreter  
 Maricopa Integrated Health System  
 2601 East Roosevelt Street  
 Phoenix, AZ 85008  
 (602) 344-5127



ARIZONA DEPARTMENT OF PUBLIC SAFETY  
DRUG INFLUENCE EVALUATION

EVALUATOR: Williams

IACP# 14604

ROLLING LOG#:

REPORT NUMBERS: 2010-011297

SCRIBE: Williams

TYPE OF EVALUATION: Enforcement

WITNESS:

RESTEE'S NAME (Last, First, Middle)

Date of Birth

Age

Sex

Race

Arresting Officer (Name, ID#)

Arado, Alfonso

67

M

H

Arden #6654

Date Examined / Time / Location

Breath Results:

Test Refused ☐

Chemical Test:

Urine ☐

Blood ☒

3/5/10/1020/Maricopa Cnty Medical Center

Results:

Instrument #:

Test or tests refused ☐

Miranda Warning Given

☐ Yes

☒ No

What have you eaten today? When?

What have you been drinking?

How much?

Time of last drink?

Given By:

☐ Yes

☒ No

Burrito / Chesadi / 2 AM

None /

Time now / Actual

When did you last sleep? How long

Are you sick or injured?

Are you diabetic or epileptic?

UNK / 1029

Yesterday / 3PM to 10PM

☒ Yes ☐ No Head Injury

☐ Yes ☒ No

Do you take insulin?

☐ Yes ☒ No

Do you have any physical defects?

☐ Yes ☒ No

Are you under the care of a doctor or dentist?

☐ Yes ☒ No

Are you taking any medication or drugs?

☐ Yes ☒ No

Attitude:

Cooperative / Other / In Pain (Injury)

Coordination:

N/A / N/A / In Hospital Bed

Speech:

Breath Odor:

Normal / N/A /

Face:

Other / Facial Injuries (Above Right Eye)

Corrective Lenses:

☐ None

☒ Glasses

☐ Contacts, if so

☐ Hard

☐ Soft

Eyes: ☐ Reddened Conjunctiva

☐ Normal ☒ Bloodshot ☒ Watery

Blindness:

☒ None ☐ Left ☐ Right

Tracking:

☒ Equal ☐ Unequal

Pupil Size:

☒ Equal

☐ Unequal (explain)

Vertical Nystagmus

☐ Yes ☒ No

Able to follow stimulus

☒ Yes ☐ No

Eyelids: ☐ Normal

☒ Droopy

Pulse and time

1. 83 / 1020

2. 87 / 1049

3. 86 / 1100

HGN

Lack of Smooth Pursuit

Right Eye

None

Left Eye

None

Maximum Deviation

None

None

Angle of Onset

None

None

Convergence

Right eye Left eye

ONE LEG STAND

L R

☐ ☐ Sways while balancing

☐ ☐ Uses arms to balance

☐ ☐ Hopping

☐ ☐ Puts foot down

Romberg Balance

Walk and turn test

Cannot keep balance

Starts too soon

Stops walking

Misses heel-toe

Steps off line

Raises arms

Actual steps taken

1<sup>st</sup> Nine 2<sup>nd</sup> Nine

Internal clock estimated as 30 seconds

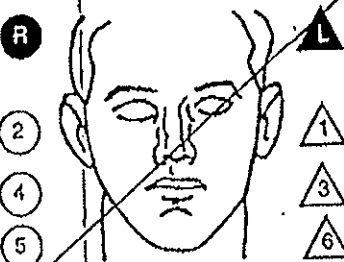
Describe Turn

Cannot do test (explain)

IN HOSPITAL BED

Type of footwear:

Draw lines to spots touched



COULD NOT LIFT ARMS

Blood pressure

157/87

Temperature

9

Muscle tone:

☐ Normal

☐ Flaccid

☐ Rigid

Comments:

What drugs or medications have you been using?

None

How much?

None

Time of use?

N/A

Where were the drugs used? (Location)

None

Time of arrest:

3/5/10/

Time DRE was notified:

0827

Evaluation start time:

1020

Evaluation completion time:

1100

Precinct/Station:

Maricopa County Medical Center

Opinion of Evaluator:

☐ Depressant

☐ Hallucinogen

☐ Narcotic Analgesic

☐ Cannabis

☐ Alcohol Rule Out

☐ Unable to Determine Category

☐ Stimulant

☐ Dissociative Anesthetic

☐ Inhalant

☐ Alcohol

☐ Medical Rule Out

☒ No Impairment

Felony Offense:

N/A

Misdemeanor Offense:

N/A

Reviewed/approved by / date:

Revised 06/07



## ARIZONA DEPARTMENT OF PUBLIC SAFETY DRUG INFLUENCE NARRATIVE

|                          |            |                  |                  |
|--------------------------|------------|------------------|------------------|
| Date:                    | 03/05/2010 | DR Number:       | 2010-011297      |
| Officer's Name:          | Williams   | Citation Number: |                  |
| Officer's Serial Number: | 6371       | Suspect Name:    | Alfonso Alvarado |
| IACP Number:             | 14604      | Date of Birth:   |                  |

### 1. Location:

On 03/05/2010 at 1020 hours, a drug influence evaluation was conducted on Alfonso Alvarado while at the Maricopa County Medical Center.

### 2. Witnesses:

Certified D.R.E./ Instructor: Williams #6371  
Evaluator: Williams #6371  
Scribe: Williams #6371  
Observer:

### 3. Breath Test:

A breath test was not conducted.

### 4. Notification and Interview of Arresting Officer:

On 03/05/2010 at approximately 0827 hours, I was dispatched by radio to respond to Scottsdale Osborn Hospital for a Drug Recognition Evaluation on a driver involved in a collision on Interstate 10 Milepost 174. At approximately 0845 hours, I was briefed via cell phone by Sgt. Swavely #4746. Sgt Swavely told me the subject, Alfonso Alvarado DOB: [redacted] was the driver of a bus carrying 20 passengers that rolled over on I10 MP 174. There was no obvious influence observed at the scene. Upon arrival at Scottsdale Osborn Hospital, I was told by the staff that Alvarado was transported to Maricopa County Medical Center (MCMC).

### 5. Initial Observation of the Suspect:

At approximately 1010 hours, I arrived at MCMC and contacted Alfonso Alvarado in the Trauma Room. Alvarado had cuts and stitches on the right side of his forehead and was wearing a neck brace. MCMC provided a Spanish language interpreter, Elva Denny, to assist me during my interview of Alvarado. The interview was recorded on micro cassette tape, which was later submitted into evidence. The answers provided by Alvarado in this report were interpreted by Elva Denny.

