

DIRECTORS'/ORGANIZATIONAL AGENDA ADDENDUM

Monday, May 17, 2021

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Angela M. Birkett

From: Kristin Grosskopf <kristin.grosskopf@gmail.com>
Sent: Thursday, May 13, 2021 4:44 PM
To: Council Packet
Subject: Refuse services - please let us return to designated areas for each company

Dear Lincoln City Council members,

Since changing the way we conduct refuse pickup, the "grass seems greener" in the way we used to do this. Now, with so many companies vying for individual homes' business, we have five companies' trucks coming through our neighborhoods on different days, at different times, and more than once/week because of either recycling, or grass/leaves pickups.

The result is MORE NOISE, MORE POLLUTION, MORE LARGE VEHICLE TRAFFIC and a basic **reduction in peace in the neighborhoods**. I recently learned how many people also are no longer happy with this arrangement.

Could we please return to allocating sections of the city to individual refuse companies?

Of course, I would like to keep Paragon (Bethany area) since I paid them for a year, and have tipped their workers over the years. :-) There was a lengthy discussion about all of the refuse companies on a neighborhood app a while ago, and it seemed everyone was happy with each of the companies, so I can't imagine folks would care much about who their carriers are in the long run.

Thank you for your time, and agreeing to serve on this council,

Kristin Grosskopf
6501 X Street (05)

Angela M. Birkett

From: trucks1975 <trucks1975@gmail.com>
Sent: Friday, May 14, 2021 9:27 AM
To: Pat D. Lopez; Mayor; Health
Cc: Council Packet
Subject: It's over

If your attention span is not great enough to read the whole article, at least read the bolded and underlined parts. You could at least make an attempt to refute the data and facts...but I suspect you won't even try. We will just get more spin on how much mortal danger we are all in still.

LLCHD has ZERO credibility left by continuing this farce. Sadly I don't think they care about their credibility, nor does the mayor or city council. The stubborn refusal to just let people live their lives again, and to encourage them to do just that, has to be one of the most sick and twisted things I have ever witnessed.

And the continued manipulation to try to get people to get a COVID shot, even those that have had COVID or clearly don't need or want it has to stop. We have NEVER done this before and it is wrong. People assume their own risks, and the data shows those risks are so low at this point, especially for young/healthy people, that the cost/benefit calculation is heavily on the side of not getting the COVID shot.

The CDC's about face on masks yesterday is a striking example of the political nature of this whole thing. Did the "science" change over night? Earlier in the week double masking for those that got the COVID shot was the guidance and example being set. What changed? No data was provided...because there isn't any to support this. No one ever needed to be masked up, but especially not now and especially not children. I will keep repeating that the way you all have abused the children in Lincoln over the last year was beyond shameful, and it will not happen again. How many kids died of COVID in Lincoln? To my knowledge not a single, solitary kid. How many died of suicide this past year?

It's over...start acting like it.

<https://www.washingtonexaminer.com/politics/the-pandemic-is-over>

by Timothy P. Carney, Senior Columnist

It's over.

COVID-19 isn't gone, of course. The coronavirus, the current novel one and its variants as well as other such viruses, will never be gone, and every public health expert knows that.

And the pandemic is still raging in other parts of the world, especially in India.

But in the United States, the *emergency* is over. The epidemic in America is like a poisoned rat, limping, staggering, crawling, and gasping its last breaths. The poison is the vaccine now jabbed into the arms of most adults.

Pandemic, thou art slain.

We can say that without diminishing in any way the lethality of the past year, and without having to debate the value of the interventions and sacrifices of the last 14 months.

This was a crisis. It was a plague. Now, in the U.S., it's just a virus.

In countries such as the U.S., the United Kingdom, and Israel, the coronavirus is now one of countless risks and threats to human health. And like all other risks, prudence dictates we mitigate it. But reasonable humans do not demand that risks be reduced to zero at any cost.

Driving, swimming, hiking, drinking, eating, making love, raising children — all of these things are risky. Living is a risk. For the past 14 months, we've been asked and ordered to give up a lot of living in order to save lives. It's time to start living again.

This will not be easy for many. Public health officials won't want their moment to end. Mayors and county executives won't want to give up their emergency powers. The media will hate to lose an ever-present threat with which to scare the public daily.

And many people, scarred and altered by 14 months of lockdowns, the half-million deaths, and the constant reminders of invisible germs, will have trouble giving up their masks or reentering the world.

