# Public Utilities Commission
STATE OF CALIFORNIA

CITATION FOR VIOLATION
OF PUBLIC UTILITIES CODE AND GENERAL ORDER

To: Fox Express, LLC dba Fox Express
3647 Agnes Ave
Lynwood, CA 90262

File: TCP 21536-B
Date: October 14, 2026
Citation #: T.2026-10-008
Case #: CSE-927

VIOLATIONS

You are hereby cited for having violated sections of the Public Utilities (Pub. Util.) Code and California Public Utilities Commission (CPUC) General Order (G.O.) as described below. These violations occurred during the period November 7, 2025, through November 9, 2025

(1) Operated as a Transportation Charter Party (TCP) carrier after expiration of its operating authority in violation of Pub. Util. Code Section 5379 **[2 counts]**.

(2) Operated as a Transportation Charter Party (TCP) carrier without evidence of PL&PD insurance coverage in effect and on file with the commission in violation of Pub. Util. Code Section 5391 and G.O. 115-G **[1 count]**.

STATEMENT OF FACTS

The above violations are documented in the attached Investigation Report, which consists of the carrier's records and substantiating documents obtained from other sources.

RESPONSE

TEB used the Penalty Assessment Methodology adopted in Resolution M-4846 and considered mitigating and exacerbating factors in setting the fine.

You are hereby called upon to answer this citation on or before November 3, 2026. By way of such answer, you may either:

(1) Pay a fine of $20,000 pursuant to Pub. Util. Code Section 5378. Submit your payment online through TCPortal (https://tcportal.cpuc.ca.gov/s/login/) using a credit card, ACH, or by check.

(2) Upon payment, the fine will be deposited in the State Treasury to the credit of the General Fund and the Commission staff will deem the matter closed, **or**

(3) Contact the Supervisor below to make payment arrangements, **or**

(4) Contest this Citation by filing an Appeal. See attached document "*How to File an Appeal and Instructions for Filing a Notice of Appeal and Certificate of Service for a Citation Appeal.*"

If you fail to respond by November 3, 2026, you will be in default and will have forfeited your right to appeal the Citation. In addition, your operating authority will be immediately suspended and may be subsequently revoked pursuant to Resolution ALJ-187. The Commission may also act through a civil or criminal proceeding to recover any unpaid fine and ensure compliance with applicable statutes and Commission orders.

Alex Nera, Program and Project Supervisor
Consumer Protection and Enforcement Division
Transportation Enforcement Branch
Telephone number (916) 928-2278
E-mail address Alex.Nera@cpuc.ca.gov

Attachments

File No.: TCP 21536-B

Citation: T.2026-10-008

Date: October 14, 2026

Case: CSE-927

# CITATION COMPLIANCE AGREEMENT

I (we) hereby agree to comply with this citation dated October 14, 2026, and herewith pay the fine of $20,000.

Fox Express, LLC dba Fox Express
Freddy Polanco Arreola, CEO
3647 Agnes Ave
Lynwood, CA 90262

_____

(Signature) (Title)

_____

(Date)

Submit your payment online through TCPortal (https://tcportal.cpuc.ca.gov/s/login/) using a credit card, ACH, or by check.:

California Public Utilities Commission
Attn: Fiscal Office
505 Van Ness Avenue
San Francisco, CA 94102-3298

**TEB Enforcement Analyst: Steve Esguerra** **Case: CSE-927**

# INVESTIGATION REPORT

| | |
|---|---|
| **CARRIER:** | Fox Express, LLC<br>dba Fox Express (LA FBN Document# 2018041718)<br>A CA Limited Liability Company, Entity# 200634610039 |
| **OFFICER:** | Freddy Polanco Arreola, CEO |
| **AUTHORITY:** | TCP 21536-B (Expired 10/22/2013) |
| **ADDRESS:** | 3647 Agnes Ave Lynwood, CA 90262 |
| **PHONE/EMAIL:** | [redacted] |
| **VEHICLES:** | One (2011 Ford F-650 Bus, License Plate: [redacted], VIN [redacted];<br>Registered Owner: [redacted] or [redacted]) |
| **DRIVERS:** | One (Freddy Polanco Arreola, CEO) |
| **PL&PD INSURANCE:** | None |
| **WORKERS' COMPENSATION INSURANCE:** | None |
| **DRUG CONSORTIUM:** | None |

## INTRODUCTION

On November 12, 2025, I was assigned to investigate the operations and practices of Fox Express, LLC dba Fox Express (Fox Express) after the Transportation Enforcement Branch (TEB) learned that a bus operated by Freddy Polanco Arreola was involved in a serious collision on November 9, 2025, while transporting minors from Our Lady of Guadalupe Parish in Santa Ana, California.

## HISTORY OF ENFORCEMENT

**Prior Case 1 of 5, PSG-3121:** On June 13, 2013, TEB's Enforcement Analyst Migdalia Martin served Fox Express with Citation # FC-595 in the amount of $1,000 for failure to produce records. Fox Express subsequently paid the $1,000 fine.

**Prior Case 2 of 5, PSG-3121:** On September 26, 2013, TEB's Enforcement Analyst Migdalia Martin served Fox Express with Citation # FC-609 in the amount of $4,000 for violations including operating without authority. Fox Express subsequently paid the $4,000 fine.

**Prior Case 3 of 5, PSG-3879:** On February 20, 2015, TEB's Enforcement Analyst Migdalia Martin served Fox Express with Citation # FC-700 in the amount of $10,000 for violations including operating without authority. Fox Express subsequently paid the $10,000 fine.

**Prior Criminal Case, PSG-3948 (SDDA Case # M094877):** On April 8, 2015, the Consumer Protection Enforcement Division's (CPED) Transportation Enforcement Branch (TEB) filed a Statement of Case with the San Diego District Attorney's (SDDA) office because Fox Express was operating without authority and without Workers' Compensation (WKCP) insurance. On May 14, 2015, Freddy Polanco of Fox Express, pled guilty at arraignment to one count of Labor Code 3700.5 (failure to secure workers' compensation insurance) and one count of Public Utilities Code Section 5411. Mr. Polanco was sentenced to three years of summary probation, was ordered to serve one day of custody which he could satisfy with a book and release, was ordered to obey all laws and Labor Code requirements including the purchase and maintenance of proper

WKCP insurance coverage for all present and future employees and to obey all Public Utilities Code requirements. Mr. Polanco was ordered to pay $3,500 in restitution to the California Department of Insurance (CDI) WKCP Fraud Fund, and a $10,000 fine was imposed but stayed pending probation.

**Prior Case 4 of 5, PSG-4377:** On May 12, 2017, TEB's Enforcement Analyst Janis Northington served Fox Express with Citation# F-5334 in the amount of $10,000 for violations including operating without authority. Fox Express subsequently paid the $10,000 fine.

**Prior Case 5 of 5, PSG-5112:** On October 9, 2020, TEB's Enforcement Analyst Steve Esguerra served Fox Express with Citation# F-5713 in the amount of $2,000 for violations including operating without authority. Fox Express subsequently paid the $2,000 fine.

## VIOLATIONS

The investigation for the period of November 10, 2025, through July 17, 2026, disclosed violations of the following provision of the Public Utilities Code (Pub. Util. Code) and California Public Utilities Commission (Commission) General Order (G.O.):

- **Operated as a Charter-party carrier (TCP) after expiration of its operating authority in violation of Pub. Util. Code Section 5379 [2 counts].**

Pub. Util. Code Section 5379 states in part that after the expiration of its permit or certificate, it is unlawful for a TCP to conduct any operations as a carrier.

On October 22, 2013, Fox Express' TCP 21536-B operating authority expired **[Attachment 1]**.

A review of CPUC's Transportation Licensing and Analysis Branch (TLAB) records determined that Freddy Polanco Arreola was associated with three (3) TCP/PSC permits, and none of these permits were active on November 9, 2025:

**1) Fox Express LLC**, TCP 21536-B, Expired 10/22/2013, Freddy Polanco Arreola, CEO

**2) Foxy Express LLC**, TCP 39229-A, Inactive, Cynthia E Polanco, CEO (Freddy Polanco Arreola's daughter)

**3) Main Express LLC**, TCP 39380-B, Revoked 10/13/2025, Martina Contreras, CEO, Freddy Polanco Arreola, Manager/Member

On November 4, 2025, Freddy Polanco Arreola signed a Fox Express contract to transport teens/staff from Our Lady of Guadalupe in Santa Ana, CA to Camp Nawaka in Angelus Oaks, CA on November 7, 2025 (First Count) in one (1) 36-passenger bus and three (3) 14-passenger vans and return the teens/staff to Our Lady of Guadalupe on November 9, 2025 (Second Count). This contract also shows event coordinator [redacted] signed the contract on November 3, 2025 ($55 per person round trip x 78 persons = $4,290) **[Attachment 2]**.

On November 9, 2025, the white 2011 Ford F-650 36-passenger bus (VIN [redacted]; Registered Owner: [redacted]) was returning to Our Lady of Guadalupe on Highway 330 south of Running Springs, CA **[Attachments 3 and 4]**. The bus displayed the company name "Fox Express LLC" above the cab. At approximately 8:51 pm , the bus crashed into a rock embankment, overturned and ended up on its side. The license plate on the bus did not match its Vehicle Identification Number (VIN), which initially caused confusion on identifying the registered owner. Freddy Polanco Arreola stated the bus had a brake issue. There were thirty-two (32) injuries, including six (6) major injuries.

CHP Traffic Crash Report# 9865-2025-00541 named Freddy Polanco Arreola as the Primary Crash Factor and recommended the CHP Report report be forwarded to the San Bernardino District Attorney's Office for prosecution of Freddy Polanco Arreola: Child Endangerment (23 counts), Reckless Driving Causing Injury, Unsafe Vehicle, Expired Registration, Failure to Provide Proof of Financial Responsibility after a crash, Carrier identification number not displayed (either USDOT or CA), Exhaust system not gastight and discharging under passenger compartment, Marked rearmost door/window emergency exit obstructed, Brake friction surface contaminated with oil and inoperative ABS system **[Attachment 4]**.

On November 10, 2025, TEB learned that a bus crash occurred while transporting teens/adults from Camp Nawaka to Our Lady of Guadalupe on November 9, 2025. The article stated the county fire department said multiple people were treated, some had major injuries and many were sent to area hospitals **[Attachment 5]**.

On November 14, 2025, I emailed and mailed a Notice to Cease and Desist letter to Freddy Polanco Arreola regarding Main Express, LLC (TCP 39380-B, Revoked October 13, 2025) and Fox Express, LLC **[Attachment 6]**.

On November 22, 2025, CHP contacted event coordinator [redacted], who stated that the church had contracted with Freddy Polanco Arreola for the last three years and had used his services about six times during that period. For the current year, the church has used Freddy Polanco Arreola's services twice **[Attachment 4]**.

- **Operated as a TCP carrier without evidence of PL&PD commercial insurance coverage in effect and on file with the Commission in violation of Pub. Util. Code Section 5391 and G.O. 115-G [1 count].**

A review of CPUC's TLAB records confirmed that Fox Express did not have PL&PD commercial insurance in effect and on file with the Commission on November 9, 2025 (date of bus crash).

The CHP Traffic Crash Report # 9865-2025-00541 also confirmed that Fox Express did not have the required commercial insurance coverage on November 9, 2025 (date of bus crash) **[Attachment 4]**.

## DECLARATION

I have read the foregoing and know the contents thereof and I declare under penalty of perjury that the foregoing is true and correct, except as to those matters stated on information and belief, and to those matters I believe to be true.

Executed on October 14, 2026, in Los Angeles, California.

_____ *Steve Esguerra* _____
Steve Esguerra, Senior Enforcement Analyst

## List of Attachments

- **Attachment 1.** Printout showing Fox Express' TCP 21536-B authority expired on 10/22/2013
- **Attachment 2.** Fox Express Contract, signed 11/4/2025
- **Attachment 3.** Bus's DMV Registration printout (License Plate: [redacted], VIN [redacted])
- **Attachment 4.** CHP Traffic Crash Report# 9865-2025-00541, 11/9/2025
- **Attachment 5.** ABC News Article on 11/9/2025 bus crash, 11/10/2025
- **Attachment 6.** Notice to Cease & Desist, 11/14/2025

# ATTACHMENT 1

Printout showing Fox Express' TCP 21536-B authority expired on 10/22/2013

**PUBLIC UTILITIES COMMISSION**
**505 Van Ness Avenue**
**San Francisco CA 94102-3298**

# CARRIER INFORMATION FOR PSG0021536

Carrier ID.....: **PSG0021536** CHP CA#.: **Not known**
Carrier Status.....: **Transferred**
Carrier Name.....: **FOX EXPRESS LLC**
Primary DBA.....: **FOX EXPRESS**
Attention Name....: **FREDY POLANCO CEO**
Carrier Phone #.....: [redacted]

Mailing Address....: **3647 AGNES AVENUE**
City.....: **LYNWOOD**
State.....: **CA** Zip Code **90262**

Physical Address.: **3647 AGNES AVENUE**
City.....: **LYNWOOD**
State.....: **CA** Zip Code **90262**

CSOS Entity #.....: **200634610039**
Email Address.....: [redacted]

Use Both Names on Permit.....: **No**
PUCTRA Mailing Status.....: **Quarterly**
PUCTRA TNC Sub-carrier.....:
Over $350,000 Annual Revenue.:
Annual Worker Comp. Filed.....:
Mod Limo Validation .....:
Requestor ID.....: [redacted]
Election Notice.....:
Investigation.....:

| Required Insurance: | | Insurance On File: |
|---|---|---|
| PLPD: | **Yes** | **No** |
| CARG: | **No** | **No** |
| WKCP: | **Yes** | **No** |
| XCSS: | **No** | **No** |
| COML: | **No** | **No** |

Comments.....: **2012 annual to chp 10-5-12 al6; 2011 annual to chp 07-19-11 jxf**

***Additional DBAs:***

***Related Barred Carriers:***

**List of Authorities:**

| *Status* | *Authority* | *Status Date* | *Expire Date* | *Terminal Address* | *City* | *State* | *Zip* |
|---|---|---|---|---|---|---|---|
| TCPX | Transportation Charter Party | 09-13-2013 | 10-22-2013 | 3647 AGNE AVE | LYNWOOD | CA | 90262 |
| TCPX | Passenger Stage | 11-27-2019 | | | | | |

# ATTACHMENT 2

Fox Express Contract, signed 11/4/2025

***Contrato de transportación para el Retiro de Crecimiento: Nov. 7 y 9, 2025***

**FOX EXPRESS**, dará servicio a la: ***Iglesia Nuestra Señora de Guadalupe,***
***al grupo JAR GUADALUPE "KÔPOÇ"***

**DÍA DE SALIDA: viernes 7 de noviembre, 2025**
***(recogerlos de la iglesia y llevarlos al campamento)***

*Dirección de la iglesia*: **Our Lady of Guadalupe 1322 E 3rd St, Santa Ana, CA 92701**

Dirección al campamento: ***Camp Nawakwa* 4650 Jenks Lake Rd E, Angelus Oaks, CA 92305**

**HORARIO de salida: 6:00PM**
***(DEBEN PRESENTARSE 45 MINUTOS ANTES PARA ACOMODARLOS)***

**DÍA DE REGRESO: domingo 9 de noviembre, 2025**
***(recogerlos del campamento y llevarlos a la iglesia)***

*Dirección al campamento:* [redacted]

*Dirección de la iglesia:* [redacted]

**HORARIO de salida: 5:00PM**
***(DEBEN PRESENTARSE 45 MINUTOS ANTES PARA ACOMODARLOS)***

**FOX EXPRESS**, les agradece anticipadamente la confianza en nosotros.

**El costo de la transportación es de $55 por pasajero de ida y de regreso, servicio de transportación para 78 personas un total de: $4,290**
***INCLUYE***: 4 unidades en total (**$55 por pasajero**)

- 1 autobuses (uno de 36 pasajeros)
- 3 de van (de 14 pasajeros)

Se requiere un depósito del pago de **$2,145** para el lunes 3 de noviembre 2025
**DEPOSITÓ:** [redacted]

El pago final se dará el domingo 9 de noviembre 2025 (el resto es: **$2,145**)
**PAGO FINAL:** _____

Habiendo leído los terminos y condiciones mencionados arriba, se firma un común acuerdo de ambas partes.