### 6. Medical Problems and Treatment:

Alvarado had a head injury and a possible ankle injury. He would be lying on a hospital gurney in the Trauma Ward for the duration of the evaluation, causing several tests to be omitted.

## 7. Psychophysical Tests:

- A) Romberg modified: Not performed
- B) Walk and turn: Not performed
- C) One leg stand (left leg): Not performed
- D) One leg stand (right leg): Not performed
- E) Finger to nose: Not performed

## 8. Clinical Indicators:

HGN: None,

Vertical Nystagmus: None,

Lack of Convergence: N/A, Not performed

Body Temperature: N/A,

Blood Pressure: Normal Range,

Pulse: Normal Range, High end of normal spectrum

Pupil Size: Normal Range,

Reaction to Light: N/A,

Hippus: N/A,

Rebound Dilation: N/A,

## 9. Signs of Ingestion:

None

## 10. Suspect's Statements:

Alvarado told me (through the interpreter) that the bus he was driving in left Zatecas, Mexico at approximately 0900 hours on 03/04/2010 en route to Los Angeles, California. Alvarado told me he drove the bus between the hours of 0900 and 1500 hours. Alvarado told me he slept from 1500 hours until 2200 hours, while his co-driver, David Salazar, drove the bus. Alvarado told me he began driving again at midnight (12 AM) on 03/05/2010. Alvarado said he Salazar performed the switch while at the scales in El Paso, Texas. I asked Alvarado what happened during the collision. Alvarado told me through the interpreter that he was driving the bus behind a white truck at approximately 70 miles an hour when the white truck stopped or slowed down suddenly. Alvarado told me he input steering but could not avoid colliding with the rear of the truck and lost control of the bus. Alvarado said he did not remember anything after losing control of the bus. I asked Alvarado what the distance was between the bus and the white truck, but he said he could not remember, and that the collision happened too fast. Alvarado told me the officers on scene told him he needed to go to hospital to be seen for his injuries.

Driving  
for  
Five  
hours

## 11. DRE's Opinion:

It is my opinion as a certified DRE, that Alfonso Alvarado is not under the influence of drugs or any other substance.

## 12. Toxicological Sample:

A blood sample was collected at 1213 hours by the Maricopa County Medical Center.

**13. Miscellaneous:**

None

Mr. Alvarado related that he had been driving a bus for Tierra Santa, Inc. since November 2009. He had worked for no other bus companies in the United States except them. He had worked for several bus companies in Mexico for the past 42 years. He told me that Cayetano Martinez was his "boss", had hired him and was the person that pays him. He said the today's trip began in Jerez, Zacatecas, Mexico and was destined for Los Angeles, California. He said he made this trip once a week normally or once every two weeks when things were slower, such as now. He said he was always partnered with David Salazar as co-driver. He said that he drove from Jerez starting at 9am on March 4, 2010 until 3pm. Mr. Salazar then took over driving until midnight at the El Paso "scales". He said he went into the sleeper berth on the bus and was comfortably rested when he resumed driving at 0030 hours March 5<sup>th</sup>. He then drove until the crash.

He was asked if he understood the US hours of service limitations and if he filled out driver records of duty status (logbooks). He indicated that he did not have the ability to fill out logbooks and that Mr. Salazar filled out his logbook for him to sign. He could not explain the US hours of service limits and said only that the driving limits in Mexico were "6 or 8 hours of driving". He was asked who controlled or made his daily schedule and he replied "David" referring to co-driver Salazar. He stated that the bus involved in the crash was the same bus he always drove on this route and that he had had no mechanical problems with the bus on this trip. I asked if he was speeding at the time of the crash, he said no that he was going 70 MPH. I asked him the speed limit at the crash location and he replied that it was 75 MPH. I asked if the company ever rushed him on his trips, he replied, no. I asked him what or who then was the cause of the crash. He said that a truck had stopped in front of him and when he hit the brakes he lost control of the bus and it crashed. I said "stopped" or slowed? He replied slowed. I asked if he had any further comment about his employer or the crash he wanted to make and he said only that he was sorry for the situation. I wished him well in his recovery and he said thank you. I ended my interview at that time, which was at 1pm. ---end---

John Quartuccio

3-5-2010

|   |  |            |             |           |              |                          |             |
|---|--|------------|-------------|-----------|--------------|--------------------------|-------------|
| ARIZONA TRAFFIC ACCIDENT REPORT   |  | REPORT ID  |             |           |              | Agency Report Number     |             |
| SUPPLEMENT<br>FORWARD COPY TO<br>ACCIDENT RECORDS ANALYSIS UNIT 064R<br>ARIZONA DEPARTMENT OF TRANSPORTATION<br>205 S 17 <sup>TH</sup> AVE, PHOENIX, ARIZONA 85007-3233 |  | YEAR<br>10 | MONTH<br>03 | DAY<br>05 | HOUR<br>0527 | OFFICER'S ID NO.<br>6654 | 2010-011297 |
| ACCIDENT DESCRIPTION<br>(NARRATIVE)   |  |            |             |           |              |                          |             |

On March 8, 2010 while at AZ DPS, Casa Grande I conducted two recorded telephonic interviews with two individuals who witnessed the prior driving behavior of a blue colored motorcoach involved in a multiple fatality collision occurring on March 5, 2010 at approximately 0527 hours on Interstate 10 at milepost 174.

At approximately 1055 hours I conducted a recorded telephonic interview with Walter Catton, DOB [REDACTED]. Catton stated he entered Interstate 10 westbound from Pinal Avenue (milepost 185) traveling approximately 70 mph in the number 2 lane at approximately 0510 hours with limited vehicle traffic. At that time, a gold or brown colored truck-tractor (lead vehicle) and a blue bus (second vehicle) passed him from the number 1 lane at a high rate of speed, enough to hear a slamming noise caused by the wind from the truck and bus that passed. The bus was a blue color and had writing on the rear of the bus. Catton stated the bus moved too fast for him to get a look at a plate number. He stated it appeared the bus was drafting the truck-tractor; it was close that is what drew his attention to the bus. When asked how close the bus was, Catton stated within one car length (19 feet or less) appearing the bus was attached to the trailer of the truck-tractor. Somewhere near the rest area (milepost 183) the truck-tractor and bus caught up to some other traffic; both the truck-tractor and the bus changed lanes to pass the traffic and changed back over. Catton stated he saw the truck-tractor and bus were in the fast lane (number 1) and later he saw the truck-tractor change into the right lane and tap the brakes to slow down. It seemed like he was attempting to get the bus from behind him. Catton stated he saw the bus continue, by the time he got to the next overpass he observed brake lights from other traffic. Catton stated as he neared Casa Blanca Road he saw tribal police coming off the reservation onto the Interstate and that is when he realized something had happened. After arriving at work, Catton heard that there was a bus accident and then it clicked. Co-workers asked if he saw anything; that is when Catton stated he sent an email off to Sheriff Babeau. Catton stated he didn't call 911 about the collision as he wasn't sure what it was and by the time he knew it was a collision emergency personnel were already out there. Catton stated he was in process of calling in the driving behavior of the bus but his phone fell off the seat and didn't feel safe to grab his phone while driving. Catton stated he does not wear glasses. This concluded Catton's statement.