Some will choose to stay quarantined or even keep wearing masks outdoors. That's sad, but it's their right. Just as it is ours to acknowledge the facts and readjust our routine accordingly.

While the media greeted the May 13 loosening of mask guidance as an all-nearly-clear declaration from the White House, it is up to neither the media nor the government to declare normalcy. The remaining restrictions — on the unvaccinated, especially on children — also need to be ended whether [Joe Biden](#) or Anthony Fauci is ready or not.

What does it mean, then, to accept that the emergency is over?

All schools should open five days a week. Workers should return to the office. **All of us should toss our masks in the trash.**

Churches and bars should be filled to whatever the fire marshal will allow, so that we can pray, sing, and revel as before.

This is already what life is like in much of the country. If you live in Texas or Florida or Missouri, where infection rates are low and hospitalizations are falling while masks are rare and everything's open, you might say the pandemic is already over. You'd be right.

The numbers

Eradicating the coronavirus can't be the goal. We didn't eradicate the flu after the flu pandemic of 1919. Even polio still exists. Smallpox may be the only human disease we've ever stamped out.

COVID isn't gone, but infections, hospitalizations, and deaths are way down from the January peak. The numbers have consistently fallen since a spring bump peaked in mid-April.

The seven-day moving average of new cases dropped below 40,000 on May 10, representing an 84% drop from the January peak of 250,000 a day, and a 21% drop in just a week. The average case count has fallen every single day since April 14, when the early spring mini-surge peaked just below 73,000 cases. The fewer than 35,000 cases on May 12 matched the lowest case counts since testing hit full stride last summer.

Deaths have followed the same trajectory, lagging slightly. The seven days leading up to May 13 saw the fewest [COVID deaths](#) of any week since July 10. And this wasn't a blip. The seven-day moving average of deaths fell almost every day since late January until reaching 630 a day on May 13.

That's fewer than half as many [as die daily](#) from either heart disease or cancer. Accidents kill 475 people on an average day. Before COVID-19, chronic respiratory disease was killing 430 per day.

We all take steps to mitigate traffic deaths, accidental poisonings, and deadly falls, but we don't impose every possible safeguard. We don't set 5 mph speed limits, ban bleach and bourbon, or institute ladder control. At some point, a killer becomes one of many killers rather than an all-consuming existential enemy. The question is when. The coronavirus pandemic has reached that point.

Government health officials — federal, state, and local — will lecture us that the pandemic isn't over. Their faithful and uncritical media stenographers will repeat it. So, we need a clear understanding of how to gauge progress.

Amid all these falling numbers, where's the actual finish line?

"When can we declare the pandemic over?" *New York Times* healthcare columnist Aaron Carroll asked in an April 27 column. "Not yet, of course. Cases are [stalled or rising](#) in many areas. Virus variants are becoming more prevalent. While many people are vaccinated, many more are not. Hospitalizations and deaths are still occurring, especially in those groups not yet fully immunized."

Since then, things have changed, of course. Cases are falling almost everywhere in the U.S., and the variants haven't been able to reverse that. More U.S. adults are vaccinated than are not. At the time of writing, hospitalizations and deaths were at or near 10-month lows.

There's never been just one good yardstick for measuring the spread and threat of the virus. But a few numbers in particular seem like good metrics.

In an [editorial in March](#), the *Washington Examiner* suggested three benchmarks: meeting vaccine demand, a reproductive rate consistently below 1 (meaning the virus is steadily disappearing), and excess deaths falling to zero.

Now in mid-May, we've met these three metrics, it appears. In fact, every coronavirus number in the U.S. is good and getting better.

Excess deaths

COVID really was the worst plague of our lifetime. Nobody should minimize its lethality. The morbid math is captured in the number known as "excess deaths," which, roughly, are deaths exceeding about 3% above the average for a given calendar week.

Beginning in late March 2020, all-cause mortality in the U.S. was well above average every single week. The last week of 2020 saw almost 50% more deaths than the average for the final week of a year.

Now, it appears that excess deaths may be at zero. Even though the coronavirus is still floating around the air and still taking lives, people aren't dying at a more rapid clip than normal. I say "appears" because death numbers trickle into the CDC slowly. "This delay can range from 1 week to 8 weeks or more," the agency's website explains.