[redacted]
**Freddy Polanco**
*FOX EXPRESS*
**Fecha:** 11/4/25

[redacted]
**(coordinador del evento)**
*JAR GUADALUPE "KÔPOÇ"*
**Fecha:** 11/03/25

# ATTACHMENT 3

Bus’s DMV Registration printout

DATE: 11/17/25 TIME: 15:44

INSURANCE INFORMATION UNKNOWN

**REG VALID FROM: 09/30/22 TO 09/30/23**

LIC#: [redacted] YRMD: **11** MAKE: **FORD** BTM : **BU** VIN : [redacted]

**R/O :** [redacted] CITY: [redacted]

C.C.:30 ZIP#: [redacted]

RCID:09/26/22 OCID:09/26/22 LOCD:5

TYPE:31 POWR:D AXLE:2 WGHT:19240 VEH :33 BODY:B CLAS:FB *-YR:22

GVW:B CERT IND:C OPERATING WGHT:20000 WGT IND:G

CERTIFICATION DATE:09122022

REC STATUS:

11/09/2023 DELINQUENT NOTICE EXTRACTED

OPEN COLL ACCT

NO MAILING ADDRESS

09/26/22 PREV LIC U863233

PARKING VIOLATIONS ON FILE

RELEASE OF LIABILITY (REG. 138)

**RECEIPT DATE:11/15/25 TRANSFER DATE: 09/30/23 SELL PRICE:009000**

**BUYER:** [redacted]

CITY: LOS ANGELES CA SELLER: SAME AS R/O ON FILE

CLEARANCE INFORMATION RECORDS:

| OFFICE | WORK DATE | TECH/ID | SEQ # | VALUE | FICHE DATE | TTC |
|---|---|---|---|---|---|---|
| VC3 | 09/26/22 | AP | 0005 | 00747.00 | 00/00/00 | B00 |
| VC3 | 09/12/22 | AP | 0004 | 00409.00 | PRIOR SUSPENSE | |

09/12/2022-ODOMETER: 450,317 MILES ACTUAL MILEAGE

END

# ATTACHMENT 4

CHP Traffic Crash Report# 9865-2025-00541, 11/9/2025

STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

# TRAFFIC CRASH REPORT

CHP 555 Page 1 (Rev. 2-22) OPI 060



| SPECIAL CONDITIONS | NUMBER INJURED | HIT & RUN FELONY | CITY | JUDICIAL DISTRICT | LOCAL REPORT NUMBER |
|---|---|---|---|---|---|
| | 32 | ☐ | UNINCORPORATED | SAN BERNARDINO JUSTICE CENTER | 9865-2025-00541 |
| | NUMBER KILLED | HIT & RUN MISDEMEANOR | COUNTY | REPORTING DISTRICT / BEAT | DAY OF WEEK / TOW AWAY |
| | 0 | ☐ | SAN BERNARDINO | 020 | (S)M T W T F S ☒ YES ☐ NO |

| LOCATION | CRASH OCCURRED ON | CRASH DATE MO. DAY YEAR | CRASH TIME (2400) | NOTIFICATION DATE MO. DAY YEAR | NOTIF. TIME (2400) | NCIC # | OFFICER ID |
|---|---|---|---|---|---|---|---|
| | SR-330 S/B | 11/09/2025 | 2048 | 11/09/2025 | 2051 | 9865 | 023579 |

☐ AT INTERSECTION WITH
☒ OR: 300 FEET NORTH of MM 37.84

STATE HWY REL: ☒ YES ☐ NO
DIGITAL MEDIA: ☒ YES ☐ NO 251109IN0798

GPS COORDINATES FOR LOCATION (LOC.) AND AREA(S) OF IMPACT (AOI) ☒ SAME AS LOCATION ☐ REFER TO NARRATIVE

| LOC. LAT. | LOC. LONG. | AOI 1 LAT. | AOI 1 LONG. | AOI 2 LAT. | AOI 2 LONG. |
|---|---|---|---|---|---|
| 34.187694 | -117.149072 | 34.187694 | -117.149072 | 34.187536 | -117.148986 |

| AOI 3 LAT. | AOI 3 LONG. | AOI 4 LAT. | AOI 4 LONG. | AOI 5 LAT. | AOI 5 LONG. | ADDTL. AOI(s) ☐ |
|---|---|---|---|---|---|---|
| 34.187281 | -117.148667 | 34.187201 | -117.148479 | | | |

## PARTY 1

| DRIVER'S LICENSE NUMBER | STATE | CLASS | AIR BAG | SAFETY EQUIP. |
|---|---|---|---|---|
| [redacted] | CA | A | M | G |

DRIVER ☒ — NAME (FIRST, MIDDLE, LAST): FREDDY POLANCO ARREOLA

PEDESTRIAN ☐ — STREET ADDRESS: 3647 AGNES AVE

PARKED VEHICLE ☐ — CITY/STATE/ZIP: LYNWOOD CA 90262

BICYCLIST ☐

| SEX | HAIR | EYES | HEIGHT | WEIGHT | BIRTHDATE Mo. Day Year | RACE |
|---|---|---|---|---|---|---|
| M | GRY | BLK | 5' 6" | 210 | [redacted] | H |

OTHER ☐ — HOME PHONE: [redacted] — BUSINESS PHONE: NONE

OPERATOR ☐ — INSURANCE CARRIER: NONE — POLICY NUMBER: NONE

| DIR OF TRAVEL | ON STREET OR HIGHWAY | LANE | THRU LANES | TOTAL LANES | SPEED LIMIT |
|---|---|---|---|---|---|
| S | SR-330 | S/B | 1 | 1 | 55 |

| VEH. YEAR | MAKE/MODEL/COLOR | LICENSE NUMBER | STATE |
|---|---|---|---|
| 2011 | FORD F-650 WHI | [redacted] | CA |

OWNER'S NAME: [redacted] ☐ SAME AS DRIVER

OWNER'S ADDRESS: [redacted] ☐ SAME AS DRIVER

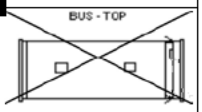
DISPOSITION OF VEHICLE ON ORDERS OF: ☒ OFFICER ☐ DRIVER ☐ OTHER
EDWINS TOWING (909) 983-5100

PRIOR MECHANICAL DEFECTS: ☒ NONE APPARENT ☐ REFER TO NARRATIVE

VEHICLE IDENTIFICATION NUMBER: [redacted]

VEHICLE TYPE: 16

DESCRIBE VEHICLE DAMAGE: ☐ UNK. ☐ NONE ☐ MINOR ☐ MOD. ☐ MAJOR ☒ ROLL-OVER




CA NONE DOT NONE
CAL-T NONE TCP/PSC NONE MC/MX NONE

## PARTY 2

| DRIVER'S LICENSE NUMBER | STATE | CLASS | AIR BAG | SAFETY EQUIP. |
|---|---|---|---|---|
| | CA | | M | P |

DRIVER ☐ — NAME (FIRST, MIDDLE, LAST):

PEDESTRIAN ☐ — STREET ADDRESS:

PARKED VEHICLE ☒ — CITY/STATE/ZIP:

BICYCLIST ☐

| SEX | HAIR | EYES | HEIGHT | WEIGHT | BIRTHDATE Mo. Day Year | RACE |
|---|---|---|---|---|---|---|
| | | | | | | |

OTHER ☐ — HOME PHONE: 909-486-5039 — BUSINESS PHONE: NONE

OPERATOR ☐ — INSURANCE CARRIER: [redacted] — POLICY NUMBER: [redacted]

| DIR OF TRAVEL | ON STREET OR HIGHWAY | LANE | THRU LANES | TOTAL LANES | SPEED LIMIT |
|---|---|---|---|---|---|
| S | SR-330 | RT-SHLD | 1 | 1 | 55 |

| VEH. YEAR | MAKE/MODEL/COLOR | LICENSE NUMBER | STATE |
|---|---|---|---|
| 2013 | HYUN ELANTRA WHI | [redacted] | CA |

OWNER'S NAME: [redacted] ☐ SAME AS DRIVER

OWNER'S ADDRESS: ☒ SAME AS DRIVER

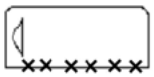
DISPOSITION OF VEHICLE ON ORDERS OF: ☐ OFFICER ☒ DRIVER ☐ OTHER
DRIVEN FROM SCENE -

PRIOR MECHANICAL DEFECTS: ☒ NONE APPARENT ☐ REFER TO NARRATIVE

VEHICLE IDENTIFICATION NUMBER:

VEHICLE TYPE: 01

DESCRIBE VEHICLE DAMAGE: ☐ UNK. ☐ NONE ☐ MINOR ☒ MOD. ☐ MAJOR ☐ ROLL-OVER




CA DOT
CAL-T TCP/PSC MC/MX

## PARTY 3

| DRIVER'S LICENSE NUMBER | STATE | CLASS | AIR BAG | SAFETY EQUIP. |
|---|---|---|---|---|
| | | | | |

DRIVER ☐ — NAME (FIRST, MIDDLE, LAST):

PEDESTRIAN ☐ — STREET ADDRESS:

PARKED VEHICLE ☐ — CITY/STATE/ZIP:

BICYCLIST ☐

| SEX | HAIR | EYES | HEIGHT | WEIGHT | BIRTHDATE Mo. Day Year | RACE |
|---|---|---|---|---|---|---|
| | | | | | | |

OTHER ☐ — HOME PHONE: — BUSINESS PHONE:

OPERATOR ☐ — INSURANCE CARRIER: — POLICY NUMBER:

| DIR OF TRAVEL | ON STREET OR HIGHWAY | LANE | THRU LANES | TOTAL LANES | SPEED LIMIT |
|---|---|---|---|---|---|
| | | | | | |

| VEH. YEAR | MAKE/MODEL/COLOR | LICENSE NUMBER | STATE |
|---|---|---|---|
| | | | |

OWNER'S NAME: ☐ SAME AS DRIVER

OWNER'S ADDRESS: ☐ SAME AS DRIVER

DISPOSITION OF VEHICLE ON ORDERS OF: ☐ OFFICER ☐ DRIVER ☐ OTHER

PRIOR MECHANICAL DEFECTS: ☐ NONE APPARENT ☐ REFER TO NARRATIVE

VEHICLE IDENTIFICATION NUMBER:

VEHICLE TYPE:

DESCRIBE VEHICLE DAMAGE: ☐ UNK. ☐ NONE ☐ MINOR ☐ MOD. ☐ MAJOR ☐ ROLL-OVER

CA DOT
CAL-T TCP/PSC MC/MX

| PREPARER'S NAME | DISPATCH NOTIFIED | REVIEWER'S NAME | DATE REVIEWED |
|---|---|---|---|
| MELISSA A CAHOON, 023579 | ☒ YES ☐ NO ☐ N/A | JACOB A GRIEDE, 020388 | 05/01/2026 |

STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

# TRAFFIC CRASH CODING

CHP 555 Page 2 (Rev. 2-22) OPI 060



| CRASH DATE (MO. DAY YEAR) | CRASH TIME (2400) | NCIC # | OFFICER ID | NUMBER |
|---|---|---|---|---|
| 11/09/2025 | 2048 | 9865 | 023579 | 9865-2025-00541 |

**PROPERTY DAMAGE** | OWNER'S NAME | OWNER'S ADDRESS

| PERSON NOTIFIED | ☐ SAME AS OWNER | TELEPHONE NUMBER | METHOD OF NOTIFICATION (MARK ALL THAT APPLY) ☐ IN PERSON ☐ PHONE ☐ DISPATCH ☐ CHP 422 | LOG / INCIDENT NUMBER |
|---|---|---|---|---|

DESCRIPTION OF DAMAGE

## SEATING POSITION

1 2 3
4 5 6
7 8 9
10

1 TO 9 – STANDARD SEATING POSITION
10 - REAR OCC. TRK., VAN, STATION WAGON, ETC.*
11 - POSITION UNKNOWN*
0 - OTHER*

## SAFETY EQUIPMENT

**OCCUPANTS**
A - NONE IN VEHICLE
B - UNKNOWN
C - LAP BELT USED
D - LAP BELT NOT USED
E - SHOULDER HARNESS USED
F - SHOULDER HARNESS NOT USED
G - LAP/SHOULDER HARNESS USED
H - LAP/SHOULDER HARNESS NOT USED
J - PASSIVE RESTRAINT USED
K - PASSIVE RESTRAINT NOT USED
P - NOT REQUIRED

**CHILD RESTRAINT**
Q - IN VEHICLE USED
R - IN VEHICLE NOT USED
S - IN VEHICLE USE UNKNOWN
T - IN VEHICLE IMPROPER USE
U - NONE IN VEHICLE

**M / C BICYCLE - HELMET**
DRIVER: V - NO, W - YES
PASSENGER: X - NO, Y - YES

## AIR BAG

B - UNKNOWN
L - AIR BAG DEPLOYED
M - AIR BAG NOT DEPLOYED
N - OTHER
P - NOT REQUIRED

## EJECTED FROM VEHICLE

0 - NOT EJECTED
1 - FULLY EJECTED
2 - PARTIALLY EJECTED
3 - UNKNOWN

## INATTENTION CODES

A - CELLPHONE HANDHELD
B - CELLPHONE HANDSFREE
C - ELECTRONIC EQUIPMENT
D - RADIO / CD
E - SMOKING
F - EATING
G - CHILDREN
H - ANIMALS
I - PERSONAL HYGIENE
J - READING
K - OTHER

**ITEMS MARKED BELOW FOLLOWED BY AN ASTERISK (*) SHOULD BE EXPLAINED IN THE NARRATIVE.**

| PRIMARY CRASH FACTOR LIST NUMBER (#) OF PARTY AT FAULT | TRAFFIC CONTROL DEVICES | 1 | 2 | 3 | VEHICLE AUTOMATION LEVEL | 1 | 2 | 3 | MOVEMENT PRECEDING CRASH |
|---|---|---|---|---|---|---|---|---|---|
| 1 | A CVC SECTION VIOLATED: VC 24002(a) CITED [X] YES [ ] NO | A CONTROLS FUNCTIONING | X | X | A SAE LEVEL - 0 | | X | | A STOPPED |
| | B OTHER IMPROPER DRIVING*: | B CONTROLS NOT FUNCTIONING* | | | B SAE LEVEL - 1 | | | | B PROCEEDING STRAIGHT |
| | | C CONTROLS OBSCURED | | | C SAE LEVEL - 2 | | | | C RAN OFF ROAD |
| | | X D NO CONTROLS PRESENT / FACTOR* | | | D SAE LEVEL - 3 | | | | D MAKING RIGHT TURN |
| | C OTHER THAN DRIVER* | **TYPE OF CRASH** | | | E SAE LEVEL - 4 | | | | E MAKING LEFT TURN |
| | D UNKNOWN* | A HEAD - ON | | | F SAE LEVEL - 5 | | | | F MAKING U TURN |
| | | B SIDE SWIPE | | | G UNKNOWN* | | | | G BACKING |
| | | C REAR END | 1 | 2 | 3 **VEHICLE AUTOMATION ENGAGED** | | | | H SLOWING / STOPPING |
| **WEATHER** *(MARK 1 TO 2 ITEMS)* | | D BROADSIDE | | | | | | | I PASSING OTHER VEHICLE |
| X A CLEAR | X E HIT OBJECT | | X | X | A NO AUTOMATION | | | | J CHANGING LANES |
| B CLOUDY | F OVERTURNED | | | | B DRIVER ASSISTANCE | | | | K PARKING MANEUVER |
| C RAINING | G VEHICLE / PEDESTRIAN | | | | C PARTIAL AUTOMATION | | | | L ENTERING TRAFFIC |
| D SNOWING | H OTHER*: | | | | D CONDITIONAL AUTOMATION | X | | | M OTHER UNSAFE TURNING |
| E FOG / VISIBILITY FT. | **MOTOR VEHICLE INVOLVED WITH** | | | | E HIGH AUTOMATION | | | | N XING INTO OPPOSING LANE |
| F OTHER*: | *(MARK 1 TO 2 ITEMS)* | | | | F FULL AUTOMATION | | | | O PARKED |
| G WIND | A NONCOLLISION | | | | G UNKNOWN* | | | | P MERGING |
| **LIGHTING** | B PEDESTRIAN | | | | | | | | Q TRAVELING WRONG WAY |
| A DAYLIGHT | C OTHER MOTOR VEHICLE | 1 | 2 | 3 | **OTHER ASSOCIATED FACTOR(S)** | | | | R OTHER * : |
| B DUSK - DAWN | D MOTOR VEHICLE ON OTHER ROADWAY | | | | *(MARK 1 TO 2 ITEMS)* | | | | S LANE SPLITTING |
| C DARK - STREET LIGHTS | E PARKED MOTOR VEHICLE | | | | A CVC SECTION VIOLATION: CITED ☐ YES ☐ NO | 1 | 2 | 3 | **SOBRIETY - DRUG - PHYSICAL** *(MARK ALL THAT APPLY)* |
| X D DARK - NO STREET LIGHTS | F TRAIN | | | | | | | | |
| E DARK - STREET LIGHTS NOT FUNCTIONING* | G BICYCLE | | | | B CVC SECTION VIOLATION: CITED ☐ YES ☐ NO | X | X | | A HAD NOT BEEN DRINKING |
| | H ANIMAL: | | | | | | | | B HBD - UNDER INFLUENCE |
| **ROADWAY SURFACE** | X I FIXED OBJECT: ROCK EMBANKMENT | | | | C CVC SECTION VIOLATION: CITED ☐ YES ☐ NO | | | | C HBD - NOT UNDER INFLUENCE* |
| X A DRY | | | | | | | | | D HBD - IMPAIRMENT UNKNOWN* |
| B WET | J OTHER OBJECT: | | | | D | | | | E UNDER DRUG INFLUENCE* : |
| C SNOWY - ICY | | | | | E VISION OBSCUREMENT: | | | | DRE EXAM. CONDUCTED |
| D SLIPPERY (MUDDY, OILY, ETC.) | X K ADDITIONAL OBJECT(S) STRUCK | | | | F INATTENTION* : | | | | STIMULANT |
| **ROADWAY CONDITION(S)** *(MARK 1 TO 2 ITEMS)* | **PEDESTRIAN'S ACTIONS** | | | | G STOP & GO TRAFFIC | | | | HALLUCINOGEN |
| | X A NO PEDESTRIANS INVOLVED | | | | H ENTERING / LEAVING RAMP | | | | DISSOCIATIVE ANESTHETICS |
| A HOLES, DEEP RUT* | B CROSSING IN CROSSWALK AT INTERSECTION | | | | I PREVIOUS CRASH | | | | NARCOTIC ANALGESIC |
| B LOOSE MATERIAL ON ROADWAY* | | | | | J UNFAMILIAR WITH ROAD | | | | INHALANT |
| C OBSTRUCTION ON ROADWAY* | C CROSSING IN CROSSWALK - NOT AT INTERSECTION | | | | K DEFECTIVE VEH. EQUIP.: CITED ☐ YES ☐ NO | | | | CANNABIS |
| D CONSTRUCTION - REPAIR ZONE | | | | | | | | | DEPRESSANT |
| E REDUCED ROADWAY WIDTH | D CROSSING - NOT IN CROSSWALK | | | | L UNINVOLVED VEHICLE | | | | F IMPAIRMENT - PHYSICAL* |
| F FLOODED* | E IN ROAD - INCLUDES SHOULDER | | | | M OTHER*: | | | | G IMPAIRMENT NOT KNOWN |
| G OTHER*: | F NOT IN ROAD | | X | | N NONE APPARENT | | | | H NOT APPLICABLE |
| X H NO UNUSUAL CONDITIONS | G APPROACHING / LEAVING SCHOOL BUS | X | | | O RUNAWAY VEHICLE | | | | I SLEEPY / FATIGUED* |