At approximately 1119 hours I conducted a recorded telephonic interview with Floyd Shaw Jr, DOB [REDACTED]. Shaw stated he left Casa Grande headed to the airport in Phoenix. He stated he entered westbound Interstate 10 at milepost 185 and consciously set his cruise control at 75 mph. Somewhere near milepost 180, a bus passed him and the bus was drifting into his lane (number 2 lane). Shaw stated he disengaged his cruise control to slow down and scoot over to avoid colliding with bus, the bus continued into the number 2 lane. Shaw stated the bus kept coming over, so he thought the driver might be asleep or something so Shaw stated he started to pay attention to the bus. Shaw stated he reengaged his cruise control after the bus entered the number 2 lane and the bus slowly pulled away from him. Shaw stated a few miles down the road; he saw the bus drive down the center of the roadway between the number 1 and 2 lanes for approximately 1/4 to 1/2 mile. Shaw stated the bus almost collided with the rear of a Sam's (Wal-Mart) Wholesale truck-tractor, he said he saw the bus swerve to the left into the number 1 lane. Shaw said the bus moved over quickly the top of the bus shaking and wobble drastically. He stated the bus moved back into the right (number 2 lane) after passing the Sam's (Wal-Mart) truck. The Sam's truck was slower than 75mph; I passed the Sam's truck as well going 75mph. At this point, Shaw stated he grabbed his phone and started to look for a mile marker, close to exit 175 I saw the bus again drive down the center of the roadway between the number 1 and 2 lanes for approximately 1/4 to 1/2 mile or longer I couldn't tell for sure. Shaw stated he started to dial 911 as the bus was coming up on the back of a pickup truck which the bus eventually collided with. Shaw stated he could see the bus approaching another vehicle but

| Officer Name | ID No. | Location | Date       | Supervisor | ID No. |
|--------------|--------|----------|------------|------------|--------|
| ARDEN        | 6654   | 23060100 | 03/08/2010 | SWAVELEY   | 4746   |

couldn't tell if the vehicle was the pickup truck or not but I could tell the rear lights were on. He said he did not see the pickup trucks brake lights activate until after the bus collided with the pickup truck. Shaw stated he did not remember if the bus's brake lights came on, but he does remember seeing the bus beginning to swerve or veer to the left but collided with the pickup truck and losing control, it all happened so fast. Shaw stated through the approximate 6 miles prior to the collision the bus traveling at a speed greater then 75mph but at one point the bus slowed to nothing to point to where I caught up to him, then he sped back up. Shaw stated he was no more the approximately 6-8 car lengths but maybe up to 10 car lengths behind from the bus. After seeing the collision, Shaw stated he stopped near the pickup truck and told the driver he was on the phone with 911. He further stated he assisted with the occupants of the bus until he left to not be late for his flight departure in Phoenix. This concluded Shaw's statement.

This concluded the two taped telephonic interviews conducted at AZ DPS, Casa Grande on March 8, 2010.

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**From:** Wayne Shaw  
**To:** larden@azdps.gov  
**cc:** Wayne Shaw

**Date:** Monday, March 08, 2010 12:03PM  
**Subject:** 3/5/2010 bus accident

Attached is a word document with my best recollection of the events as they unfolded on Friday morning March 5, 2010

Floyd E. Shaw Jr

Attachments:  
bus accident 3-5-2010.doc

set my cruise control at 75 mph. within a mile I was passed by a commercial bus. The bus passed my truck, it seemed to veer slightly toward my lane, so I let off of the cruise control and moved over toward the side of the road to get away from the bus.

When the bus pulled back into the slow lane I noticed that its movement seemed erratic. So I reset my cruise, and began to watch the bus to be sure I remained safe. The bus veered back to the center of the road, occupying both lanes and then went back into the slow lane.

Within a mile, the bus ran upon another vehicle (I think a semi-truck from Sam's Wholesale) and had to veer quickly to avoid running into the rear of the trailer. The top of the bus waggled because the lane change was so abrupt that it caused the top heavy bus to be somewhat unbalanced.

The bus passed the truck and then moved back into the slow lane. I began to think I should call 911, and started looking for a mile marker so I could identify the location. The bus veered into the center of both lanes again and then back into the slow lane.

Just after passing mile marker 175 the bus started approaching another vehicle, and hit the back of that pickup truck. I applied my brakes and slowed while the crash began to unfold.

The pickup truck shook from side to side and applied its brakes and moved to the right of the interstate. The bus continued left into the fast lane heading off the left side of the interstate, and then correcting its direction headed across the interstate onto the right side of the road, and was momentarily lost in the darkness and came to rest on its wheels.

I slowed down cautiously but quickly and moved off the interstate onto the right side of the road, and pulled up next to the gold pickup truck that was hit by the bus. A man staggered out of the truck moaning as though he were whiplashed, as I lowered my passenger window and told him I was calling 911.

As I spoke with the 911 operator, another crash occurred when a car ran into the rear of a pickup truck. I believe the car was traveling too fast and should have been able to see the bus crash happening in front of him and slowed down.

I pulled off the road further into the desert and finished providing details to the operator. Two semi trucks pulled off the side of the road to assist, one was the Sam's wholesale truck mentioned earlier, and the other may have been carrying some sort of liquid.

I could see a man (I think) sitting behind the bus (injured?), as I saw truck drivers walking to the bus to assist. I turned my high beams on to create better light for them to see. I recall I could see the 174 mile marker.

I was driving to the airport to leave for a funeral in Arkansas, so I had to get back on the road or I would be in danger of missing my flight and the funeral. I would have otherwise stayed at the scene to assist.

It was a terrible experience, and I have spent the day sick and stressed replaying the incident in my mind. Knowing those people were killed and injured was horrific. I hope this information helps to appropriately assess the cause of the wreck.