The week ending March 13, 2021, more than eight weeks ago, saw only slightly more deaths than average, according to CDC estimates as of press time, and officially was not in excess-death territory. Every subsequent week has had fewer deaths, and most look likely to come in below that excess threshold when the counting is done.

It's hard to argue we are in a deadly pandemic if we aren't dying at above-average rates.

Reproduction number

Just as Americans are not reproducing enough to replace themselves, the coronavirus is not at "replacement level" either. When the reproduction number for a virus is below 1, that means the average person infected in turn infects fewer than one additional person. Such a virus will steadily die off.

The coronavirus's reproduction number has been below 1 since early April, and it's not rising. As of May 12, the estimated reproduction [number](#) nationwide was 0.91, which means that cases would drop every day by measurable amounts.

But even that is too rosy a picture for the virus's future, because every day, millions more people become immune thanks to vaccinations.

The vaccine

Throughout the pandemic, many measures helped protect individuals. Schools moved classes outside and upgraded their ventilation. Churches limited attendance. Couples downsized weddings. Airlines required masks for flight attendants and passengers.

These steps were great ways to protect the vulnerable, such as the elderly or those with other lung issues or obesity, and they helped slow the spread of the virus. (Remember "flatten the curve"?) But closures, distancing, and masks were never going to stamp out the pandemic. It takes vaccines to do that.

Pfizer, Moderna, and Johnson & Johnson, under President [Donald Trump](#)'s Operation Warp Speed, produced highly effective vaccines that provide very strong immunity within 10 to 14 days after a full dose. Vaccinations protect not only the vaccinated, but also the unvaccinated: A vaccinated person, being far less likely to get the virus, is thus far less likely to infect his or her kids or colleagues or roommates. As a result, the virus is now running into more dead ends, which is why this spring's collapse in infection rates is not like the temporary downturns last year. It's also why the February-March rebound was small and short-lived.

As of May, cities and states are begging people to vaccinate. Washington, D.C., Mayor Muriel Bowser offered free beer. In New York, you could get free tickets to a baseball game if you got the shot on your way into the stadium. In Buffalo, the beer-and-a-shot experience brought out hundreds of folks who couldn't bother to be vaccinated beforehand.

In other words, vaccine demand has been met. Any adult who wants a vaccine has had an opportunity to get one by now. In most places, this was true by the end of April.

With very few exceptions, if you are an unvaccinated adult, you have chosen to be unvaccinated.

The justification for lockdowns evaporates in this environment.

The government telling a grandmother her Sunday family dinner is illegal, barring friends from gathering at a restaurant that would host them, or limiting the ability of people to worship together is a terrifying infringement on basic freedoms that cannot be justified in the name of protecting the adults who are willingly gathering. They are justified because of externalized risks: The folks gathering could catch the virus and then spread it to others who chose not to gather.

But if everyone with any significant risk of still catching the coronavirus has chosen to bear that risk by not getting vaccinated, then our lockdowns are curbing the freedom of some to protect others who have chosen not to protect themselves. That's not the way a free people behaves.

Open America vs. Closed America

The final argument that the pandemic is over is that just as the public largely locked down before being mandated to do so, the public in much of the country is leading the way back out.

Risk aversion stopped people from going to restaurants and bars well before the states closed those establishments. And now, faces are unmasked in churches across most of Florida and Texas. When you bump into your neighbor at the hardware store on the outskirts of Austin, neither of you are wearing a mask, and you probably shake hands. Bars and restaurants are busy. School is open, and high school sports are in session.

This may seem foreign (even scary!) to those in our media and government bubbles of New York, Los Angeles, and Washington, D.C., where through publication of this article, masks were still required on sidewalks, dancing was forbidden, and restaurants and bars were still allowed to reach only some fraction of capacity. Many school districts in and around major cities are not fully open, yet, with nearly half of the students still learning remotely in some places.

In these masked-up, locked-down places, it still feels like life amid a pandemic. But unlike last spring or winter, cases aren't increasing and hospitals aren't worried about being overrun.

In the D.C. region, where outdoor masking is still normal, Little Leaguers have to wear masks in the outfield, and Starbucks won't allow you to sit down indoors, only about 40 people per million test positive every day, and local governments report fewer than 10 deaths per day across the whole region.

Those low numbers are hidden from the average person's eye, though. All the closures, social-distancing signs, and masks, on the other hand, are very visible. Like an infected person who feels the inflammation and the immune reaction to a virus, Big City Americans are still feeling the reaction to COVID — and so many of them can't believe that they aren't also surrounded by the virus.

