

NARRATIVE/SUPPLEMENTAL

DATE OF INCIDENT	TIME	NCIC NUMBER	OFFENSE NUMBER
10/11/2024	1014	9835	[REDACTED]

1 PURPOSE

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- 3 The purpose of this supplemental is to add a written statement provided by Passenger #1 (J. Markle).
- 4 See attached pages for Mr. Markle's statement.

**Subject: Official Statement & Request for Amendment to
Police Report and Demand for Body-cam Footage**

[REDACTED]

To Whom It May Concern,

I am submitting this statement to correct critical inaccuracies and omissions in the police report regarding my accident on 10/11/2024. The current report fails to document essential facts that have caused severe legal, financial, and personal consequences for me and my wife, Jessica. I am submitting this statement under penalty of perjury and expect it to be attached to the official record under **California Vehicle Code §20013**.

The Purpose of Our Trip and What We Lost:

My wife, Jessica, and I were traveling from Las Vegas to San Diego for two reasons:

1. To meet with a potential buyer for my one of my Harley-Davidson motorcycles.
2. To meet with rare coin dealers and expand our business.

We brought a significant portion of our high-end inventory \$100,000+ in rare coins, including:

Morgan Silver Dollars (key dates, slabbed specimens, and graded collections).

Certified Washington quarters (error and variety coins).

Rare silver bullion, proof sets, and high-grade collectible currency notes.

These coins are irreplaceable assets from our business and personal investment portfolio.

The Crash,

What I Saw and Experienced:

After leaving Vegas, we stopped at Primm to grab some sodas, as we drove off I laid back in the passenger seat and dozed off, I was only asleep for about 10-15 minutes, which is how far the crash site is from Primm. Suddenly, I woke up to Jessica's scream and what I saw next is clear and undeniable:

-A semi-truck, moving from the right lane into one lane left, and as his back swung into the left I saw the other semi at a complete stop.

-I noticed foliage on my right-it was speeding past my window because we were still moving.

-The semis outline was frozen against the skyline, dead still, no forward motion, no moving foliage, just stillness.

-I had about 3 to 4 full seconds of visual clarity before impact.

In those seconds, I calculated everything instantly, our speed, the distance, and the inevitability of the collision. I remember thinking: This is how I die, but wait I'm not done yet. I still have things I need to do.

Then impact.

I never lost consciousness. I remember:

-The seatbelt nearly cutting me in half, crushing my abdomen.

-The engine pushed all the way into the cab, destroying the truck instantly.

-Our Harley-Davidson was strapped down with brand new straps in the bed of the truck. The impact was head enough to break the straps and propell the bike over the cab-which ultimately left it mangled, and my inventory of rare coins wer scattered all over the truck and highway.

-The impact obviously stopped us immediately, the semi-truck being only a foot or two from our truck. When I

realized I was still alive. I looked at Jessica and she was moving and I thought OK, she's OK, but I felt an excruciating pain in my abdomen, I opened the door and stepped out of the truck and tried to stand up straight, but my stomach was in so much pain that I could just hold it and bend down. I clung to the truck, do I could make it around it without standing straight. Where I saw I was in no danger of getting hit by any car, I fell to the ground. There were many people who stopped of which a few of them were nurses from what they said, and they kept trying to straighten me out and like flat in my back-so I didn't move my spine. I remember thinking that's exactly what they're supposed to be doing but not right now because it's my abdomen. I know this because I've been CPR certified many many times over the last 20 years because of my daughters. When they were born, I made sure I was CPR certified regularly so that I could know what to do in an emergency. The officer got there and EMS workers got there, but I was in so much pain at that point, I trusted that law-enforcement was there, EMTs was there so my wife would be fine because that's all I really was worried about. A few minutes earlier, right at the pint if impact, I accepted death. I was more concerned about Jessica and making sure she was ok. The helicopter showed up, they put me in it and I just remember being in a lot of pain in the helicopter until we got to [REDACTED].. I could hear the conversations going on with the helicopter pilot and the medics, and there they didn't do a whole lot for me, but I'm assuming that's just because we were flying. Once we arrived a [REDACTED] did a quick x-ray on me and as them

were wheeling me on a gurney, a woman doctor put a picture in front of me on the screen and said this is your stomach, this black stuff right here is either water or it is blood. With your type of accident, it's probably blood. If it's water you might live, and if it's blood, you will die without surgery she asked me if I approved surgery. I said yes, she had me sign done paperwork, and seconds later I was asleep.