From: Bernard Dunn/azdps  
To: Lawrence Arden/azdps@azdps

Date: Friday, March 05, 2010 01:58PM  
Subject: Fw: Bus Accident this morning.

----- Forwarded by Bernard Dunn/azdps on 03/05/2010 01:58 PM -----

Walter Catton

ToBdunn@azdps.gov

cc

Subject: Bus Accident this morning.

03/05/2010 01:23 PM

The accident this morning with the bus, was related to Speed, as a semi and the bus were both hauling ass. They were drafting (or Tail gating what ever proper word is)

I go that route every day,  
They blew past me (I was right by Pinal on ramp and Rest stop West bound to Tempe) like I was standing still.  
I was doing 70-75 in the F150 and I could not even get name on buss that was how fast they blew past me.

Wally Catton

EMAUED 3/5/10 E 1510110

|  |    |           |       |     |      |                      |             |
|--|----|-----------|-------|-----|------|----------------------|-------------|
| ARIZONA TRAFFIC ACCIDENT REPORT  |    | REPORT ID |       |     |      | Agency Report Number |             |
| SUPPLEMENT<br>FORWARD COPY TO<br>ACCIDENT RECORDS ANALYSIS UNIT 064R<br>ARIZONA DEPARTMENT OF TRANSPORTATION<br>17 <sup>TH</sup> AVE., PHOENIX, ARIZONA 85007-3233 |    | YEAR      | MONTH | DAY | HOUR | OFFICER'S ID NO.     | 2010-011297 |
| 10   | 03 | 05        | 0527  |     | 6654 |                      |             |
| <b>ACCIDENT DESCRIPTION</b><br>(NARRATIVE)   |    |           |       |     |      |                      |             |

On March 9, 2010 while at AZ DPS, Casa Grande I conducted a recorded telephonic interview with an individual who witnessed the prior driving behavior of a blue colored motorcoach involved in a multiple fatality collision occurring on March 5, 2010 at approximately 0527 hours on Interstate 10 at milepost 174.

At approximately 0942 hours I conducted a recorded telephonic interview with Darrell Einsele, DOB [REDACTED]. Einsele started by describing the bus as a blue bus with Mexican writing on the back; he indicated he generally sees the gold colored tour buses out of Mexico so the when he saw a blue tour bus out of Mexico it stood out to him. Einsele stated he observed this blue bus westbound Interstate 10 near milepost 211, near the city of Picacho. Einsele stated he drives a truck-tractor for Conway Freight and on March 5, 2010 he was driving from San Simon, AZ traveling at 62 mph (governed at) in the number 2 lane. Einsele stated the blue bus was traveling faster at approximately 75 mph. He stated as the bus neared it "crowded me pretty good", further indicating he just received a 2 million mile safety award and watches for this. Einsele stated the bus probably would have taken off his mirror if he didn't move over to the right a little bit, but the bus didn't push him onto the shoulder. After the bus passed it seemed the bus straightened ok and be alright continuing down the road. It wasn't bad enough for me to call 911, but he stated he notice and when he watched the news and they said it was a blue bus Einsele stated yep that was him. Einsele stated he wasn't sure what time he saw the bus but noted his logbook leaving San Simon at 0230 and then Tucson at 0430 he approximated the time at approximately between 0445 and 0500 hrs. Einsele couldn't state if the bus did or did not enter the number 2 lane but it was close enough to cause concern and force Einsele to move over to the right to get out of the buses way. Einsele stated after watching the news and recalling the bus he encountered on Interstate 10 near milepost 211 he called in and provided a statement at approximately 1030 hrs on March 5, 2010 due to the erratic driving of the bus. This concluded the recorded telephonic interview at 0952 hrs.

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|  |  |           |       |     |      |                      |                  |
|--|--|-----------|-------|-----|------|----------------------|------------------|
| ARIZONA TRAFFIC ACCIDENT REPORT  |  | REPORT ID |       |     |      | Agency Report Number |                  |
| <b>SUPPLEMENT</b><br>FORWARD COPY TO<br>ACCIDENT RECORDS ANALYSIS UNIT 064R<br>ARIZONA DEPARTMENT OF TRANSPORTATION<br>17 <sup>TH</sup> AVE, PHOENIX, ARIZONA 85007-3233 |  | YEAR      | MONTH | DAY | HOUR | MINUTE               | OFFICER'S ID NO. |
|  |  | 10        | 03    | 05  | 0527 |                      | 6654             |
| <b>ACCIDENT DESCRIPTION</b><br>(NARRATIVE)   |  |           |       |     |      |                      |                  |

On March 10, 2010 while at Maricopa County Medical Center, Phoenix I conducted a recorded telephonic interviews with Manuel Gonzalez who was a passenger on a blue colored motorcoach involved in a multiple fatality collision occurring on March 5, 2010 at approximately 0527 hours on Interstate 10 at milepost 174.

At approximately 1120 hours I conducted a secondary interview of Manuel Gonzalez DOB [redacted] at Maricopa County Medical Center 4<sup>th</sup> floor room 52 bed 3. Nursing student Azael Uriate of Rio Salado College, a fluent Spanish speaker assisted with translation to Gonzalez, the statement was recorded utilizing my personal LG-VX9200i cellular phone's sounds recorder. Five 1 minute recordings were made, Gonzalez was utilizing a respirator machine and required several breaks during the statement. Gonzalez stated he was seated in seat 3 or 4 on the right side of the bus which was near the front of the bus. He stated as they were closer to Phoenix he could feel the bus was speeding and swerving from left to right. Gonzalez stated at one point someone in the bus asked the driver to slow down. Gonzalez stated the driver said to the other passenger why, we are ahead the other buses. He further indicated the driver changed at Villa Ahumada, MX and not El Paso, TX and was driving for about 10 hours before the crash. Gonzalez described the driver of the bus who was driving from Villa Ahumada, MX was wearing a brownish checkered shirt and not the driver wearing the blue shirt. Alfonso Alvarado was wearing a brown checkered shirt while David Salazar was wearing a light blue shirt. Gonzalez stated he did not see the driver asleep or his head drop as if he was asleep. This concluded Gonzalez's statement.