But in the open parts of the country, where it feels post-pandemic, none of this post-pandemic behavior is doing what the lockdowners warned.

In March, President Joe Biden called Republican officials in Florida and Texas “Neanderthals” for lifting their mask mandates. Former congressman Beto O'Rourke [said](#) allowing Texans to unmask was a “death warrant” for them. Daily case counts in Texas have fallen by more than two-thirds since that “death warrant” comment — a fall twice as fast as the one experienced by the rest of the country.

Considering these Florida and Texas numbers, and all of the numbers above — especially the lack of excess deaths, the below-replacement reproduction number, and the meeting of vaccination demand — you have to conclude that people only insist we are still in a pandemic because that's how they feel.

How to get over a pandemic

Which raises the question: **How do we reverse the learned behavior of fear, especially if it's still reinforced by some elites? If you look at the lockdowners — the federal and local health authorities and the few remaining media cheerleaders — you can see a fear in their eyes right now.**

CDC Director Rochelle Walensky lost her cool before the Senate Health Committee when GOP Sen. Susan Collins questioned her on the onerous rules on summer camps that require children to wear masks all day, every day, outdoors, for instance. Walensky fired back: “We now have 38,000 new infections on average per day. Last May 11, it was 24,000, and we sent a lot of kids home, and camps were closed.”

One need not be a statistician or epidemiologist to see the number games Walensky is playing there. Last May 11, those 24,000 infections were from fewer than 400,000 tests. This May 11's 38,000 cases are from about 1 million tests. And this year, most U.S. adults are vaccinated, meaning they are at extremely low risk even if children catch it, and all children 12 and over will be able to get a shot by summer vacation anyway. Yet Walensky suggested that the current environment is more dangerous than last year's.

That's absurd, and its implication is clear: **No matter how good things get, the CDC won't admit anything is safe as long as the politics dictate it declare everything dangerous. Maybe the CDC just wants to preserve power.** Maybe the Biden administration is afraid of making life difficult for the teachers unions that are still keeping schools closed. Maybe, at best, Joe Biden simply wants a great, dramatic July 4 reopening announcement for which he can take credit.

Nobody should be shocked that CDC guidance might be ungrounded in science. This same CDC advised against masks last year but still refuses to admit that outdoor masks are unnecessary and didn't admit that masking vaccinated people was pointless. The agency's guidance on outdoor spread is that “less than 10%” of all cases were contracted outdoors, while it knows that the real number is far less than 1%.

Half of America has been walking down sidewalks, playing baseball, waiting for their kids in the school parking lot wearing a mask that provides nobody any protection, and the CDC found it important to keep that practice going.

The Biden administration's insistence until May 13 that fully vaccinated officials wear masks showed that the White House was unwilling to loosen restrictions that serve no purpose. And it was unwilling to learn a lesson.

But we all need to learn many lessons from these last 14 months: Teachers unions are not on the side of school kids; employees should stay home when feeling sick; new viruses don't always behave like old viruses; federal approval of testing technology needs to be faster.

The most important lesson is that public health authorities can no more be trusted with great power than anyone else.

While lockdowners will retort that masks are no big deal, or scream “500,000 dead!” to belittle the social, economic, and moral costs of the lockdowns, the biggest danger we face right now is allowing restrictions to go on any longer than needed.

States, cities, counties, and the CDC are using emergency powers to restrict our freedom. At times throughout the past year, there may have been serious gains from these government actions. At least, the government closures seemed in line with the mood of much of the country.

But if a government keeps its emergency powers indefinitely, it becomes a tyranny. Free people cannot allow these powers to outlive the emergency. We also cannot wait on the coronavirus to go away. We certainly cannot wait on the CDC to declare the emergency over.

Americans are a self-governing people. It's up to us — not Biden, Walensky, or Fauci — to step outside, toss our masks in the trash, and declare this whole thing over.

<https://www.washingtonexaminer.com/politics/the-pandemic-is-over>

Angela M. Birkett

From: Ann K. Post <APost@baylorevnen.com>
Sent: Monday, May 17, 2021 10:10 AM
To: Soulinnee Phan; Angela M. Birkett; Richard W. Meginnis; Bennie R. Shobe; Tammy J. Ward; James M. Bowers; Jane Raybould; Sandra J. Washington; 'Richard Meginnis'; Roy A. Christensen; 'royforlincoln@gmail.com'
Cc: Brandi R. Lehl
Subject: RE: Council Agendas

Thank you for your reply! And thanks to everyone on the list for your patience with me clogging your inbox.