**SKETCH**

REFER TO SKETCH PAGE(S)

INDICATE NORTH

**MISCELLANEOUS**

GOOD SAMARITAN WHO WAS AN OFF DUTY FIRE FIGHTER FROM GREEN VALLEY LAKE 95 STOPPED TO ASSIST AND PROVIDED MEDICAL AID TO SEVERAL VICTIMS

[redacted]

☐ REFER TO NARRATIVE FOR ADDITIONAL INFORMATION

| 1 | 2 | 3 | SPECIAL INFORMATION |
|---|---|---|---|
| | | | A HAZARDOUS MATERIAL |
| | | | B CELL PHONE HANDHELD IN USE |
| | | | C CELL PHONE HANDSFREE IN USE |
| X | X | | D CELL PHONE NOT IN USE |
| | | | E CELL PHONE USE UNKNOWN |
| | | | F SCHOOL BUS RELATED |

| 1 | 2 | 3 | BIKEWAY FACILITY |
|---|---|---|---|
| | | | A SHARED ROADWAY |
| | | | B CLASS I - BIKE PATH* |
| | | | C CLASS II - BIKE LANE* |
| | | | D CLASS III - BIKE ROUTE* |
| | | | E CLASS IV - SEPARATED BIKEWAY* |

STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
**INJURED / WITNESS / PASSENGERS**
CHP 555 Page 3 (Rev. 2-22) OPI 060



| CRASH DATE (MO. DAY YEAR) | CRASH TIME (2400) | NCIC # | OFFICER ID | NUMBER |
|---|---|---|---|---|
| 11/09/2025 | 2048 | 9865 | 023579 | 9865-2025-00541 |

| WITNESS ONLY | PASSENGER ONLY | AGE | SEX | EXTENT OF INJURY ("X" ONE) | | | | INJURED WAS ("X" ONE) | | | | | | PARTY NUMBER | SEAT POS. | AIR BAG | SAFETY EQUIP. | EJECTED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | FATAL INJURY | SUSPECTED SERIOUS INJURY | SUSPECTED MINOR INJURY | POSSIBLE INJURY | DRIVER | PASS. | PED. | BICYCLIST | OTHER | OPER. | | | | | |
| [redacted] | | | | | | | | | | | | | | | | | | |

☐ VICTIM OF VIOLENT CRIME NOTIFIED

| PREPARER'S NAME | ID NUMBER | MO. DAY YEAR | REVIEWER'S NAME | MO. DAY YEAR |
|---|---|---|---|---|
| MELISSA A CAHOON | 023579 | 11/09/2025 | JACOB A GRIEDE, 020388 | 05/01/2026 |

# INJURED / WITNESS / PASSENGERS



| CRASH DATE (MO. DAY YEAR) | CRASH TIME (2400) | NCIC # | OFFICER ID | NUMBER |
|---|---|---|---|---|
| 11/09/2025 | 2048 | 9865 | 023579 | 9865-2025-00541 |

| WITNESS ONLY | PASSENGER ONLY | AGE | SEX | EXTENT OF INJURY ("X" ONE) | | | | INJURED WAS ("X" ONE) | | | | | | PARTY NUMBER | SEAT POS. | AIR BAG | SAFETY EQUIP. | EJECTED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | FATAL INJURY | SUSPECTED SERIOUS INJURY | SUSPECTED MINOR INJURY | POSSIBLE INJURY | DRIVER | PASS. | PED. | BICYCLIST | OTHER | OPER. | | | | | |

[redacted]

☐ VICTIM OF VIOLENT CRIME NOTIFIED

| PREPARER'S NAME | ID NUMBER | MO. DAY YEAR | REVIEWER'S NAME | MO. DAY YEAR |
|---|---|---|---|---|
| MELISSA A CAHOON | 023579 | 11/09/2025 | JACOB A GRIEDE, 020388 | 05/01/2026 |

STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
# INJURED / WITNESS / PASSENGERS
CHP 555 Page 3 (Rev. 2-22) OPI 060



| CRASH DATE (MO. DAY YEAR) | CRASH TIME (2400) | NCIC # | OFFICER ID | NUMBER |
|---|---|---|---|---|
| 11/09/2025 | 2048 | 9865 | 023579 | 9865-2025-00541 |

| WITNESS ONLY | PASSENGER ONLY | AGE | SEX | EXTENT OF INJURY ("X" ONE) | | | | INJURED WAS ("X" ONE) | | | | | | PARTY NUMBER | SEAT POS. | AIR BAG | SAFETY EQUIP. | EJECTED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | FATAL INJURY | SUSPECTED SERIOUS INJURY | SUSPECTED MINOR INJURY | POSSIBLE INJURY | DRIVER | PASS. | PED. | BICYCLIST | OTHER | OPER. | | | | | |

[redacted]

☐ VICTIM OF VIOLENT CRIME NOTIFIED

| PREPARER'S NAME | ID NUMBER | MO. DAY YEAR | REVIEWER'S NAME | MO. DAY YEAR |
|---|---|---|---|---|
| MELISSA A CAHOON | 023579 | 11/09/2025 | JACOB A GRIEDE, 020388 | 05/01/2026 |

STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
**INJURED / WITNESS / PASSENGERS**
CHP 555 Page 3 (Rev. 2-22) OPI 060



| CRASH DATE (MO. DAY YEAR) | CRASH TIME (2400) | NCIC # | OFFICER ID | NUMBER |
|---|---|---|---|---|
| 11/09/2025 | 2048 | 9865 | 023579 | 9865-2025-00541 |

| WITNESS ONLY | PASSENGER ONLY | AGE | SEX | EXTENT OF INJURY ("X" ONE) | | | | INJURED WAS ("X" ONE) | | | | | | PARTY NUMBER | SEAT POS. | AIR BAG | SAFETY EQUIP. | EJECTED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | FATAL INJURY | SUSPECTED SERIOUS INJURY | SUSPECTED MINOR INJURY | POSSIBLE INJURY | DRIVER | PASS. | PED. | BICYCLIST | OTHER | OPER. | | | | | |

[redacted]

☐ VICTIM OF VIOLENT CRIME NOTIFIED

| PREPARER'S NAME | ID NUMBER | MO. DAY YEAR | REVIEWER'S NAME | MO. DAY YEAR |
|---|---|---|---|---|
| MELISSA A CAHOON | 023579 | 11/09/2025 | JACOB A GRIEDE, 020388 | 05/01/2026 |

STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
**INJURED / WITNESS / PASSENGERS**
CHP 555 Page 3 (Rev. 2-22) OPI 060



| CRASH DATE (MO. DAY YEAR) | CRASH TIME (2400) | NCIC # | OFFICER ID | NUMBER |
|---|---|---|---|---|
| 11/09/2025 | 2048 | 9865 | 023579 | 9865-2025-00541 |

| WITNESS ONLY | PASSENGER ONLY | AGE | SEX | EXTENT OF INJURY ("X" ONE) | | | | INJURED WAS ("X" ONE) | | | | | | PARTY NUMBER | SEAT POS. | AIR BAG | SAFETY EQUIP. | EJECTED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | FATAL INJURY | SUSPECTED SERIOUS INJURY | SUSPECTED MINOR INJURY | POSSIBLE INJURY | DRIVER | PASS. | PED. | BICYCLIST | OTHER | OPER. | | | | | |

[redacted]

☐ VICTIM OF VIOLENT CRIME NOTIFIED

| PREPARER'S NAME | ID NUMBER | MO. DAY YEAR | REVIEWER'S NAME | MO. DAY YEAR |
|---|---|---|---|---|
| MELISSA A CAHOON | 023579 | 11/09/2025 | JACOB A GRIEDE, 020388 | 05/01/2026 |

STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
**INJURED / WITNESS / PASSENGERS**
CHP 555 Page 3 (Rev. 2-22) OPI 060



| CRASH DATE (MO. DAY YEAR) | CRASH TIME (2400) | NCIC # | OFFICER ID | NUMBER |
|---|---|---|---|---|
| 11/09/2025 | 2048 | 9865 | 023579 | 9865-2025-00541 |

| WITNESS ONLY | PASSENGER ONLY | AGE | SEX | EXTENT OF INJURY ("X" ONE) | | | | INJURED WAS ("X" ONE) | | | | | | PARTY NUMBER | SEAT POS. | AIR BAG | SAFETY EQUIP. | EJECTED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | FATAL INJURY | SUSPECTED SERIOUS INJURY | SUSPECTED MINOR INJURY | POSSIBLE INJURY | DRIVER | PASS. | PED. | BICYCLIST | OTHER | OPER. | | | | | |

[redacted]

DESCRIBE INJURIES

☐ VICTIM OF VIOLENT CRIME NOTIFIED

| PREPARER'S NAME | ID NUMBER | MO. DAY YEAR | REVIEWER'S NAME | MO. DAY YEAR |
|---|---|---|---|---|
| MELISSA A CAHOON | 023579 | 11/09/2025 | JACOB A GRIEDE, 020388 | 05/01/2026 |

STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

# INJURED / WITNESS / PASSENGERS

CHP 555 Page 3 (Rev. 2-22) OPI 060



| CRASH DATE (MO. DAY YEAR) | CRASH TIME (2400) | NCIC # | OFFICER ID | NUMBER |
|---|---|---|---|---|
| 11/09/2025 | 2048 | 9865 | 023579 | 9865-2025-00541 |

| WITNESS ONLY | PASSENGER ONLY | AGE | SEX | EXTENT OF INJURY ("X" ONE) | | | | INJURED WAS ("X" ONE) | | | | | | PARTY NUMBER | SEAT POS. | AIR BAG | SAFETY EQUIP. | EJECTED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | FATAL INJURY | SUSPECTED SERIOUS INJURY | SUSPECTED MINOR INJURY | POSSIBLE INJURY | DRIVER | PASS. | PED. | BICYCLIST | OTHER | OPER. | | | | | |

[redacted]

VICTIM OF VIOLENT CRIME NOTIFIED

| PREPARER'S NAME | ID NUMBER | MO. DAY YEAR | REVIEWER'S NAME | MO. DAY YEAR |
|---|---|---|---|---|
| MELISSA A CAHOON | 023579 | 11/09/2025 | JACOB A GRIEDE, 020388 | 05/01/2026 |

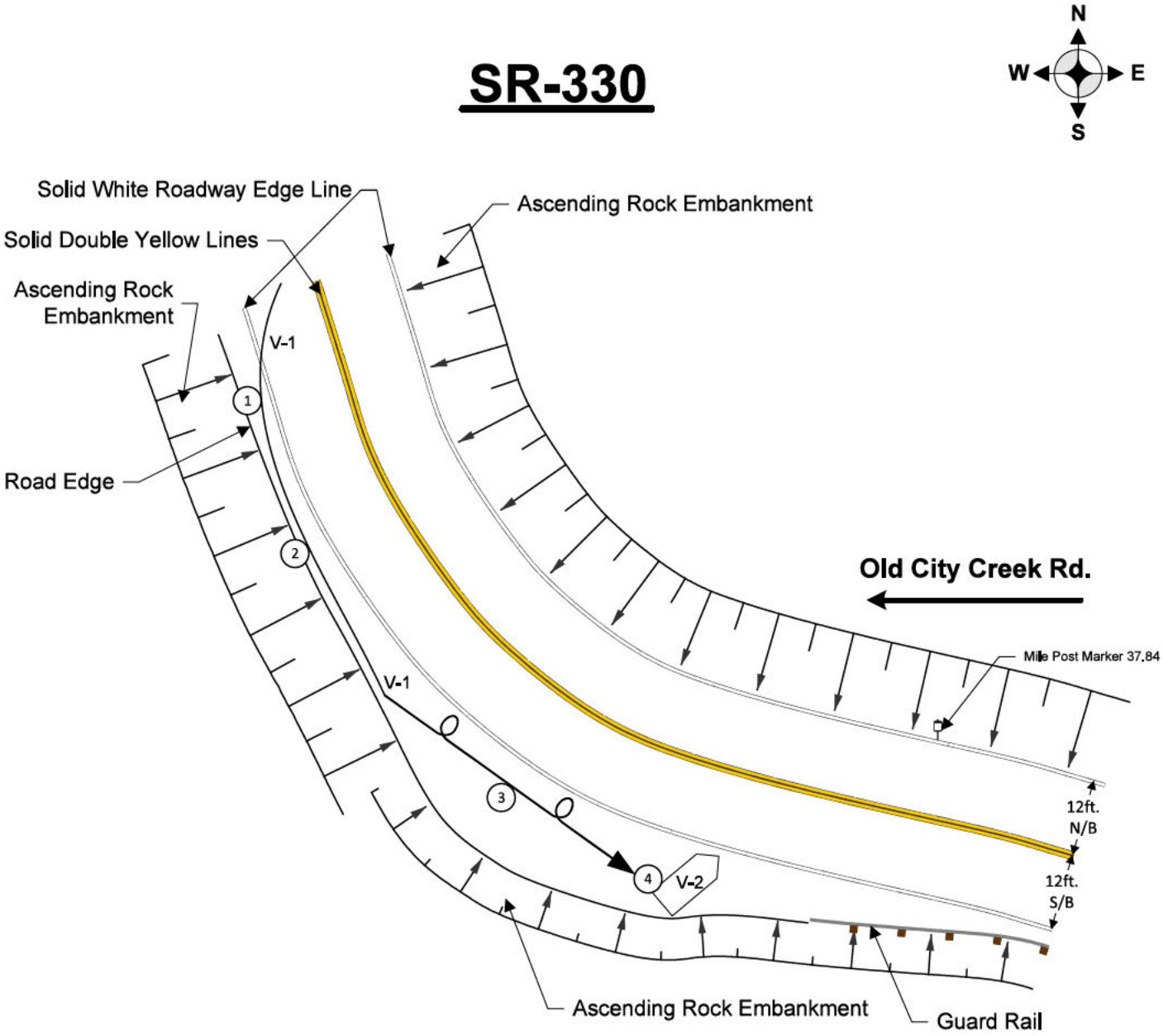
STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

# SKETCH DIAGRAM



| DATE OF CRASH (MO. DAY YEAR) | TIME (2400) | NCIC # | OFFICER ID | NUMBER |
|---|---|---|---|---|
| 11/09/2025 | 2048 | 9865 | 023579 | 9865-2025-00541 |

ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE = )




| PREPARED BY | ID NUMBER | MO. DAY YEAR | REVIEWER'S NAME | MO. DAY YEAR |
|---|---|---|---|---|
| MELISSA A CAHOON | 023579 | 11/09/2025 | JACOB A GRIEDE, 020388 | 05/01/2026 |