| Officer Name | ID No. | Location | Date       | Supervisor | ID No. |
|--------------|--------|----------|------------|------------|--------|
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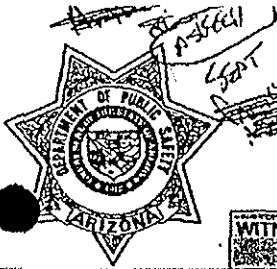
|  |  |            |             |           |              |                          |             |
|--|--|------------|-------------|-----------|--------------|--------------------------|-------------|
| ARIZONA TRAFFIC ACCIDENT REPORT  |  | REPORT ID  |             |           |              | Agency Report Number     |             |
| SUPPLEMENT<br>FORWARD COPY TO<br>ACCIDENT RECORDS ANALYSIS UNIT 064R<br>ARIZONA DEPARTMENT OF TRANSPORTATION<br>17 <sup>TH</sup> AVE., PHOENIX, ARIZONA 85007-3233 |  | YEAR<br>10 | MONTH<br>03 | DAY<br>05 | HOUR<br>0527 | OFFICER'S ID NO.<br>6654 | 2010-011297 |
| ACCIDENT DESCRIPTION<br>(NARRATIVE)  |  |            |             |           |              |                          |             |

On March 16, 2010 while at AZ DPS, Casa Grande I conducted a recorded telephonic interview with David Gonzalez of U-Drive Insurance Brokers Inc of Downey, Calif concerning insurance coverage of a 1992 Dina motorcoach involved in a multiple fatality collision occurring on March 5, 2010 at approximately 0527 hours on Interstate 10 at milepost 174.

At approximately 0949 hours I conducted a recorded telephonic interview with Daniel Gonzalez, DOB [REDACTED], CEO of U-Drive Insurance Brokers Inc. Gonzalez stated he received a faxed copy of Certificate of Liability Insurance dated 12/14/2009 with policy TBI-00058964 and reviewed the copy. Gonzalez stated the certificate was not issued by his company. The document had Tierra Santa Inc/ Cayetano Martinez as the insured party. Gonzalez stated the only certificates issued were for two Volvo motorcoaches and not a 1992 Dina. Gonzalez stated he has only one employee, named Israel Estrada, and neither Gonzalez nor Estrada issued this certificate. Gonzalez stated there is no way Tierra Santa Inc could have obtained a certificate of insurance unless it was issued by Gonzalez or Estrada. The authorized signature on the bottom is a stamp and no it's not possible Tierra Santa Inc could have obtained his stamp. A previous certificate of insurance was issued to Tierra Santa Inc for a 2006 Volvo bus dated 08/19/2009 policy TBI-005816, this form is the same form. Gonzalez further stated the form document Acord 25 is updated twice a month on or about the 1<sup>st</sup> and 15<sup>th</sup> of each month. The form Tierra Santa Inc displayed 2009/01 on the bottom right corner, Gonzalez stated he will research and fax me the current form in use as the newer forms have a different format. Gonzalez stated the policy (TBI-00058964) is fraudulent. Gonzalez further stated Cayetano Martinez the owner of Tierra Santa Inc called him on 03/05/2010 at approximately 0900 hours Pacific Time. Gonzalez stated Martinez indicated he had a little issue with one of his buses, one of the buses flipped over and a couple people are injured. Martinez requested if Gonzalez could reinstate his policy. Gonzalez stated he checked Martinez's policy and was already cancelled which Gonzalez already knew because we (U-Drive Insurance Brokers) call and send out letters when a policy is cancelled. Gonzalez stated he researched Martinez's policy to see if he could reinstate it however it's been too much of a lapse of coverage to reinstate the policy. Gonzalez stated he received another phone call from another individual working for Tierra Santa Inc who explained to Gonzalez the circumstances of the collision with six fatalities. Gonzalez stated Martinez did not inform him of any fatalities. Gonzalez further explained the policy coverage Tierra Santa Inc had was for any vehicle for hire the company was utilizing, so if the policy issued to the 2006 Volvo was current then Tierra Santa Inc would be insured; however the policy was cancelled on Nov 27, 2009 for non-payment. Cancellation letters were sent out to Tierra Santa Inc and the policy was never reinstated. Gonzalez stated that is why Tierra Santa Inc's US DOT number was cancelled. Gonzalez stated he would fax over the copy of previous liability insurance issued to Tierra Santa Inc as well as the current copy of the Acord 25 form used for liability insurance. This concluded Gonzalez's statement.

At approximately 0952 hours I received a four page fax from including a cover page from U-Drive Insurance Brokers with three Acord 25 Certificate of Liability Insurance. Page 2 of 4, was a certificate of liability dated 08/19/2009 to Tierra Santa Inc for a 2006 Volvo Bus policy TBI-0058106 for 08/19/2009 thru 08/19/2010. The bottom right of the page displayed Acord 25 (2009/01). Page 3 of 4 was the faxed copy of a certificate of liability dated 12/14/2009 to Tierra Santa Inc for a 1992 Dina Bus policy TBI-00058964 for 12/14/2009 thru 12/14/2010. The bottom right of the page displayed Acord 25 (2009/01). Page 4 of 4 is a blank copy of certificate of liability; the bottom right of the page displayed Acord 25 (2009/09).

| Officer Name | ID No. | Location | Date       | Supervisor | ID No. |
|--------------|--------|----------|------------|------------|--------|
| ARDEN        | 6654   | 23060100 | 03/08/2010 | SWAVELY    | 4746   |



NO OTHER VEHICLE w/ HIM

## ARIZONA DEPARTMENT OF PUBLIC SAFETY

TRAFFIC ACCIDENT  
WITNESS STATEMENT

|              |           |
|--------------|-----------|
| DPS USE ONLY |           |
| DR NUMBER    | 10 011297 |
| DATE         | 2/5/10    |

|             |  |   |   |
|-------------|--|---|---|
| WITNESS IS: | <input type="checkbox"/> DRIVER        | <input checked="" type="checkbox"/> PASSENGER | LOCATION (STREET/HIGHWAY/MILEPOST/INT. SECTION, ETC.) |
|             | <input type="checkbox"/> OTHER WITNESS |   | Y 10 MS 1747  |

START HERE | Please print all information |

|                       |   |                |                         |
|-----------------------|---|----------------|-------------------------|
| WITNESS INFORMATION   | NAME, LAST  | FIRST          | MIDDLE                  |
|                       | CURRENT MAILING ADDRESS (street, street number, apt., PO Box, etc.) |                |                         |
|                       | CITY  |                |                         |
|                       | STATE   |                |                         |
| ZIP CODE              |   |                |                         |
| BUSINESS NAME/ADDRESS |   |                | CITY                    |
| STATE                 |   |                | ZIP CODE                |
| HOME PHONE            |   | BUSINESS PHONE | BIRTH DATE (MO/DAY/YR)  |
| UNKNOWN #             |   |                | DRIVER'S LICENSE NUMBER |

|   |  |
|---|--|
| CIRCUMSTANCES   | WHAT WERE YOU DOING JUST PRIOR TO THE ACCIDENT?                    |
|   | ASLEEP IN THE BED IN THE BACK LEFT SIDE.                           |
|   | CO PILOT   |
|   | WHAT CALLED YOUR ATTENTION TO THE ACCIDENT? (breaking glass, etc.) |
| THE BUS BEGAN TO ROLL AND I WOKE UP OUTSIDE OF THE BUS    |  |
| HOW FAR AWAY FROM THE ACCIDENT WERE YOU WHEN IT OCCURRED? |  |
| HOW MANY VEHICLES WERE INVOLVED IN THE ACCIDENT?          |  |

| PLEASE DESCRIBE THE VEHICLES INVOLVED IN THE ACCIDENT |       |                          |                               |                                  |
|---|-------|--------------------------|-------------------------------|----------------------------------|
| VEHICLE   | COLOR | MAKE (Ford, Chevy, etc.) | MODEL (Mustang, Camaro, etc.) | BODY/STYLE (Station Wagon, etc.) |
| 1   |       |                          |                               |                                  |
| 2   |       |                          |                               |                                  |
| 3   |       |                          |                               |                                  |
| 4   |       |                          |                               |                                  |

|   |
|---|
| WEATHER CONDITIONS  |
| <input type="checkbox"/> CLEAR <input type="checkbox"/> RAIN <input type="checkbox"/> SNOW <input type="checkbox"/> DUST <input type="checkbox"/> FOG <input type="checkbox"/> STRONG WINDS <input type="checkbox"/> CLOUDY <input type="checkbox"/> OTHER: |

| THIS SECTION TO BE COMPLETED ONLY BY DRIVERS OF VEHICLES INVOLVED IN THE ACCIDENT |               |                         |
|---|---------------|-------------------------|
| INSURANCE COMPANY NAME  | POLICY NUMBER | EFFECTIVE FROM/TO DATES |
|   |               | / / TO / /              |

| PLEASE LIST ALL PASSENGERS IN YOUR VEHICLE (EXCLUDING YOURSELF) |         |                       |              |     |   |
|---|---------|-----------------------|--------------|-----|---|
| NAME  | ADDRESS | CITY, STATE, ZIP CODE | PHONE NUMBER | AGE | SEX   |
|   |         |                       |              |     | M <input type="checkbox"/> F <input type="checkbox"/> |
|   |         |                       |              |     | M <input type="checkbox"/> F <input type="checkbox"/> |
|   |         |                       |              |     | M <input type="checkbox"/> F <input type="checkbox"/> |
|   |         |                       |              |     | M <input type="checkbox"/> F <input type="checkbox"/> |
|   |         |                       |              |     | M <input type="checkbox"/> F <input type="checkbox"/> |
|   |         |                       |              |     | M <input type="checkbox"/> F <input type="checkbox"/> |

|                      |   |                      |                         |
|----------------------|---|----------------------|-------------------------|
| WHAT WAS YOUR SPEED? | DIRECTION OF TRAVEL?  | CONTINUE ON THE BACK | DPS 802-01050 Rev. 3/95 |
| M.P.H.               | <input type="checkbox"/> NORTH <input type="checkbox"/> SOUTH <input type="checkbox"/> EAST <input type="checkbox"/> WEST |                      |                         |



## DESCRIPTION OF ACCIDENT

DPS USE ONLY

DR NUMBER

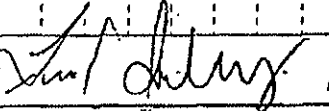
10 011297

WAS COMING FROM ZACATECAS TO  
HOME. WENT TO SLEEP AROUND 1230 (TX) IN THE BED  
AT THE BACK LEFT OF THE BUS.  
WAKE UP WHEN THE BUS ROLLED OVER. I WAS  
AWAKE AS I WENT OUT OF THE WINDOW.

- (1) On the grid below indicate NORTH by placing an arrow pointing north in the box provided.
- (2) Using the grid area below draw a diagram which shows the location of the vehicles at the time the accident occurred.
- (3) Use a solid line to show the path of the vehicles BEFORE the accident occurred.
- (4) Number each vehicle according to the numbers you used on the other side of this form.

INDICATE NORTH

YOUR SIGNATURE



WITNESSED BY (OFFICER)

PAGE NO. NUMBER

1005



NO OTHER FAMILY  
ARIZONA DEPARTMENT OF PUBLIC SAFETY

# TRAFFIC ACCIDENT WITNESS STATEMENT

DPS USE ONLY  
DRIVER NUMBER: 810 01129D  
DATE: 3-5-10

WITNESS IS: ☐ DRIVER ☒ PASSENGER ☐ OTHER WITNESS  
LOCATION (STREET, HIGHWAY, MILEPOST, INTERSECTION, ETC.): 170 W 179

START HERE | Please print all information |

WITNESS INFORMATION  
NAME, LAST FIRST MIDDLE  
RAMOS ROBERTO  
CURRENT MAILING ADDRESS (street, street number, apt., PO Box, etc.) CITY STATE ZIP CODE  
BUSINESS NAME/ADDRESS CITY STATE ZIP CODE  
HOME PHONE BUSINESS PHONE BIRTH DATE (MO/DAY/YR) DRIVER'S LICENSE NUMBER STATE  
A2

CIRCUMSTANCES  
WHAT WERE YOU DOING JUST PRIOR TO THE ACCIDENT?  
I WAS SLEEPING IN THE BACK LEFT SEAT.  
WHAT CALLED YOUR ATTENTION TO THE ACCIDENT? (breaking glass, etc.)  
WHEN THE BUS WENT OFF THE ROAD TO THE LEFT.  
HOW FAR AWAY FROM THE ACCIDENT WERE YOU WHEN IT OCCURRED?  
HOW MANY VEHICLES WERE INVOLVED IN THE ACCIDENT?