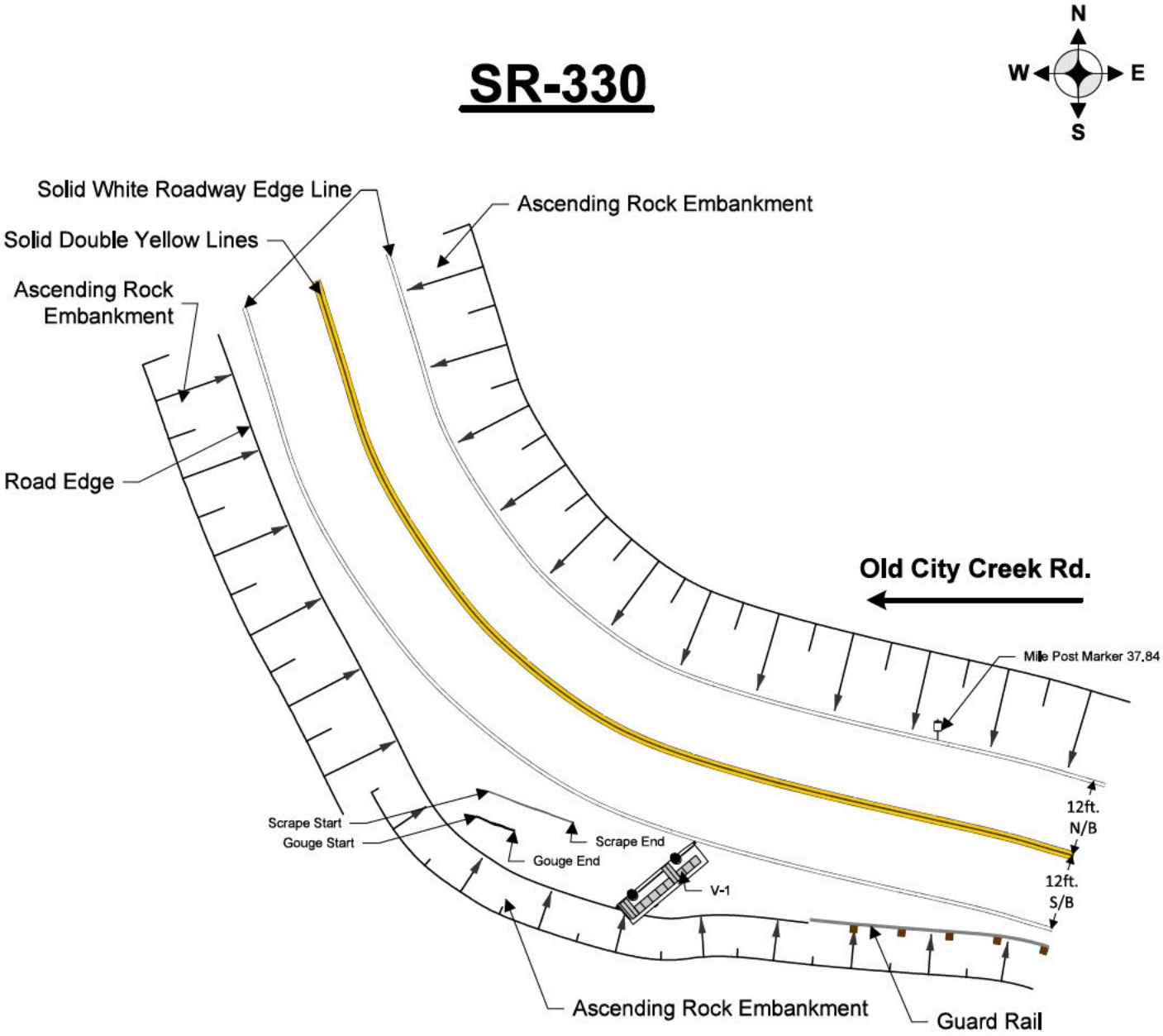
STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

# FACTUAL DIAGRAM



| DATE OF CRASH (MO. DAY YEAR) | TIME (2400) | NCIC # | OFFICER ID | NUMBER |
|---|---|---|---|---|
| 11/09/2025 | 2048 | 9865 | 023579 | 9865-2025-00541 |

ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE = )




| PREPARED BY | ID NUMBER | MO. DAY YEAR | REVIEWER'S NAME | MO. DAY YEAR |
|---|---|---|---|---|
| MELISSA A CAHOON | 023579 | 11/09/2025 | JACOB A GRIEDE, 020388 | 05/01/2026 |

*All times, speeds, and measurements throughout this report are approximate. Measurements were obtained using a roll meter and GPS unless otherwise stated. All opinions and conclusions were based on evidence and/or statements.*

## FACTUAL DIAGRAM LEGEND

### VEHICLE POINTS OF REST

V-1's right front tire was located 81 feet north of MPM 37.84 and 93 feet west of the west solid white roadway edge line of SR-330.

V-1's right rear tire was located 100 feet north of MPM 37.84 and 100 feet west of the west solid white roadway edge line of SR-330.

### PHYSICAL EVIDENCE DESCRIPTION

**Item #1 –** Is an area of impact from V-1 crashing into an ascending rock embankment.
**Item #2 –** is an area of impact from V-1 crashing into an ascending rock embankment.
**Item #3 –** Is an area of scrape damage approximately 55 feet in length.
**Item #4 –** Is an area of gouge damage approximately 100 feet in length.

### PHYSICAL EVIDENCE LOCATION

**Item #1:**
Located 320 feet north of MPM 37.84 and 28 feet west of the west solid white roadway edge line of SR-330.

**Item #2:**
Located 295 feet north of MPM 37.84 and 28 feet west of the west solid white roadway edge line of SR-330.

| DATE OF INCIDENT | TIME | NCIC NUMBER | OFFICER I.D. | NUMBER |
|---|---|---|---|---|
| 11/09/2025 | 2048 | 9865 | 023579 | 9865-2025-00541 |

**Item #3:**

Begins 183 feet north of MPM 37.84 and 41 feet west of the west solid white roadway edge line of SR-330.

Ends 138 feet north of MPM 37.84 and 33 feet west of the west solid white roadway edge line of SR-330.

**Item #4:**

Begins 184 feet north of MPM 37.84 and 44 feet west of the west solid white roadway edge line of SR-330.

Ends 150 feet north of MPM 37.84 and 45 feet west of the west solid white roadway edge line of SR-330.

## FACTS

## SCENE DESCRIPTION

SR-330 is a Caltrans maintained and designated North-South State Highway. At this location, the highway travels primarily in an East-West direction 90 degrees opposite of the Caltrans designated directions. All directions will be given in actual compass directions. At the scene of this traffic collision, SR-330 is a curved, asphalt paved roadway, located in an unincorporated area of San Bernardino County. The roadway consists of one northbound lane and one southbound lane. The northbound and southbound lanes are separated by solid double yellow lines. The northbound and southbound lanes are approximately 12 feet each in width. The southbound lane is bordered by a solid white roadway edge line, which is bordered by a rock embankment, followed by an asphalt paved shoulder that turns into a turnout, which is bordered by a dirt hillside. The northbound lane is bordered by a solid white roadway edge line, which is bordered by a 1-foot asphalt paved shoulder, which is bordered by a hillside. Just prior to beginning of the curve, there are several yellow reflective cautionary signs advising of the curve and a cautionary 30 mph sign. There were no visual obstructions noted or claimed. The weather was cool, dark, clear, and dry. The speed limit in this area is 55 miles per hour. Refer to the Factual Diagram for further information.

## PARTIES

Party # 1 (P-1, Polanco Arreola) was located on the right-hand shoulder of SR-330 southbound, north of mile marker 37.84, collecting passenger items inside of Vehicle #1 (V-1, Ford). P-1 was identified by his valid California driver license. His daughter is the registered owner of V-1. P-1 was determined to be the driver of V-1 at the time of the crash from his admission to driving V-1.

Vehicle #1 (V-1, Ford) was located on the right shoulder overturned on its right side. V-1 sustained disabling damage on the right side, consisting of, but not limited to heavy scratches, broken exterior mirrors, shattered windows, damaged and deformed rims and flat tires. Additional examination revealed fire-related heat damage to the brake assemblies.

Vehicle #2 (V-2, Hyundai) was located on the right shoulder in front of V-1. V-2 sustained moderate damage on the left side, consisting of, but not limited to dents, scratches, broken mirror.

**PHYSICAL EVIDENCE**

V-1 crashing into an ascending rock embankment.

62 photographs taken from Sergeant Lomenick, ID 17673, and commercial Officer Flambures, ID 18175, of V-1. All images were placed onto one CD which is retained at the Arrowhead CHP Area office.

35 photographs taken by me of V-1 and V-2 along with 1 photo of Fox Express mechanical checklist and 1 photo of a letter by U.S. Department of Transportation, provided by P-1. All images were placed onto one CD which is retained at the Arrowhead CHP Area office.

Interview of P-1 from Detective Brewer ID 17875. The interview was uploaded onto a CD which is retained at the Arrowhead CHP office.

A supplemental report provided by Detective Brewer attached to this report.

A copy of a list of passengers on V-1 and a copy of the contract of transportation with V-1 dated November 7, 2025, and November 9, 2025. All images were placed onto a CD which is retained at the Arrowhead CHP Area office.

Interview with Witness [redacted] conducted by me. The interview was uploaded onto a CD which is retained at the Arrowhead CHP office.

**OTHER FACTUAL INFORMATION**

On Monday, November 10, 2025, at approximately 1314 hours, I received a phone call by Sergeant Lomenick, notifying me that the plate on V-1 did not match the VIN.

On Tuesday, November 11, 2025, at approximately 0920 hours, Officer Bates, ID 19392, located and towed a disabled Ford van on SR-330 southbound, in a turnout at the lower passing lane.

On Wednesday, November 12, 2025, Sergeant Lomenick notified me that the plates on the van that was located on SR-330 were discovered to belonged to a Jeep registered to Party #1 (P-1 Polanco). The van's correct plate was on V-1. The van and the plates were booked into evidence.

On Thursday, November 13, 2025, at approximately 1000 hours, I met with CHP Investigative Services Unit (ISU), Detective E. Brewer. Detective Brewer and I went to Our Lady of Guadalupe Church, located at 1322 East Third Street, Santa Ana, CA 92701. When we arrived at the church, we were re-directed to the Roman Catholic Diocese of Orange, located at 13280 Chapman Avenue, Garden Grove, CA 92840.

At approximately 1030 hours, Detective Brewer and I arrived at the Roman Catholic Diocese of Orange. We met with the Director and Head of Communications, [redacted] and Claims and Risk Management Manager, Deacon [redacted]. We were provided the transportation contract for the trip, along with a list of passengers aboard V-1. We provided an email of a medical information release authorization CHP 121C form, and asked if they could assist in getting further information on all passengers.

At approximately 1130 hours, Detective Brewer and I went to Fox Express, located at [redacted] to speak with P-1, the owner of Fox Express. P-1 invited us into his office. Detective Brewer gave P-1 a Beheler Advisement indicating if he wanted us to leave to let us know.

P-1 related he has been a commercial driver for 30 years and holds a valid California Commercial Driver License, which he showed us. He has driven several different vehicles throughout his commercial driving career. P-1 is the current owner of the Fox Express, a commercial transportation company. P-1 purchased V-1 about two years ago. The bus was registered to his daughter, [redacted] and P-1's company, Fox Express. P-1 related he parked V-1 at a yard, where it sat unused because it was too expensive to insure. While V-1 was parked, someone stole the license plates. P-1 drove V-1 to San Diego about a month ago and confirmed it was operating in good working order. P-1 was contacted by the church youth coordinator, [redacted], requesting his assistance with transporting students up the mountain for a youth retreat. P-1 is a member of the church and wanted to help so he agreed to provide transportation, which he stated was a big mistake. P-1 originally did not want to do the trip but felt bad, so he did. P-1 provided V-1 along with three vans to assist the church with transportation of students, adults, and luggage. A transportation contract was provided by the church. P-1 informed the church staff that V-1 was not prepared for mountain driving because it needed brakes due to the weight of the bus.

Several days before the church retreat, P-1 had his private mechanic, [redacted], inspect V-1 to ensure it was in good working order and safe to drive. Mr. [redacted] declared V-1 safe to operate. Mr. [redacted] found license plates inside V-1 when he was conducting his inspection. He observed that V-1 did not have license plates on it, so he assumed they belonged to V-1. Mr. [redacted] installed the license plates on V-1.

On November 7, 2025, P-1 loaded V-1 with luggage and a total of 36 people onto V-1 including himself. He related he knew that V-1 was overweight but figured it would be ok. P-1 related the max weight for V-1 was 20,000 pounds but believed he had loaded it to about 25,000 pounds.

| DATE OF INCIDENT | TIME | NCIC NUMBER | OFFICER I.D. | NUMBER |
|---|---|---|---|---|
| 11/09/2025 | 2048 | 9865 | 023579 | 9865-2025-00541 |

P-1 transported the students to the retreat center where he parked and left V-1 before departing the mountain in another vehicle. P-1 returned to the retreat center on November 9, 2025, and loaded V-1 with luggage and a total of 36 people onto V-1 including himself. P-1 was enroute to Santa Ana and was driving V-1 down the mountain when he realized his brakes stopped working. He advised the passengers aboard then made the decision to crash into the rock embankment. P-1 believed this was a better route than going over the side of the mountain. After V-1 crashed into the rock embankment, V-1 overturned. P-1 and his front passenger exited through the driver window while the rest of the passengers exited through the emergency exit on the roof. When Detective Brewer asked about the license plates from V-1 being removed at the scene, he related it was because he did not want them to get lost when the tow truck was towing it.

On November 15, 2025, a vehicle records check of V-1 revealed that a release of liability had been filed to a [redacted]; however, at the time of the crash, the vehicle was still registered to [redacted].

On November 21, 2025, Deacon [redacted] supplied passenger information for 16 individuals out of the 35 requested.

On November 22, 2025, I attempted to contact [redacted] on three separate occasions at 1908 hours, 1909 hours, and 1911 hours. All attempts were unsuccessful.

At approximately 1913 hours, I attempted to contact the mechanic, [redacted], and reached a voice recording that the number was no longer in service.

| DATE OF INCIDENT | TIME | NCIC NUMBER | OFFICER I.D. | NUMBER |
|---|---|---|---|---|
| 11/09/2025 | 2048 | 9865 | 023579 | 9865-2025-00541 |

At approximately 1915 hours, I contacted the youth coordinator, [redacted] and his daughter [redacted]. Translation was provided by his daughter, [redacted]. [redacted] related they have had a contract with P-1 for the last three years and have utilized his services about six times during that period. He explained that the use of P-1's services depend on the number of individuals who need to be transported. For the current year, the church has utilized P-1's services twice. [redacted] further related this was the first time P-1 operated V-1 for the church. He explained that the church does not have a standard operating procedure (SOP) or a set rate for payment; however, P-1 was paid for the service provided. [redacted] related there is no formal paperwork involved in the arrangement aside from a verbal agreement. He added that P-1 takes his vehicle into Tijuana for regular inspections.

Injuries sustained to Party #1 (P-1, Polanco Arreola) and Vehicle #1 (V-1, Ford) passengers.

In March 2026, MAIT completed an investigation on V-1. The report was uploaded onto a CD which is retained at the Arrowhead CHP office.

In April of 2026, Commercial Officer Michael Flambures identified several violations based on the MAIT report which are included as recommendations for charges.

| DATE OF INCIDENT | TIME | NCIC NUMBER | OFFICER I.D. | NUMBER |
|---|---|---|---|---|
| 11/09/2025 | 2048 | 9865 | 023579 | 9865-2025-00541 |

## STATEMENTS

Party #1 (P-1, Polanco Arreola) related in essence the following: P-1 was at a church retreat in Angelus Oaks and was enroute to Santa Ana. P-1 was driving Vehicle #1 (V-1, Ford) SR-330 southbound, north of mile marker 37.84, in the southbound lane at approximately 25 miles per hour. P-1 applied V-1's brakes when he felt resistance in the braking system. P-1 attempted to activate the emergency brake but was unable to bring V-1 to a stop. In an attempt to stop V-1, P-1 steered V-1 to the right toward a rock embankment. P-1 crashed the front right side of V-1 into the rock embankment. P-1 attempted to correct V-1 by turning V-1 to the left then back to the right, however, P-1 was unable to regain control of V-1 and crashed the right rear side into the rock embankment before V-1 overturned onto the roadway. Following the crash, P-1 and his front passenger exited V-1 through the driver window while the rest of the passengers exited through the emergency exit on the roof. P-1 was unaware that V-2 was involved in the crash. P-1 remained on scene, partially blocking the turnout, and waited for CHP arrival.

Passenger [redacted] related in essence the following: [redacted] was parked in Vehicle #2 (V-2, Hyundai) at the turnout on SR-330 southbound, north of mile marker 37.84, facing in a southeasterly direction. [redacted] observed V-2 overturn and skid into the turnout when V-1 crashed into the left side of V-2. Following the crash, [redacted] drove V-2 further ahead of V-1 and remained on scene for CHP arrival.

Witnesses [redacted] and [redacted] related they were directly behind V-1. They estimated V-1 to be traveling approximately 35 to 40 miles per hour. V-1's rear tires and brakes were on fire as they were turning the corner and they observed the front of V-1 turn into the right shoulder, sideswiping the rock embankment. The rear tire on V-1 struck the mountain, then V-1 overturned onto its right side. V-1 remained on its right side and slid down the roadway before coming to a rest.

Witness [redacted] related he was the third driver behind V-1 when he observed V-1's rear brakes were on fire approximately 250 meters before crashing. He did not witness V-1 overturn.

| DATE OF INCIDENT | TIME | NCIC NUMBER | OFFICER I.D. | NUMBER |
|---|---|---|---|---|
| 11/09/2025 | 2048 | 9865 | 023579 | 9865-2025-00541 |

Witness [redacted] and [redacted] related they were directly behind V-1. They related that V-1 was not traveling at a high rate of speed. They reported that they first detected the smell of burning brakes, and shortly afterward they observed a spark consistent with a fire coming from V-1. [redacted] attempted to contact her sister that was aboard the bus to alert her, while [redacted] attempted to drive into the opposing lane to warn P-1 about failing brakes. They both related that before they could reach P-1, they observed P-1 lose control of V- 1 and crash into the rock embankment.

## OPINIONS AND CONCLUSIONS

## SUMMARY/CAUSE

Party #1 (P-1, Polanco Arreola) was driving Vehicle #1 (V-1, Ford) on SR-330 southbound, north of mile marker 37.84, in the southbound lane at a speed greater than 25 miles per hour. Vehicle #2 (V-2, Hyundai) was parked in a turnout facing in a southeasterly direction, south of V-1. P-1 turned V-1 from a direct course of travel to the right after losing V-1's brakes and to stop V-1. Due to the unsafe condition of V-1, a violation of (24002 CVC), the front right side of V-1 crashed into the rock embankment (AOI 1). P-1 attempted to correct V-1 by turning V-1 to the left then back to the right, however, P-1 was unable to regain control of V-1, and the right rear side of V-1 crashed into the rock embankment (AOI 2). The continued forward motion combined with the weight transfer caused V-1 to overturn (AOI 3). V-1 skidded down the roadway and the front of V-1 crashed into the left side of V-2 (AOI 4). Following the crash, P-1 and his front passenger exited V-1 through the driver window while the rest of the passengers exited through the emergency exit on the roof, V-1 remained partially blocking the turnout. [redacted] drove V-2 further ahead of V-1. P-1 and [redacted] remained on scene and waited for CHP arrival.

## RECOMMENDATIONS

I recommend a copy of this report be forwarded to the San Bernardino County District Attorney's Office for the prosecution of: Party #1 (P-1, Polanco Arreola) for the following:

1. 273(a)(a) PC – Child Endangerment (23 counts)
2. 23104(a) CVC – Reckless Driving Causing Injury
3. 24002(a) CVC – Unsafe Vehicle
4. 4000(a)(1) CVC – Expired Registration
5. 16028(a) CVC – Failure to Provide Proof of Financial responsibility after a Crash
6. 34507.6(a) CVC – Carrier Identification Number Not Displayed, Either USDOT or CA
7. 27154 CVC – Exhaust System Not Gastight and Discharging Under Passenger Compartment
8. 34506.3 CVC – Per T13 CCR1239, Per T49 CFR – 393.62 – Marked Rearmost Door/Window Emergency Exit Obstructed
9. 26453 CVC – Brake Friction Surface Contaminated with Oil
10. 26453 CVC – Inoperative ABS System

STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

# TRUCK / BUS CRASH SUPPLEMENTAL REPORT

CHP 555D (Rev. 4-24) OPI 062

PARTY NUMBER: 1

| CRASH DATE | CRASH TIME (2400) | NCIC # | OFFICER ID | LOCAL REPORT NUMBER |
|---|---|---|---|---|
| 11/09/2025 | 2048 | 9865 | 023579 | 9865-2025-00541 |

**GENERAL INSTRUCTIONS - COMPLETE THIS FORM FOR EACH QUALIFYING VEHICLE IF THE CRASH MEETS CRITERIA ON BACK OF THIS FORM.**

## QUALIFYING INFORMATION

THIS FORM IS BEING COMPLETED BECAUSE THIS VEHICLE IS:

- ☐ A truck or truck combination with a gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) greater than 10,000 pounds
- ☒ A bus with seats for 9 or more persons, including driver
- ☐ A vehicle of any type displaying hazardous materials (HM) placards (includes auto, light truck, van, 10,000 lbs. or less)

TOTAL INVOLVED VEHICLES IN THE CRASH: 2

NUMBER OF PERSONS SUSTAINING FATAL INJURIES: 0

NUMBER OF INJURED PERSONS TRANSPORTED FOR IMMEDIATE MEDICAL TREATMENT: 20

NUMBER OF VEHICLES TOWED FROM SCENE DUE TO DISABLING DAMAGE: 1

AT THE TIME OF THE CRASH, THIS VEHICLE WAS:

- ☒ Operating on a trafficway open to the public (in-transport)
- ☐ Parked on or off the trafficway

COMMERCIAL DRIVER LICENSE (CDL):

☐ YES ☒ NO

CDL CLASS (*Check only one*):

☒ Class A ☐ Class B ☐ Class C ☐ Class D ☐ Class M

## VEHICLE INFORMATION

**VEHICLE CONFIGURATION (Enter one code from below)**

4

1 - Passenger Car (only if vehicle has Hazardous Materials Placard)
2 - Light Truck (only if vehicle has Hazardous Materials Placard)
3 - Bus (seats for 9-15 people, including driver)
4 - Bus (seats for 16 people or more, including driver)
5 - Single-Unit Truck (2 axles, 6 tires)
6 - Single-Unit Truck (3 or more axles)
7 - Truck / Trailer(s) (Single-Unit Truck with Trailer(s))
8 - Truck / Tractor (without trailer, bobtail, or saddlemount)
9 - Tractor / Semi-Trailer (one trailer)
10 - Tractor / Doubles (two trailers)
11 - Tractor / Triples (three trailers)
99 - Other Truck > 10,000 lbs. (not listed above)

**GVWR / GCWR (Enter one code from below. Use GCWR for truck combinations)**

2

1 - 10,000 lbs. or Less
2 - 10,001 - 26,000 lbs.
3 - Greater than 26,000 lbs.

**Bus Use (Enter one code from below)**

4

0 - Not a Bus
1 - School (Public or Private)
2 - Transit
3 - Intercity
4 - Charter
5 - Other

**CARGO BODY TYPE (Enter one code from below)**

2

0 - Not Applicable / No Cargo Body
1 - Bus (seats for 9-15 people, including driver)
2 - Bus (seats for 16 people or more, including driver)
3 - Van / Enclosed Box
4 - Cargo Tank
5 - Flatbed
6 - Dump
7 - Concrete Mixer
8 - Auto Transporter
9 - Garbage / Refuse
10 - Grain, Chips, Gravel
11 - Pole
12 - Vehicle Towing Another Motor Vehicle
13 - Intermodal Chassis
14 - Logging
98 - Other Cargo Body (not listed above)

**HAZARDOUS MATERIALS INVOLVEMENT (Excluding vehicle fuel system)**

WAS THE VEHICLE DISPLAYING HM PLACARDS?

☐ YES ☒ NO

IF YES, INCLUDE THE FOLLOWING INFORMATION FROM ONE OF THE PLACARDS:

4-Digit UN/NA identification number or placard name, if none: _____

Hazard Class or Division from bottom of placard: _____

Was HM released from this vehicle's cargo? ☐ YES ☒ NO

## MOTOR CARRIER INFORMATION

CARRIER TYPE (*Check only one*):

☒ Interstate ☐ Intrastate ☐ Non-commerce - government ☐ Non-commerce - other trucks > 10,000 lbs. GVWR / GCWR

| CARRIER NAME | PHONE NUMBER |
|---|---|
| FOX EXPRESS | ([redacted] |

| CARRIER ADDRESS (*NUMBER AND STREET/P.O. BOX*) | CITY | STATE | ZIP CODE |
|---|---|---|---|
| [redacted] | [redacted] | [redacted] | [redacted] |

| CARRIER IDENTIFICATION NUMBERS | USDOT | MC / MX | CA |
|---|---|---|---|
| ☒ None | | | |

## SEQUENCE OF EVENTS

NOTE: FOR THIS VEHICLE, LIST UP TO FOUR EVENTS

Event 1: 98 Event 2: 18 Event 3: 3 Event 4: 14

**NON-COLLISIONS**
1 Ran Off Road
2 Jackknife
3 Overturn (Rollover)
4 Downhill Runaway
5 Cargo Loss or Shift
6 Explosion or Fire
7 Separation of Units
8 Cross Median / Centerline

**NON-COLLISIONS (continued)**
9 Equipment Failure (Tires, Brakes, Steering, etc.)
10 Other Non-Collision

**COLLISION INVOLVING / WITH**
12 Pedestrian
13 Motor Vehicle In-Transport
14 Parked Motor Vehicle

**COLLISION INVOLVING / WITH (continued)**
15 Train
16 Pedalcycle
17 Animal
18 Fixed Object
19 Work Zone Maintenance Equipment
20 Other Moveable Object
98 Other (Describe): UNSAFE TURNING MOVEMENT

| PREPARED BY | REVIEWED BY | DATE |
|---|---|---|
| MELISSA A CAHOON, 023579 | JACOB A GRIEDE | 05/01/2026 |

STATE OF CALIFORNIA
**REPORT NARRATIVE**
CHP 556 (Rev 7-90) OPI 042



| DATE OF INCIDENT / OCCURRENCE | TIME (2400) | NCIC NUMBER | OFFICER ID NUMBER | REPORT NUMBER |
|---|---|---|---|---|
| 11/09/2025 | 2048 | 9865 | 23579 | F029-865-25 |

| "X" ONE | "X" ONE | TYPE SUPPLEMENTAL ("X" APPLICABLE) | | |
|---|---|---|---|---|
| ☒ Narrative | ☒ CHP 216 | ☐ BA Update | ☐ Fatal | ☐ Hit and Run Update |
| ☐ Other: | ☐ Other: | ☐ Hazardous Materials | ☐ School Bus | ☒ 9865-2025-00541 |

# California Highway Patrol
## Inland Division
## Investigative Services Unit

# SUPPLEMENTAL REPORT

# F029-865-25

| PREPARER'S NAME AND ID NUMBER | DATE | REVIEWER'S NAME | DATE |
|---|---|---|---|
| Detective E. Brewer, ID 17875 | 11/13/2025 | W. Barnett, Sgt. 17753 | 11.19.25 |

| DATE OF INCIDENT / OCCURRENCE | TIME (2400) | NCIC NUMBER | OFFICER ID NUMBER | REPORT NUMBER |
|---|---|---|---|---|
| 11/09/2025 | 2048 | 9865 | 23579 | F029-865-25 |

| "X" ONE | "X" ONE | TYPE SUPPLEMENTAL ("X" APPLICABLE) | | |
|---|---|---|---|---|
| ☒ Narrative | ☒ CHP 216 | ☐ BA Update | ☐ Fatal | ☐ Hit and Run Update |
| ☐ Other: | ☐ Other: | ☐ Hazardous Materials | ☐ School Bus | ☒ 9865-2025-00541 |

## ASSIGNMENT

On 11/12/2025, I was employed by the California Highway Patrol (CHP), assigned as a detective with the Inland Division Investigative Services Unit (ISU).

At approximately 1000 hours, I was briefed on a traffic crash (9865-2025-00541) which occurred on 11/09/2025, on SR-330 southbound, north of SBD mile maker 37.84, in San Bernardino County. The traffic crash is being investigated by CHP Arrowhead Area Officer M. Cahoon, ID 23579. I was tasked with assisting the CHP Arrowhead Area office with the investigation.

| PREPARER'S NAME AND ID NUMBER | DATE | REVIEWER'S NAME | DATE |
|---|---|---|---|
| Detective E. Brewer, ID 17875 | 11/13/2025 | | |

STATE OF CALIFORNIA
**REPORT NARRATIVE**
CHP 556 (Rev 7-80) OPI 042



| DATE OF INCIDENT / OCCURRENCE | TIME (2400) | NCIC NUMBER | OFFICER ID NUMBER | REPORT NUMBER |
|---|---|---|---|---|
| 11/09/2025 | 2048 | 9865 | 23579 | F029-865-25 |

| "X" ONE | "X" ONE | TYPE SUPPLEMENTAL ("X" APPLICABLE) | | |
|---|---|---|---|---|
| [X] Narrative | [X] CHP 215 | [ ] BA Update | [ ] Fatal | [ ] Hit and Run Update |
| [ ] Other: | [ ] Other: | [ ] Hazardous Materials | [ ] School Bus | [X] 9865-2025-00541 |

## INVESTIGATION

On 11/13/2025, at approximately 1000 hours, Officer Cahoon and I went to Our Lady of Guadalupe Church, located at 1322 East Third Street, Santa Ana, CA 92701. When we arrived at the church, I was directed to go to the Roman Catholic Diocese of Orange, located at 13280 Chapman Avenue, Garden Grove, CA 92840.

At approximately 1030 hours, Officer Cahoon and I arrived at Roman Catholic Diocese of Orange. We met with the Director and Head of Communications [redacted] and Claims and Risk Management Manager Deacon [redacted] We were provided with the transportation contract for the trip, along with a list of passengers on the bus.

At approximately 1130 hours, Officer Cahoon and I went to Fox Express, located at [redacted] to speak to the driver of the bus in this investigation, Freddy Polanco. When we arrived, we were invited into his office. I gave Mr. Polanco a Beheler Advisement indicating if he wanted me to leave to let me know.

Mr. Polanco related he has been a commercial driver for 30 years and holds a valid California Commercial Driver License, which he showed me. He has driven tractor trucks and trailers and commercial busses throughout his commercial driving career. Mr. Polanco currently is the owner of Fox Express, a commercial transportation company. About two years ago, Mr. Polanco purchased a bus; the bus involved in this investigation. The bus was then registered to his daughter, [redacted] Because the bus was too expensive to insure, he parked it at a yard, where it sat unused. While it was parked, someone stole the license plates from the bus. About a month or so ago, Mr. Polanco drove the bus to San Diego to test drive it. During that drive, the bus performed as it should.

Mr. Polanco was contacted by a member of the church named [redacted] requesting his assistance with transporting students up the mountain for a youth retreat. Because Mr. Polanco is a member at the church and wanted to help, he agreed to provide transportation services for the retreat, which he said he was a big mistake. Mr. Polanco said he did not want to do the trip but felt bad, so he did. The church produced a transportation contract, which indicated he would provide a bus, and three vans to transport the students, adults, and luggage. During the conversations with the church staff, Mr. Polanco told the church staff the bus was not prepared to go on the hills because it needed J brakes due to the weight of the bus.

| PREPARER'S NAME AND ID NUMBER | DATE | REVIEWER'S NAME | DATE |
|---|---|---|---|
| Detective E. Brewer, ID 17875 | 11/13/2025 | | |

STATE OF CALIFORNIA
**REPORT NARRATIVE**
CHP 556 (Rev 7-90) OPI 042



| DATE OF INCIDENT / OCCURRENCE | TIME (2400) | NCIC NUMBER | OFFICER ID NUMBER | REPORT NUMBER |
|---|---|---|---|---|
| 11/09/2025 | 2048 | 9865 | 23579 | F029-865-25 |

| "X" ONE | "X" ONE | TYPE SUPPLEMENTAL ("X" APPLICABLE) | | |
|---|---|---|---|---|
| ☒ Narrative | ☒ CHP 216 | ☐ BA Update | ☐ Fatal | ☐ Hit and Run Update |
| ☐ Other: | ☐ Other: | ☐ Hazardous Materials | ☐ School Bus | ☒ 9865-2025-00541 |

A few days before the trip, Mr. Polanco had his private mechanic, [redacted] (*unknown proper spelling*), inspect the bus to ensure it was safe to drive. Mr. [redacted] inspected the bus and told Mr. Polanco the bus was safe to drive. While the bus was being inspected, Mr. [redacted] found license plates inside the bus. He noticed the bus did not have license plates on it, so he assumed they were for the bus. Mr. [redacted] put the license plates on the bus.

On 11/07/2025, Mr. Polanco prepared to drive 36 passenger and luggage to the retreat center in the bus. After loading up the passengers and luggage, he related he knew he was overweight, but felt the bus was okay. Mr. Polanco said the maximum weight on the bus is 20,000 pounds but he had it loaded to about 25,000 pounds.

Mr. Polanco safely transported the passengers to the retreat center, parked the bus, and departed the mountain in another vehicle, leaving the bus at the retreat center. On 11/09/2025, he arrived back at the retreat center and loaded the passengers and luggage back onto the bus. As he was driving down the hill, he noticed he did not have working brakes on the bus. He told the passengers and then made the decision to collide into the side of the mountain instead of driving the bus over the side, potentially causing more harm to the passengers. After colliding into the mountain, the bus overturned. After the bus overturned, everyone inside exited through the ceiling emergency exit hatch. I asked Mr. Polanco about the license plates being removed from the bus. He related he removed them at the scene because he did not want to lose them when the tow truck was towing it.