PLEASE DESCRIBE THE VEHICLES INVOLVED IN THE ACCIDENT  
VEHICLE COLOR MAKE (Ford, Chevy, etc.) MODEL (Mustang, Camaro, etc.) BODY STYLE (Station Wagon, etc.)  
1  
2  
3  
4

WEATHER CONDITIONS  
☐ CLEAR ☐ RAIN ☐ SNOW ☐ DUST ☐ FOG ☐ STRONG WINDS ☐ CLOUDY ☐ OTHER:

THIS SECTION TO BE COMPLETED ONLY BY DRIVERS OF VEHICLES INVOLVED IN THE ACCIDENT  
INSURANCE COMPANY NAME POLICY NUMBER EFFECTIVE FROM/TO DATES  
/ / TO / /

PLEASE LIST ALL PASSENGERS IN YOUR VEHICLE (EXCLUDING YOURSELF)  
NAME ADDRESS CITY STATE ZIP CODE PHONE NUMBER TAGET SEX  
M F  
M F  
M F  
M F  
M F  
M F

WHAT WAS YOUR SPEED? M.P.H. DIRECTION OF TRAVEL?  
☐ NORTH ☐ SOUTH ☐ EAST ☐ WEST  
CONTINUE ON THE BACK  
DPS 802-01050 Rev. 3/95

DESCRIPTION OF ACCIDENT

DPS USE ONLY

DR NUMBER

10 0 1 1 297

I WAS SLEEPING IN THE BACK LEFT SEAT. I WOKE UP AS THE BUS SWERVED OFF THE ROAD TO THE LEFT. THE BUS BEGAN TO GO ACROSS THE ROAD AND ROUSED. I WAS STILL IN THE BUS AFTER IT STOPPED ROLLING.

- (1) On the grid below indicate NORTH by placing an arrow pointing north in the box provided.
- (2) Using the grid area below draw a diagram which shows the location of the vehicles at the time the accident occurred.
- (3) Use a solid line to show the path of the vehicles BEFORE the accident occurred.
- (4) Number each vehicle according to the numbers you used on the other side of this form.

INDICATE NORTH

YOUR SIGNATURE

Law Ramos

WITNESSED BY OFFICER

DR NUMBER

7003



## ARIZONA DEPARTMENT OF PUBLIC SAFETY

TRAFFIC ACCIDENT  
WITNESS STATEMENT

|              |             |
|--------------|-------------|
| DPS USE ONLY |             |
| DR. NUMBER   | 2010-011297 |
| DATE         | 3-3-10      |

|  |  |
|--|--|
| WITNESS IS: <input checked="" type="checkbox"/> DRIVER <input type="checkbox"/> PASSENGER <input type="checkbox"/> OTHER WITNESS | LOCATION (STREET, HIGHWAY, MILEPOST, INTERSECTION, ETC.) |
|  | 1010 UP 101  |

START HERE Please print all information

|   |                |  |
|---|----------------|--|
| NAME, LAST  | FIRST          | MIDDLE   |
| Serfass   | Jack           |  |
| CURRENT MAILING ADDRESS (street, street number, apt., PO Box, etc.) | CITY           | STATE ZIP CODE                                       |
|   |                |  |
| BUSINESS NAME/ADDRESS   | CITY           | STATE ZIP CODE                                       |
| Wal-Mart Trans  | Casa Grande Az | 112 85222  |
| HOME PHONE  | BUSINESS PHONE | BIRTH DATE (MO/DAY/YR) DRIVER'S LICENSE NUMBER STATE |
|   |                | #2   |

WHAT WERE YOU DOING JUST PRIOR TO THE ACCIDENT?

Driving west on I 10 mile marker 174 accid. occurred about 0525

WHAT CALLED YOUR ATTENTION TO THE ACCIDENT? (breaking glass, etc.)

Saw Bus go into median strip come back I 10 and flip over

HOW FAR AWAY FROM THE ACCIDENT WERE YOU WHEN IT OCCURRED?

500 ft

HOW MANY VEHICLES WERE INVOLVED IN THE ACCIDENT?

1

PLEASE DESCRIBE THE VEHICLES INVOLVED IN THE ACCIDENT

| VEHICLE | COLOR | MAKE (Ford, Chevy, etc.) | MODEL (Mustang, Camaro, etc.) | BODY STYLE (Station Wagon, etc.) |
|---------|-------|--------------------------|-------------------------------|----------------------------------|
| 1       | Blue  | Town Bus                 |                               |                                  |
|         |       |                          |                               |                                  |
|         |       |                          |                               |                                  |
| 4       |       |                          |                               |                                  |

WEATHER CONDITIONS

☒ CLEAR ☐ RAIN ☐ SNOW ☐ DUST ☐ FOG ☐ STRONG WINDS ☐ CLOUDY ☐ OTHER:

THIS SECTION TO BE COMPLETED ONLY BY DRIVERS OF VEHICLES INVOLVED IN THE ACCIDENT

|                        |               |                         |
|------------------------|---------------|-------------------------|
| INSURANCE COMPANY NAME | POLICY NUMBER | EFFECTIVE FROM/TO DATES |
|                        |               | TO                      |

PLEASE LIST ALL PASSENGERS IN YOUR VEHICLE (EXCLUDING YOURSELF)

| NAME | ADDRESS | CITY | STATE | ZIP CODE | PHONE NUMBER | AGE | SEX   |
|------|---------|------|-------|----------|--------------|-----|---|
|      |         |      |       |          |              |     | <input type="checkbox"/> M <input type="checkbox"/> F |
|      |         |      |       |          |              |     | <input type="checkbox"/> M <input type="checkbox"/> F |
|      |         |      |       |          |              |     | <input type="checkbox"/> M <input type="checkbox"/> F |
|      |         |      |       |          |              |     | <input type="checkbox"/> M <input type="checkbox"/> F |
|      |         |      |       |          |              |     | <input type="checkbox"/> M <input type="checkbox"/> F |
|      |         |      |       |          |              |     | <input type="checkbox"/> M <input type="checkbox"/> F |

WHAT WAS YOUR SPEED?

64

M.P.H.

DIRECTION OF TRAVEL?