*This is a paraphrase of the interview. For the complete details of the interview, refer to the audio recording. The audio recording was transferred to Officer Cahoon to be booked into evidence.*

Officer Cahoon will conduct follow up interviews with [redacted] and [redacted] to obtain statements on their involvement with the bus and this investigation.

| PREPARER'S NAME AND ID NUMBER | DATE | REVIEWER'S NAME | DATE |
|---|---|---|---|
| Detective E. Brewer, ID 17875 | 11/13/2025 | | |

| DATE OF INCIDENT / OCCURRENCE | TIME (2400) | NCIC NUMBER | OFFICER ID NUMBER | REPORT NUMBER |
|---|---|---|---|---|
| 11/09/2025 | 2048 | 9865 | 23579 | F029-865-25 |

| "X" ONE | "X" ONE | TYPE SUPPLEMENTAL ("X" APPLICABLE) | | |
|---|---|---|---|---|
| ☒ Narrative | ☒ CHP 216 | ☐ BA Update | ☐ Fatal | ☐ Hit and Run Update |
| ☐ Other: | ☐ Other: | ☐ Hazardous Materials | ☐ School Bus | ☒ 9865-2025-00541 |

## RECOMMENDATIONS

None. This supplemental report will be attached to the master investigation report (F029-865-25) for this case.

| PREPARER'S NAME AND ID NUMBER | DATE | REVIEWER'S NAME | DATE |
|---|---|---|---|
| Detective E. Brewer, ID 17875 | 11/13/2025 | | |

| DATE OF CRASH *(MONTH-DAY-YEAR)* | TIME *(2400)* | NCIC | OFFICER I.D. | NUMBER | MAIT CASE NUMBER | PAGE |
|---|---|---|---|---|---|---|
| 11/09/2025 | 2048 | 9865 | 23579 | 9865-2025-00541 | IN-040-25 | 1 |

**IN-040-25**
CHP Arrowhead

# MAIT SUPPLEMENTAL

This investigation was conducted by the California Highway Patrol (CHP) Inland Division Multidisciplinary Accident Investigation Team (MAIT).

## MAIT PERSONNEL

Motor Carrier Specialist – I T. Nazikoglu, ID A15922, Inland Division MAIT Investigator

## SUBPOENAS FOR MAIT PERSONNEL SHOULD BE DIRECTED TO:

California Highway Patrol
Inland Division MAIT
847 East Brier Drive
San Bernardino, California 92408

Attention: Sergeant Hitchcock

# INTRODUCTION

## Notification

On November 12, 2025, the CHP Arrowhead Area requested MAIT assistance with the investigation of a two-vehicle major crash. According to the CHP Arrowhead Area Traffic Crash Report (TCR), the crash occurred on California State Route 330 (SR330) southbound, approximately 300 feet north of mile marker 37.84. This location was within an unincorporated area of San Bernardino County. The following vehicles and occupants were involved in this crash:

- 2011 Ford F650 bus, driven by Freddy Arreola and occupied by 35 passengers
- 2013 Hyundai Elantra, occupied by [redacted]

According to the TCR, Mr. Arreola was driving the Ford within the southbound lane during the descent of SR330. Mr. Arreola could not slow the Ford down and believed he lost his brakes. Mr. Arreola steered the Ford toward the right shoulder and into a rock embankment. After contacting the embankment, the Ford overturned and crashed into the left side of the Hyundai which was parked on the southbound shoulder and occupied by Ms. [redacted] Both vehicles came to rest on the right shoulder of SR330. As a result, the passengers aboard the Ford sustained injuries ranging from suspected minor to serious injuries.

## Issues

The CHP Arrowhead Area requested MAIT assistance with the following:

- A mechanical inspection of the Ford

## Materials Reviewed

The following materials were received from the CHP Arrowhead Area:

- Traffic Crash Report (TCR No: 9865-2025-00541)
- 62 photographs of the Ford at the impound yard

## MECHANICAL INSPECTION

Dates of Inspection — January 8, 12-15, 2026

Inspection Location — Edwin's Towing and Truck Service Inc.
25003 East 5th Street
San Bernardino, CA 92410

Description

| | | |
|---|---|---|
| Year | - | 2011 |
| Manufacture Date | - | April 12, 2011 |
| Manufacturer | - | Blue Diamond Truck, S. de R.L. de C.V. |
| Make | - | Ford |
| Model | - | F650 4X2 |
| License (State) | - | [redacted] (California)[1] |
| Vehicle Identification Number (VIN) | - | [redacted] |
| Odometer | - | 516,583 miles |
| Color | - | White |
| Type of Vehicle | - | Bus[2] |
| Gross Axle Weight Ratings: | | |
| Front | - | 9,350 pounds |
| Rear | - | 17,640 pounds |
| Gross Vehicle Weight Rating | - | 25,999 pounds |

Extent of Inspection

The mechanical components of this vehicle were arranged into individual critical item segments for detailed analysis of their functional abilities or abnormalities. This consisted of the engine, transmission, drivetrain, differential/transaxle, exhaust, suspension, steering, brakes, tires and wheels, fuel, electrical and other accessories. A description of interrelated systems and adjacent component damage was included within associated sections of this report.

All testing procedures and references to critical items deemed Out-of-Service, is derived from the Commercial Vehicle Safety Alliance (CVSA), North American Standard Out-of-Service Criteria[3] as adopted by the California Highway Patrol.

[1] The plate information was obtained from the registration. According to the TCR, the driver of the Ford stated the license plates of the vehicle had been changed with those of another vehicle prior to this trip.
[2] As defined in the California Vehicle Code 233 (a).
[3] In effect at the time of this crash, (2025 edition).

## Mechanical Inspection – 2011 Ford F650

Vehicle Overview

The company name "Fox Express LLC" was displayed above the cab. The exterior of the Ford was not marked with any operating authority information. The Ford was located outside at the impound location (Figure 1 and Figure 2).



Figure 1 (brightened 20 percent)



Figure 2 (brightened 20 percent)

The grille was detached from the tilt hood. The hood was unlatched but was found in the closed position. The right front bumper, tilt hood and right front wheel exhibited scrapes and gouges (Figure 3). The rear bumper was displaced rearward, but remained attached. The windshield was shattered. The right side of the passenger compartment exhibited broken glass windows. Additionally, some of the lower body panels were detached and/or displaced (Figure 4). The right side of the vehicle was covered with a plastic sheet.



Figure 3 (brightened 20 percent)



Figure 4

## Mechanical Inspection – 2011 Ford F650

Passenger compartment

The seating capacity on the VIN label of the Ford was listed at 44 passengers. The passenger seat count was noted at 37 passengers (including the driver). The manufacturer of the bus body (Forest River) was contacted, and a specification sheet of the seating configuration was requested. The seating arrangement did not match the current seating arrangement of the Ford. At some time before the crash, the seating was reconfigured, and a partition was added to create a rear compartment that was approximately 5 feet in length (
Figure 5 through Figure 7).

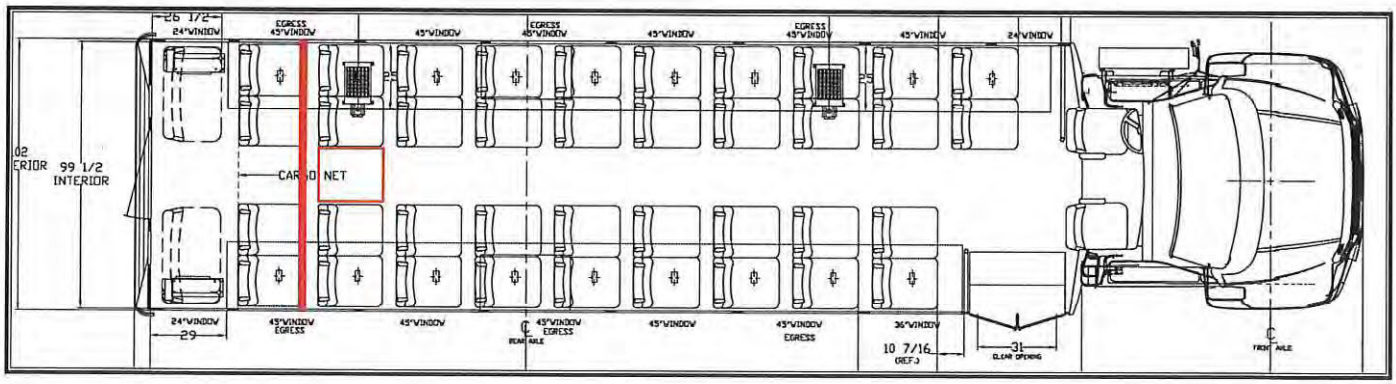



Figure 5 (red line depicts approximate location of the partition and red box depicts approximate seat location)



Figure 6 (seat and partition, looking rearward)



Figure 7 (partition, looking forward)

## Mechanical Inspection – 2011 Ford F650

Passenger compartment

With the partition installed, the rearmost emergency windows and the rear emergency door were obstructed and not operable due to the emergency exits being in the rear compartment (Figure 8 through Figure 11).



Figure 8 (left rearmost seat)



Figure 9 (right rearmost seats)



Figure 10 (left, inside the rear compartment, looking forward)



Figure 11 (right, inside the rear compartment, looking forward)

## Mechanical Inspection – 2011 Ford F650

Engine Compartment Fluid Levels

The following engine compartment cold fluid levels were noted:

| Component | | Fluid level |
|---|---|---|
| Engine oil | - | Below operational level |
| Engine coolant reservoir | - | Below operational level |
| Power steering reservoir | - | Above operational level |
| Automatic transmission | - | Above operational level |
| Rear axle | - | Below operational level |

Electrical

The Ford was equipped with a 12-volt negative ground system. Two batteries were in an enclosed compartment to the rear of the cab and below the left side of the body. Both batteries were not secured and were displaced (Figure 12). The voltage of both batteries measured 0.01-volt. The ignition key was in the ignition switch and the switch was in the "On" position. At the impound yard, the key was rotated to the start position and the engine failed to turn over or start. With a booster connected to the batteries, the engine was started. It was noted that the positive battery feed from the ABS hydraulic control unit (HCU) to the positive battery post was found disconnected (Figure 13).



Figure 12

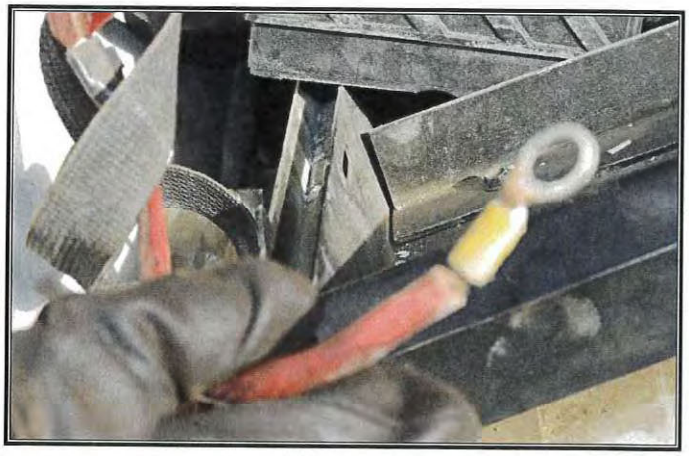


Figure 13

## Mechanical Inspection – 2011 Ford F650

Engine

This vehicle was equipped with a Cummins ISB, electronic controlled 6.7 liter-cubic displacement, inline, six-cylinder, liquid cooled, diesel engine. The engine remained secured to the transmission and all the mounts. It was noted that the engine was not equipped with an engine brake or exhaust brake.

The engine accessories were driven by two serpentine drive belts. The rearmost belt drove the alternator, air conditioning compressor and the water pump. The front (forwardmost) belt drove the engine cooling fan and the auxiliary air conditioning compressors. Both drive belts were adequately tensioned. The groove of the forward belt was riding at the edge of the crankshaft pulley. There was no noise or issue with any of the drivebelts.

Drivetrain

The engine was coupled to a 5-speed, electronically controlled Allison 2200 HS automatic transmission. Gear selection was made possible by a steering column shifter which was secured to the right of the steering column. The gear selection lever was in the "Park" position. With the engine operating, the transmission was operated into all gear positions. It was noted that the shifter for the transmission could not be placed into "First" gear.

Engine torque was transferred from the transmission to the drive axle through a series of driveline tube assemblies. Driveshaft input torque was routed into the rear differential, which rotated the axle shafts.

The driveline U-joint after the center bearing could be moved with hand pressure. Additionally, the joint was covered in rust, and the movement was approximately 1/8 of an inch (Figure 14).



Figure 14

## Mechanical Inspection – 2011 Ford F650

Throttle

The intake system for the Ford consisted of an air cleaner housing. Air entered the inlet of the air cleaner housing which was designed with a filter element. The outlet of the air cleaner was routed to a turbocharger.

The air filter was dirty and did not allow light to pass through (Figure 15). An air restriction gauge was installed in the air cleaner outlet. The restriction gauge was fractured and did not indicate any restriction (Figure 16).



Figure 15



Figure 16

The turbocharger was intact and secured to the exhaust manifold. Additionally, the compressor side of the turbocharger pipe remained intact leading to the charge air cooler.

A charge air cooler was intact and secured to the front of the radiator. Compressed air from the turbo was routed through the charge air cooler and into the engine intake manifold. The intake to charge air cooler pipe was designed with flexible hose and hose clamp connections. All the connections appeared intact.

Engine throttle was operated electronically utilizing a firewall mounted accelerator pedal assembly. The pedal sensor sent a signal to the Engine Control Module (ECM). There was no floor mat installed, and there were no items located near or under the drivers control pedals. Actuation of the accelerator pedal resulted in achieving full travel and when released, the pedal returned to its point of rest without delay. With the engine operating, the accelerator pedal was actuated. Actuation of the pedal resulted in correlated response at the engine with no anomalies detected. When the pedal was released the engine speed immediately returned to its idle range without delay.

The throttle system on the Ford was supplemented with a speed (cruise) control system. The cruise control switches were located at the steering wheel hand hub. By default, the cruise control system would automatically deactivate once power was removed.

## Mechanical Inspection – 2011 Ford F650

Fuel

The fuel system on the Ford consisted of a single, externally frame-mounted tank. The tank was secured below the drivers cab step. The tank supplied fuel to the injection system through a series of fittings, tubing and hoses. The tank was equipped with a filler opening and a securement cap. The filler cap was tight and was equipped with a rubber seal. The Ford utilized supply tubes throughout the fuel system. There were no visible leaks noted during inspection of the fuel system.

Exhaust

The exhaust on the Ford exited the cylinder head and connected to a single turbocharger. The outlet of the turbocharger was routed through to an aftertreatment system. The outlet of the aftertreatment system was a single tailpipe that exited at the middle of the frame and below the cab. The tailpipe to muffler was found detached from the remainder of the reduction catalyst (Figure 17). The tailpipe was in the rear compartment (Figure 18).



Figure 17

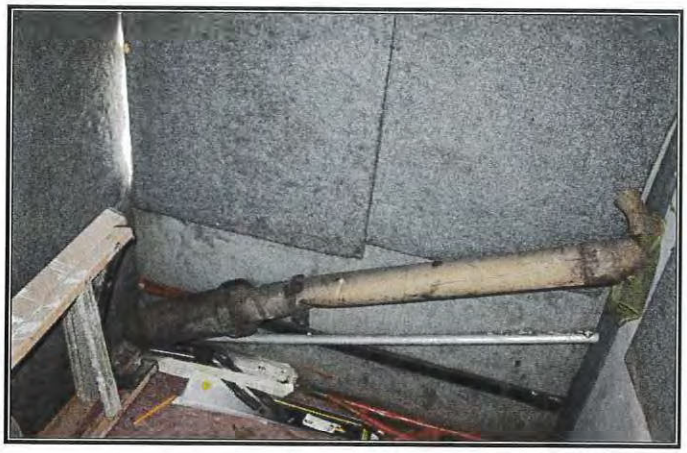


Figure 18

## Mechanical Inspection – 2011 Ford F650

Steering

The steering wheel was equipped with a molded hand ring at the upper end of the steering column and connected to a multi-piece steering shaft, equipped with an intermediate shaft. The steering column was an adjustable (up/down) design. The tilt column release lever was in the locked position and the column was located near the middle of its adjustment range.

This vehicle was equipped with a power assisted steering system. The steering gearbox remained secured to the outer left frame in front of Axle #1. A pitman arm connected the output (sector) shaft of the gearbox to a drag link. The drag link connected to a steering arm at the upper knuckle on the left side. A tie-rod assembly connected the lower knuckles to each side at Axle #1. Both upper and lower knuckles pivoted on kingpins and bearings located in the axle beam.

The steering system on this vehicle was equipped with a single pump. A translucent fluid reservoir was located at the left outer frame rail to the rear of the gearbox. Pressurized and return fluid traveled throughout the system through a network of hydraulic hoses.

The power steering pump on this vehicle was engine driven and was coupled to the rear of the air compressor. Rubber and steel reinforced hoses were designed to supply fluid from the reservoir to the pump, where the fluid was pressurized by the pump and routed towards the gearbox. Fluid returned from the gearbox and was transferred back to the reservoir. The hoses from the gearbox to the reservoir remained secured to the pump.

All the steering linkage connections remained secured and there was no undesigned movement noted. With the engine operating, the steering was actuated with the steering wheel. Rotation of the wheel resulted in correlated, unrestricted movement from both front wheel assemblies.

## Mechanical Inspection – 2011 Ford F650

Front Suspension

The steer axle was equipped with dual leaf springs and spacer blocks atop a solid axle beam. Four U-bolts secured the leaf spring to the axle beam at each side. The leaf spring assemblies were secured to the frame utilizing spring hangers at the front and a pivotal shackle at the rear. Suspension travel was buffered by a single shock absorber. The overall condition of the front suspension was generally unremarkable.

Rear suspension

The rear suspension was comprised of leaf springs, air springs, shock absorbers, and torque rods. A height control valve for the air springs automatically controlled ride height. The air spring control valve was in the overhead switch pack. The valve was in the "Dump" position. With the engine operating and the air spring control valve in the "Run" ride height position, air could be heard escaping from the right air spring. The right air spring was found detached from its base (Figure 19). The suspension could not be aired up. Additionally, as the engine was operating, an audible air leak could be heard escaping from behind the suspension air pressure gauge within the dash (Figure 20).



Figure 19



Figure 20

## Mechanical Inspection – 2011 Ford F650

Service Brakes

The Ford was equipped with a four-wheel disc, hydraulically powered assisted brake system. The service brake system was supplemented with an Anti-Lock Brake System (ABS). A combination master cylinder and reservoir unit was secured to the engine firewall and remained secured to the service brake pedal. The reservoir was translucent and did not contain any fluid. The master cylinder reservoir was designed to be sealed with a cap to contain the fluid and prevent contamination. In place of the cap, the reservoir was sealed by an orange-colored cap (Figure 21). The cap was similar in appearance to an antifreeze container cap. The threads and sealing surface of the cap were irregular (Figure 22).



Figure 21



Figure 22

A hydraulic control unit (HCU) was located at the left inboard frame rail. The service brake pedal was applied several times and remained firm whether the engine was on or off. It was noted that the HCU assist motor did not turn on when the engine was off. With the engine off, the service brakes were applied, and the ignition key was turned on. The engine was started, and the "Brake" warning light was illuminated with the parking brake released.

## Mechanical Inspection – 2011 Ford F650

Service Brakes

The service brake pedal did not sink or indicate any signs of air being trapped within the brake fluid system. Due to a possible open fluid system, the brake components were tested with compressed air from an external source. The air pressure was applied directly to each caliper and each rotor was unable to be rotated with a bar wedged between the wheel studs.

A sample of the brake fluid was taken to test its boiling point. The sample's boiling point was 538 degrees Fahrenheit (which was above the wet boiling point required for DOT[4] 3 brake fluid).[5]

With a Bosch HDS 250 code reader connected to the Data Link Connector (DLC), there were 5 active ABS codes stored. The codes are summarized below:

- SPN 2580, FMI 10 was for a Hydraulic Brake Pressure Circuit 1 – Abnormal Rate of Change
- SPN 2581, FMI 10, was for a Hydraulic Brake Pressure Circuit 2 – Abnormal Rate of Change
- SPN 789, FMI 1, Wheel Sensor ABS Axle 1 Left – Data Valid But Below Normal Operational Range – Most Severe Level
- SPN 790, FMI 1, was for a Wheel Sensor ABS Axle 1 right – Data Valid But Below Normal Operational Range – Most Severe Level
- SPN 791, FMI 1, was for a Wheel Sensor ABS Axle 2 Left – Data Valid But Below Normal Operational Ranged – Most Severe Level

Front Brakes (Axle #1)

The steer axle was equipped with 4 piston calipers which were mounted to an anchor plate at the front of each rotor. Manual rotation of each hub revealed no anomalies. Unless otherwise indicated, the following observations were noted, and the measurements were in fractions of an inch.

| Service Brake Measurements & Characteristics (Axle #1) | | |
|---|---|---|
| Component | Left | Right |
| Inboard lining thickness | 18/32 | 17/32 |
| Outboard lining thickness | 16/32 | 16/32 |
| Rotor thickness measurement [millimeter] | 37.5 | 37.6 |
| Minimum rotor thickness [millimeter] | 36.1 | 36.1 |
| Rotor design | Vented | Vented |

[4] Department of Transportation
[5] DOT 3 was the recommended fluid as indicated on the reservoir

## Mechanical Inspection – 2011 Ford F650

Rear Brakes (Axle #2)

The drive axle was equipped with 4 piston calipers which were mounted to an anchor plate at the rear of each rotor. Manual rotation of each axle hub revealed no unusual noise or anomalies. Unless otherwise indicated, the following observations were noted, and the measurements were in fractions of an inch.

| Service Brake Measurements & Characteristics (Axle #2) | | |
|---|---|---|
| Component | Left | Right |
| Inboard lining thickness | 10/32 to 15/32 | 10/32 to 15/32 |
| Outboard lining thickness | 0/32 to 13/32 | 5/32 to 16/32 |
| Rotor thickness measurement [millimeter] | 38.1 | 37.1 |
| Minimum rotor thickness [millimeter] | 36.1 | 36.1 |
| Rotor design | Vented | Vented |

The rear brake components exhibited thermal damage (Figure 23 and Figure 24). The surface of each rear rotor contained dark blue and purple hues, indicative of being subjected to high temperature.



Figure 23 (left)



Figure 24 (right)

## Mechanical Inspection – 2011 Ford F650

Rear Brakes (Axle #2)

The inboard and outboard backing plates of the left brake pads were not flat and the plates were distorted (Figure 25 and Figure 26).




Figure 25 (left inboard)




Figure 26 (left outboard)

The friction surface of each inboard and outboard pad was unevenly worn (Figure 27 and Figure 28). The left outboard pad was worn to the backing plate.

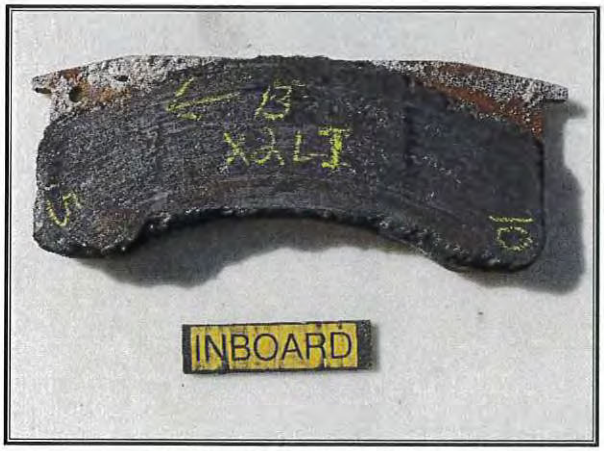



Figure 27 (left inboard)

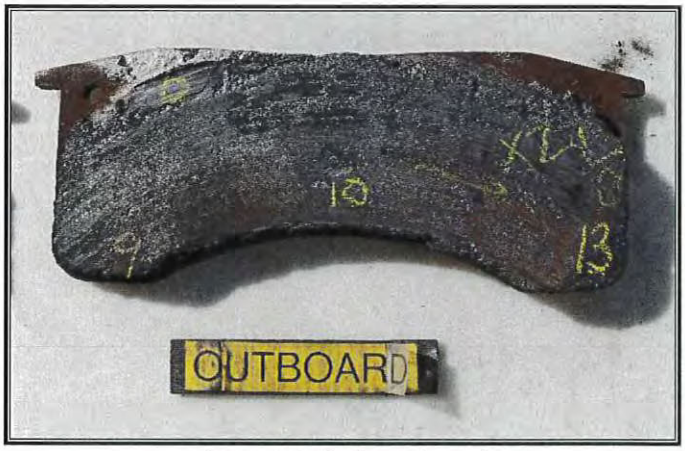



Figure 28 (left outboard)

## Mechanical Inspection – 2011 Ford F650

Rear Brakes (Axle #2)

The left caliper exhibited thermal damage (Figure 29). The left caliper piston exhibited cracks as well as blue and purple hues at the sealing surface (Figure 30). There was dark colored fluid within the caliper bore when the piston was removed.



Figure 29



Figure 30

The left brake hose from the caliper to the frame, exhibited thermal damage. The inner portion of the hose was exposed (Figure 31). When the service brake pedal was depressed, fluid began to drip from the damaged section of hose. The left ABS wheel speed sensor was detached from the left side anchor plate (Figure 32). The sensor exhibited thermal damage.



Figure 31



Figure 32

## Mechanical Inspection – 2011 Ford F650

Rear Brakes (Axle #2)

The right brake components exhibited thermal damage (Figure 33). A piece of clothing resembling a shirt was found on top of the right brake caliper and was ultimately removed (Figure 34). The shirt was not tattered and was covered in oily contaminant. This may have been placed onto the right rear brake in an attempt to smother the fire after the crash.



Figure 33



Figure 34

The inboard surface of the right rotor was covered in oily contaminant (Figure 35). Additionally, oily contaminant was leaking through the center vents of the right rotor (Figure 36).



Figure 35



Figure 36

## Mechanical Inspection – 2011 Ford F650

Rear Brakes (Axle #2)

The inboard (Figure 37) and outboard (Figure 38) backing plates of the right pads were not flat, but they were wavy and distorted. The caliper pistons exhibited thermal damage.

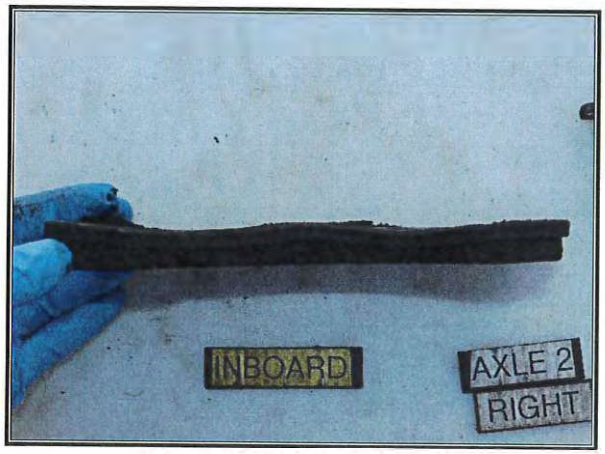


Figure 37 (right inboard)


Figure 38 (right outboard)

The right brake hose from the frame to the right caliper exhibited thermal damage and was detached (Figure 39 and Figure 40).


Figure 39


Figure 40

## Mechanical Inspection – 2011 Ford F650

Parking Brakes

The parking brake system of this vehicle utilized a drum-style unit that was located at the input section of the rear axle. The parking brake was cable actuated and controlled by a handle operated lever. The lever was located to the right of the driver's seat. The lever was in the applied position. With the lever in the applied position and the engine operating, the transmission was selected into both the forward and reverse gear positions. The parking brake could keep the vehicle stationary with the engine idle speed elevated. The parking brake unit was not disassembled as part of this inspection.

Tires

The VIN data label recommended size 235/80R22.5, load range G tires for all axles. The recommended pressure for all the tires was 110 psi (cold).

| Axle #1 | Left | Right |
|---|---|---|
| Make and Model | Double Coin RT500 | Double Coin RT500 |
| Size | 255/70R22.5 | 255/70R22.5 |
| Load Range | H | H |
| Tread Plies | 5 Steel | 5 Steel |
| Sidewall Plies | 1 Steel | 1 Steel |
| Maximum Load | 5510 pounds @ 120psi | 5510 pounds @ 120psi |
| DOT Number | 02J3CDD3A2725 | 02J3CDD3A2725 |
| Week and Year of Manufacture | 27th week of 2025 | 27th week of 2025 |
| Tread depth | 16/32 to 17/32 of an inch | 16/32 to 17/32 of an inch |
| Measured psi | 111 | 110 |

| Axle #2 | Left outer | Left inner |
|---|---|---|
| Make and Model | Toyo M154 | Toyo M154 |
| Size | 245/75R22.5 | 245/75R22.5 |
| Load Range | G | G |
| Tread Plies | 5 Steel | 5 Steel |
| Sidewall Plies | 1 Steel | 1 Steel |
| Maximum Load | 4300 pounds (dual) @ 110psi | 4300 pounds (dual) @ 110psi |
| DOT Number | N3K4MVP2821 | N3K4MVP2821 |
| Week and Year of Manufacture | 28th week of 2021 | 28th week of 2021 |
| Tread depth | 9/32 to 11/32 of an inch | 9/32 to 10/32 of an inch |
| Measured psi | 71 | 0 |

## Mechanical Inspection – 2011 Ford F650

Tires

| Axle #2 | Right outer | Right inner |
|---|---|---|
| Make and Model | Toyo M154 | Toyo M154 |
| Size | 245/75R22.5 | 245/75R22.5 |
| Load Range | G | G |
| Tread Plies | 5 Steel | 5 Steel |
| Sidewall Plies | 1 Steel | 1 Steel |
| Maximum Load | 4300 pounds (dual) @ 110psi | 4300 pounds (dual) @ 110psi |
| DOT Number | N3K4W7W0622 | N3K4W7W0622 |
| Week and Year of Manufacture | 6th week of 2022 | 6th week of 2022 |
| Tread depth | 13/32 to 15/32 of an inch | 11/32 to 15/32 of an inch |
| Measured psi | 0 | 0 |

The outboard sidewall of the left inner tire at axle #2 was dark and discolored and exhibited thermal damage (Figure 41). Additionally, the inboard sidewall of the tire exhibited weathering/ozone cracking (Figure 42).



Figure 41




Figure 42

## Mechanical Inspection – 2011 Ford F650

Tires

The outboard sidewall of the outer right tire at axle #2 was abraded and contained an impact break (Figure 43).

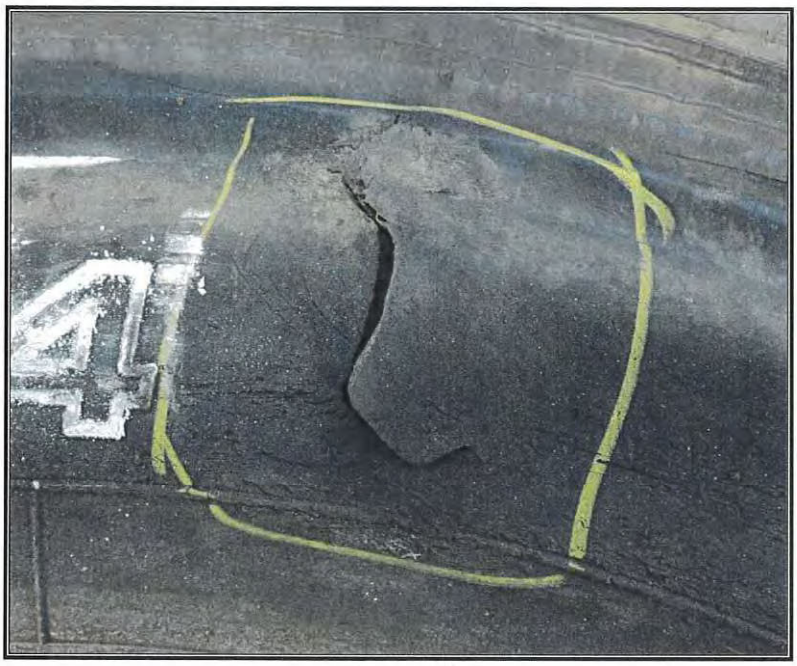


Figure 43

## Mechanical Inspection – 2011 Ford F650

Wheels

The VIN data tag for the Ford recommended 22.5-inch diameter by 7.50-inch-wide wheels (rims) for all positions. The wheels installed matched the data tag.

1 of the 10 right front wheel fasteners was displaced. The displacement was nearly colinear with a bent outboard wheel flange.

The outboard surface of the inner wheel at axle #2 left exhibited thermal damage (Figure 44). Additionally, the tire valve stem to wheel at the left side inner tire of axle #2 was leaking when the tire was aired up (Figure 45).



Figure 44

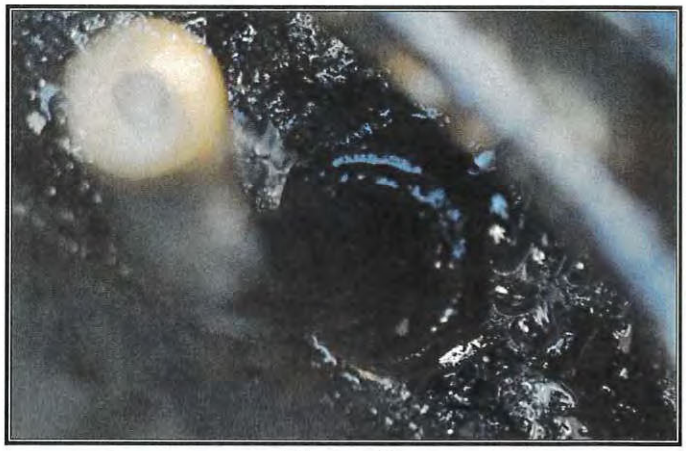


Figure 45

## Mechanical Inspection – 2011 Ford F650

Other accessories

The positions of the following instrument panel control switches and vehicle controls were noted on the Ford at the impound location:

| Switch / Control | | Position |
|---|---|---|
| Ignition lock cylinder | - | On |
| Cruise control operation buttons | - | Indeterminate |
| Head/parking lamps | - | Off/Off |
| High beams | - | Off |
| Turn signal | - | Neutral |
| Hazard lamps | - | Off |
| AM/FM/radio/remote accessory player | - | On |
| Radio Volume | - | Loud |
| Heating Ventilation Air Conditioning (HVAC) mode | - | Off |
| HVAC fan speed | - | 4 out of 7 selections |
| HVAC temperature | - | In between cold and hot |

## Mechanical Inspection – 2011 Ford F650

## Other Factual Information

On December 31, 2025, a search for recalls was conducted by the Ford's VIN through the National Highway Traffic Safety Administration (NHTSA), Office of Defects Investigation website.[6] The search disclosed no unrepaired safety recalls.