☐ NORTH ☐ SOUTH ☐ EAST ☒ WEST

CONTINUE ON THE BACK

DPS 802-01050 Rev. 3/95

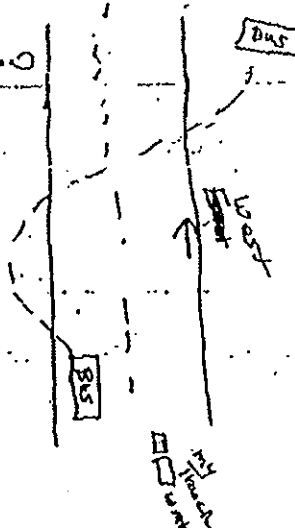
DESCRIPTION OF ACCIDENT

DPS USE ONLY

DR NUMBER 2810-711210

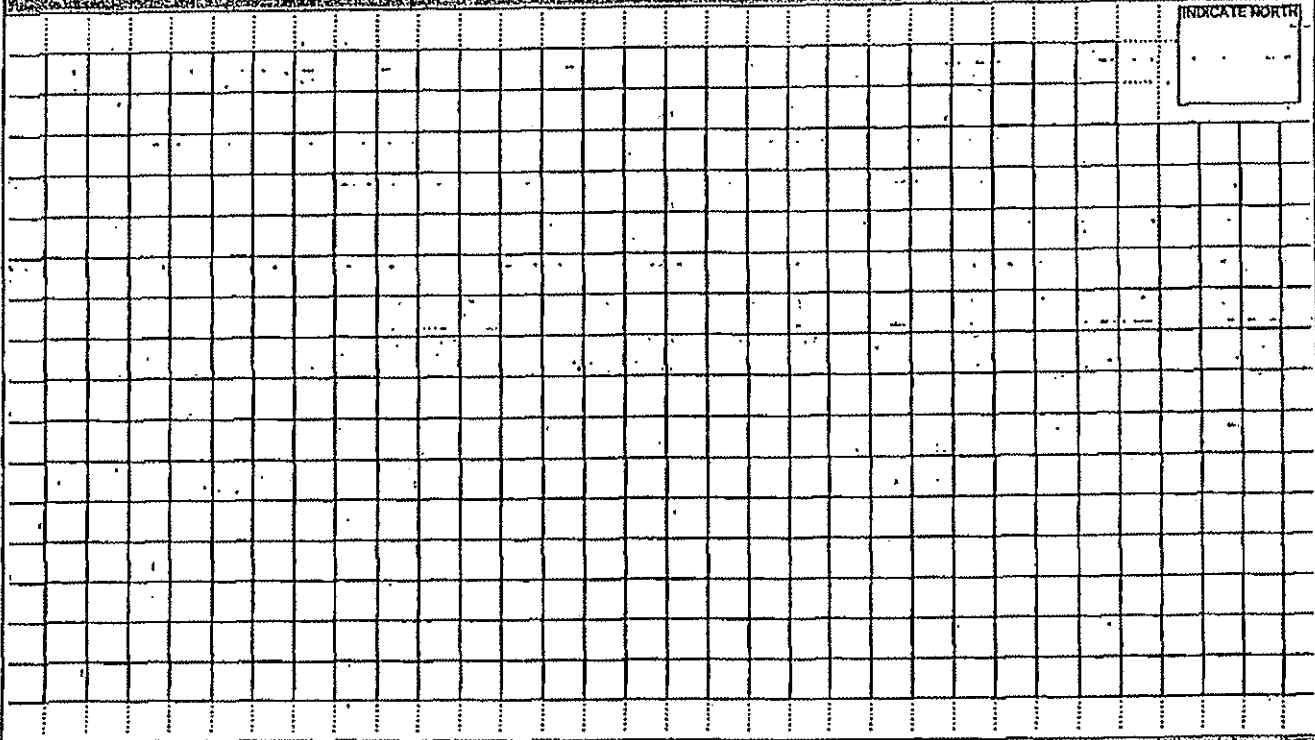
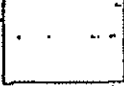
Empty

Saw Bus warning going down  
the Road



- (1) On the grid below indicate NORTH by placing an arrow pointing north in the box provided.
- (2) Using the grid area below draw a diagram which shows the location of the vehicles at the time the accident occurred.
- (3) Use a solid line to show the path of the vehicles BEFORE the accident occurred.
- (4) Number each vehicle according to the numbers you used on the other side of this form.

INDICATE NORTH



YOUR SIGNATURE

*John W. Smith*

WITNESSED BY (OFFICER)

Empty

DR NUMBER

7248

Empty

|  |            |       |     |      |        |                      |
|--|------------|-------|-----|------|--------|----------------------|
| ARIZONA TRAFFIC ACCIDENT REPORT  | REPORT ID: |       |     |      |        | Agency Report Number |
|  | YEAR       | MONTH | DAY | HOUR | MINUTE | OFFICER'S ID NO.     |
| SUPPLEMENT<br>FORWARD COPY TO<br>ACCIDENT RECORDS ANALYSIS UNIT 064R<br>ARIZONA DEPARTMENT OF TRANSPORTATION<br>515 S 17 <sup>TH</sup> AVE., PHOENIX, ARIZONA 85007-3233 | 10         | 03    | 05  | 0527 |        | 2010-011297          |
| ACCIDENT DESCRIPTION<br>(NARRATIVE)  |            |       |     |      |        |                      |

On March 18, 2010 while at AZ DPS, Casa Grande I conducted a recorded telephonic interview with an individual who witnessed the prior driving behavior of a blue colored motorcoach involved in a multiple fatality collision occurring on March 5, 2010 at approximately 0527 hours on Interstate 10 at milepost 174.

At approximately 0752 hours I conducted a recorded telephonic interview with Jack Serfass, DOB [REDACTED]. Serfass related he was traveling westbound Interstate 10 from Casa Grande, Arizona at 64 mph with his Walmart truck-tractor governed at 64 mph. He stated he saw the headlights of a large vehicle coming up from behind weaving around the road a little bit from his rear view mirror. As the vehicle came by to pass him, the bus drifted into his lane with the right side of the bus and pushed him onto the shoulder. Serfass stated he activated his horn and the bus zipped on by and went back into the left lane. Serfass stated he did not see the other vehicle (pickup truck involved in the collision). He further stated he was approximately one-quarter mile behind the bus when the bus went into the median. Serfass stated he did not see the bus's brake lights come on until after the bus went into the median.

| Officer Name | ID No. | Location | Date       | Supervisor | ID No. |
|--------------|--------|----------|------------|------------|--------|
| ARDEN        | 6654   | 23060100 | 03/08/2010 | SWAVELY    | 4746   |

ARIZONA DEPARTMENT OF PUBLIC SAFETY

## NONEVIDENTIAL PROPERTY CONTROL

**NOTE:** List only those items that are held for safekeeping and/or found. If property is released within 7 days, attach the signed release to the white copy of this form and submit both to the regional Evidence facility. After 7 days, property is to be transferred to the regional storage facility.

| DR NUMBER |   |   |   |   |   |   |   |   |   |   |  |
|-----------|---|---|---|---|---|---|---|---|---|---|--|
| 2         | 0 | 1 | 0 | - | 0 | 1 | 1 | 2 | 9 | 7 |  |

PAGE 1 of 1

**EVIDENCE USE ONLY  
STORAGE LOCATIONS**

[illegible]

*By signing this form, I acknowledge that the above listed items reflect all personal property being held by the Arizona Department of Public Safety for safekeeping. I also understand that these items will be held no longer than ninety (90) days.*

X  
Owner Signature

Date \_\_\_\_\_

[illegible]