On December 31, 2025, the Ford recall website[7] was accessed for any open recalls. There were no open recalls listed.

On December 31, 2025, the following Ford dealership was contacted:

Ken Grody Ford of Redlands
1121 West Colton Avenue
Redlands, CA 92374

The VIN for the Ford was given to the service department personnel. There were no outstanding field service actions or campaign messages found. A build sheet was requested and provided to CHP Inland MAIT.

On December 31, 2025, the Carfax[8] website was accessed. The report listed 1 accident and 2 service history records. The accident occurred on June 1, 2017. The last mileage entry was on September 12, 2022, in which an odometer mileage of 450,317 was reported to the California Department of Motor Vehicles. The last time the vehicle was serviced by a Ford dealership was on March 20, 2017. The odometer reading at the time was 24,920 miles.

On January 28, 2026, Forest River was contacted regarding the seating arrangement of the Ford. The company provided a seating arrangement specification sheet which included the egress (emergency exit) window layout.

[6] https://www.nhtsa.gov/recalls
[7] https://www.ford.com/support/recalls-details/?srsltid=AfmBOopl-ZGZaaCVnHo5FidSAuW_IDjZFoRDoPo6p6UA38aSEsOBDcuK
[8] https://www.carfaxonline.com/

## CONCLUSIONS

**2011 Ford F650**

The following items were a result of the crash:

- The damage to the right front bumper which displaced 1 of the 10 right front wheel fasteners. There was corresponding damage to the right front bumper and hood to suggest this occurred during the crash.
- The contact and induced damage to the entire right side of the passenger compartment of the Ford.

The following item(s) were pre-existing:

- The passenger compartment was reconfigured sometime before this crash. The current seating arrangement, with the amount of available emergency exits, did not hinder the 40 percent of required egress exits on each side of the bus.[9] The required/marked rearmost door/window emergency exits were obstructed, which met the deficient conditions of being placed Out-Of-Service according to the CVSA's Out-Of-Service criteria.
- The brake master cylinder reservoir cap was replaced with a makeshift cap. This could have allowed moisture into the brake fluid system.[10] The sample of the brake fluid and its boiling point, however, was above the specification for DOT 3 fluid.
- An audible air leak from behind the dash for the rear air spring suspension indicated a deficiency in this system and that repairs were necessary. The suspension control switch was in the "dump" position. It was indeterminate if this was done by Mr. Arreola or by the tow company during vehicle recovery. It was indeterminate if the detachment of the air springs on the right side of axle #2 were a result of the crash or if this was pre-existing.
- The inner rotor friction surface at the right side of axle #2 was contaminated with oil. This met the conditions for being placed Out-Of-Service according to the CVSA's Out-Of-Service criteria for defective brakes.[11] In addition to being Out of Service, this may have reduced the overall braking efficiency of the Ford.
- The ABS HCU power feed ring terminal was disconnected from the batteries. This would have rendered the ABS system inoperative and caused the pumps in the HCU to not function.
- The left wheel speed sensor at axle #2 was detached from its intended position. Furthermore, the sensor exhibited thermal damage suggesting that the sensor was disconnected prior to this crash. This would have caused an active fault in the ABS system.
- All rear brake pads, specifically the backing plates, were warped indicating a considerable amount of heat was generated by the brake system prior to the crash. In this condition, Mr. Arreola would have experienced brake fade. The amount of heat generated caused the thermal damage to the brake components, including the tires and wheels across axle #2. The thermal damage to the brake hoses and calipers specifically would have caused the fluid within the system to leak out with each application of the service brakes.

---

[9] Title 49 of the Code of Federal Regulations 571.217 (S5.2.2.1)
[10] Brake fluid is hygroscopic, meaning brake fluid can attract and absorb moisture in the atmosphere.
[11] The number of defective brakes is equal to or greater than 20% of the service brakes on the vehicle or combination. For example, the Ford was required to have 4 brakes, and 1 defective brake placed the vehicle Out of Service.

## CONCLUSIONS

**2011 Ford F650**

- The transmission linkage or a mechanical component within the transmission failed to allow placement into "First" gear.
- The driveline U-joint exhibited play with hand pressure at the center bearing. The movement did not exceed 1/8 of an inch.

This mechanical inspection revealed deficiencies. Some deficiencies were pre-existing, while others were crash induced. The deficient braking components identified as pre-existing contributed to the vehicle operation at the time of this crash.

ANNEX

***1. BRAKE SYSTEMS**

*a. Defective Brakes

The number of defective brakes is equal to or greater than 20% of the service brakes on the vehicle or combination. A defective brake includes any brake that meets one of the following conditions. (396.3(a)(1))

**NOTE:** Steering axle brakes under "Front Steering Axle(s) Brakes" are to be included in the 20% criterion.

Defective Brake Chart (below) shall be used in determining when a vehicle/combination is to be declared out of service.

| Total Number of Brakes Required to be on a Vehicle Combination* | Total Number of Defective Brakes Necessary to Declare the Vehicle or Combination Out of Service |
|---|---|
| 4 | 1 |
| 6 | 2 |
| 8 | 2 |
| 10 | 2 |
| 12 | 3 |
| 14 | 3 |
| 16 | 4 |
| 18 | 4 |
| 20 | 4 |
| 22 | 5 |
| ** | |

***All brakes in use, whether required or not, are included in the total number of brakes (e.g., driveaway/towaway)**

****Vehicle Combination with More Than 22 Brakes – Total Number of Defective Brakes Necessary to Declare the Vehicle Combination Out of Service.**

Determine the number of defective brakes required by using 20% of the total number of brakes on the vehicle or combination (e.g., 24 x 0.2 = 4.8 brakes). Round all fractions up to the next whole number (e.g., 4.8 brakes = 5 required defective brakes).

(1) Absence of effective braking action upon application of the service brakes (such as any brake lining/pad failing to move or contact braking surface upon application). (393.48(a))

***Inspection Bulletin 2023-03 — Hill Start Aid/Brake Hold Modes on Power Units***

California Law Enforcement Use Only
20% Criterion

*Copyright 1997-2025
Commercial Vehicle Safety Alliance

All rights reserved.

(5) Drum (Cam-Type and Wedge) Air Brakes

(a) Missing or broken brake shoe, lining, return spring (shoe or chamber), anchor pin, spider, cam roller, camshaft, camshaft bushing (missing only), pushrod, yoke, clevis pin, clevis pin retainer (e.g., cotter pin), brake adjuster, parking brake power spring or air chamber mounting bolt. (393.48(a))

***Inspection Bulletin 2006-01 – Worn Camshaft Bushings***

(b) Loose air chamber, spider or camshaft support bracket. (393.48(a))

(c) Defective lining conditions.

i. Lining cracks or voids that exceed 1/16 inch (1.6 mm) in width observable on the edge of the lining. (393.47(a))

***Operational Policy 15 – Part II, Regulatory Guidance 1.b.(1) – Cracks/Rust Jacking***

ii. Portion of a lining segment missing such that a fastening device (rivet or bolt) is exposed when viewing the lining from the edge. (393.47(a))

iii. Crack that exceeds 1 1/2 inch (38.1 mm) in length. (393.47(a))

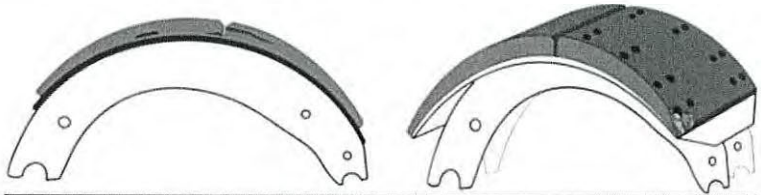
iv. Loose lining segment. (Approximately 1/16 inch (1.6 mm) or more movement.) (393.47(a))

v. Complete lining segment missing. (393.47(a))

vi. The friction surface of the brake drum and the brake friction material are contaminated by oil or grease. (393.47(a))

**NOTE:** Refer to "Wheels, Rims and Hubs" if wheel seal is actively leaking.

vii. Lining thickness less than 1/4 inch (6.4 mm) or worn into the wear indicator if lining is so marked, measured at the shoe center. (393.47(d)(2))



*Cracks or voids that exceed 1/16 inch in width. Cracks that exceed 1 1/2 inches in length.*

*Portion of lining missing that exposes a fastening device.*

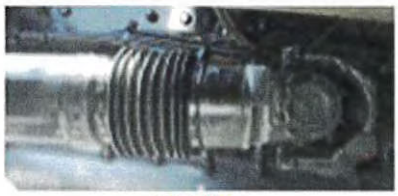
20% Criterion
Certified Vehicle Inspection Only

*Copyright 1997-2025
Commercial Vehicle Safety Alliance

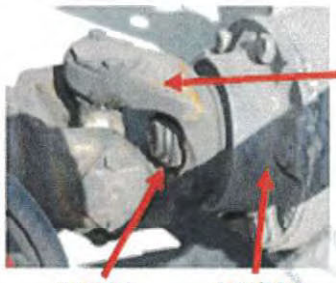


* Rev. April 1, 2025
All rights reserved.

(4) Any loose, broken or missing end fitting fastener. (Also see item 4.b.(1)) (396.3(a)(1))



Slip Joint



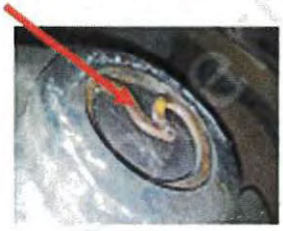

b. Universal Joint

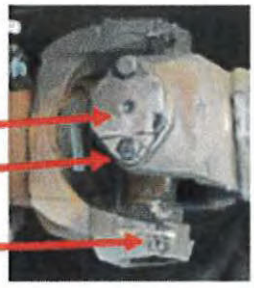
(1) Any independent vertical movement between opposing yoke ends greater than 1/8 inch (3.2 mm), with hand pressure only. (396.3(a)(1))

(2) Any missing universal joint bearing cap. (Also see item 4.b.(1)) (396.3(a)(1))

(3) Any missing, broken or loose universal joint bearing cap bolt, bearing strap or retainer bolt. (396.3(a)(1))

(4) Any bearing cap retainer clip is missing. (396.3(a)(1))




c. Center Bearing (Carrier Bearing)

(1) Any broken or loose center bearing bracket, bracket bolts or mounting hardware. (396.3(a)(1))

(2) Any center bearing bracket crack equaling 50% or more of the original bracket width. (396.3(a)(1))

*Copyright 1997-2025
Commercial Vehicle Safety Alliance



* Rev. April 1, 2025
All rights reserved.

# ATTACHMENT 5

ABC News Article on 11/9/2025 bus crash, 11/10/2025

BUS CRASH

# Bus carrying church group from OC overturns on highway near Running Springs; 20 injured



By Sid Garcia
Monday, November 10, 2025 4:55PM

Este artículo se ofrece en Español →




Twenty people were injured after a bus overturned on a highway near Running Springs.

RUNNING SPRINGS, Calif. (KABC) -- More than 20 people, including adults and teenagers, were treated Sunday night after a bus overturned on a highway near Running

Springs.

The crash happened on Highway 330 just before 9 p.m.

According to the San Bernardino County Fire Department, the bus, which was carrying a church group of 36 people, was heading home to Orange County after attending a camp near Angelus Oaks.

The group was with Our Lady of Guadalupe Catholic Church in Santa Ana, according to the Diocese of Orange, which released a statement on the crash Monday morning.

"The group attended a three-day parish youth retreat at Camp Nawakwa in the San Bernardino Mountains," read the statement. "About 125 people, including teens, retreat staff and volunteers, participated in the event, which started Friday and ended Sunday. After the retreat, attendees left in several vans and one bus - the bus that was later involved in the accident."

"We extend our deepest gratitude to the first-responder agencies for their prompt and professional response in safely evacuating passengers and ensuring they received proper medical attention. We will provide further updates as information becomes available. Until then, our entire Diocese of Orange community will keep all those affected in prayer, and we thank all for their continued support."

The county fire department said 26 people were treated, three of whom had major injuries.

Of the 26 patients, 20 were sent to area hospitals, all by ambulances. The rest declined treatment, the fire department said.

**San Bernardino County Fire**
@SBCOUNTYFIRE · **Follow**

OVERTURNED TOUR BUS LEADS TO MCI, DOZENS INJURED

Fredalba: A bus carrying 36 people rolled over at a curve on
State Hwy. 330 south of Running Springs last night, leading to a multi-casualty incident with over two dozen injuries.

Dispatched just before 9 p.m., first-arriving Show more



Last edited 7:41 AM · Nov 10, 2025

59 **Reply** **Copy link**

**Read 6 replies**

Witnesses say the bus caught fire before it crashed and flipped over.

"They were braking and then right when he hit this turn right here, you could tell it was about to flip, so he jerked it into the wall and tried to stop it, but it didn't obviously work out," one witness said.

Crews said everyone was able to get out, with some climbing through the top hatch of the bus.

The California Highway Patrol is the lead agency investigating the cause of the crash. Police say there's no suspicion of DUI.

The county fire department said in February, crews participated in a drill that featured a scenario involving an overturned school bus with adults and teens on board.

"Several of the rescuers on scene [Sunday] night participated in that drill, providing them with valuable experience in this kind of incident," said the fire department.

Report a correction or typo

Copyright © 2025 KABC Television, LLC. All rights reserved.

## Related Topics

RUNNING SPRINGS SAN BERNARDINO COUNTY BUS CRASH BUS SCHOOL BUS SCHOOL BUS ACCIDENT ROLLOVER CRASH

# ATTACHMENT 6

Notice to Cease & Desist, 11/14/2025

PUBLIC UTILITIES COMMISSION
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298

November 14, 2025

TCP 39380-B, Revoked 10/13/25

Case No.: CSE-767

Main Express, LLC
Freddy Polanco Arreola, Martina Contreras
8823 Golden Ave
Downey, CA 80242

**NOTICE TO CEASE AND DESIST**

Dear Freddy Polanco Arreola and Martina Contreras:

On July 14, 2025, your Charter-Party Carrier (TCP) authority was suspended and subsequently revoked on October 13, 2025 for failure to pay or report quarterly PUCTRA fees. On November 10, 2025, we learned that your bus (License Plate: [redacted], VIN [redacted]) was involved in a serious accident involving multiple injuries on November 9, 2025 (CHP Report: 9865-2025-00541).

**Note: The permit for Fox Express, LLC was previously revoked on November 27, 2019 (PSC 21536).**

Public Utilities (Pub. Util.) Code Section 1045 states in part that after cancellation or revocation, or during the period of its suspension, it is unlawful for a PSC to conduct any operations as a carrier. Pub. Util. Code Section 1034.5 states that it is unlawful to publish or advertise without holding a valid authority. Advertisements include, but are not limited to, advertising in local directories or Yellow Pages, business cards, websites, etc.

Pub. Util. Code Section 5379 states in part that it is unlawful for a TCP to conduct any operations after cancellation or revocation, or during the period of its suspension, or after the expiration of its authority. Pub. Util. Code Section 5414.5 states that it is unlawful to publish or advertise without a valid authority. Advertisements include, but are not limited to, advertising in local directories or Yellow Pages, business cards, websites, etc.

**Main Express, LLC must immediately cease and desist from any and all unlawful operations, including advertising. Pub. Util. Code Section 5411 states in part that any carrier which operates without a valid authority is guilty of a misdemeanor and is punishable by a fine of not less than $1,000.**

This letter places your company on notice that continued violations of the law without the required authority may result in enforcement actions, including criminal prosecutions. There will be no further warnings.

For information on obtaining a permit or certificate, go to:

http://www.cpuc.ca.gov/transportationlicensing/.

Please contact me within five days of receiving this notice at the telephone number and email address listed below.

Sincerely,

*Steve Esguerra*

Steve Esguerra, Senior Enforcement Analyst

California Public Utilities Commission

Consumer Protection and Enforcement Division

Transportation Enforcement Branch
Email: steve.esguerra@cpuc.ca.gov
Telephone: (213) 620-2492

cc: Shirley Lei, Program & Project Supervisor, [redacted]