From: Soulinnee Phan <SPhan@lincoln.ne.gov>
Sent: Monday, May 17, 2021 9:49 AM
To: Angela M. Birkett <ABirkett@lincoln.ne.gov>; Richard W. Meginnis <RMeginnis@lincoln.ne.gov>; Bennie R. Shobe <BShobe@lincoln.ne.gov>; Tammy J. Ward <TJWard@lincoln.ne.gov>; James M. Bowers <JBowers@lincoln.ne.gov>; Jane Raybould <JRaybould@lincoln.ne.gov>; Sandra J. Washington <SWashington@lincoln.ne.gov>; 'Richard Meginnis' <RMeginnis@NAIFMA.com>; Roy A. Christensen <RChristensen@lincoln.ne.gov>; 'royforlincoln@gmail.com' <royforlincoln@gmail.com>
Cc: Brandi R. Lehl <BLEhl@lincoln.ne.gov>; Ann K. Post <APost@baylorevnen.com>
Subject: RE: Council Agendas

Greetings everyone,

The Agenda is posted on Thursday afternoon and was posted to my knowledge. We have been having some issues with Granicus as well. I did went to double check again this morning and the Agenda is currently posted.

Ann please let me know if the Agenda is not pulling up for you. I did attach the link to the agenda as well.
<https://www.lincoln.ne.gov/City/City-Council/Minutes-Agendas>

Soulinnee Phan

City Clerk | City of Lincoln
Pronouns: she/her/hers

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From: Angela M. Birkett <ABirkett@lincoln.ne.gov>
Sent: Monday, May 17, 2021 9:22 AM
To: Richard W. Meginnis <RMeginnis@lincoln.ne.gov>; Bennie R. Shobe <BShobe@lincoln.ne.gov>; Tammy J. Ward

<TJWard@lincoln.ne.gov>; James M. Bowers <JBowers@lincoln.ne.gov>; Jane Raybould <JRaybould@lincoln.ne.gov>; Sandra J. Washington <SWashington@lincoln.ne.gov>; 'Richard Meginnis' <RMeginnis@NAIFMA.com>; Roy A. Christensen <RChristensen@lincoln.ne.gov>; 'royforlincoln@gmail.com' <royforlincoln@gmail.com>
Cc: Soulinnee Phan <SPhan@lincoln.ne.gov>; Brandi R. Lehl <BLEhl@lincoln.ne.gov>
Subject: FW: Council Agendas

Please see the email below received through Council email. Thanks.

Sony or Brandi... Can one of you assist in providing a response to Ms. Post? Thanks!!

Angie Birkett
Administrative Secretary
Lincoln City Council
555 South 10th St., Ste 111
Lincoln, NE 68508
Phone 402-441-6867
Fax 402-441-6533
abirkett@lincoln.ne.gov



From: Ann K. Post [<mailto:APost@baylorevnen.com>]
Sent: Friday, May 14, 2021 9:55 AM
To: Council Packet <CouncilPacket@lincoln.ne.gov>
Subject: Council Agendas

Good Morning,

I had thought that Council Agendas are usually posted Thursday afternoon before the City Council Meeting. I haven't seen this online either last week or this week. (screen shot below). Can you provide a copy of the agenda and let me know when and where they are being posted now?

Also, if there is an email list where the agenda is mailed out weekly – can you please add my email?

Thanks.

Ann K. Post
Partner
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Minutes & Agendas

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City Council - Action	May 10, 2021 - 3:00 PM	Agenda	
City Council - Action	May 3, 2021 - 3:00 PM	Agenda	
City Council - Action	Apr 26, 2021 - 5:30 PM	Agenda	
City Council - Action	Apr 19, 2021 - 3:00 PM	Agenda	
City Council - Action	Apr 12, 2021 - 3:00 PM	Agenda	Minutes 041221
City Council - Action	Apr 5, 2021 - 3:00 PM	Agenda	Minutes 040521
City Council - Action	Mar 29, 2021 - 5:30 PM	Agenda	Minutes 032921
City Council - Action	Mar 22, 2021 - 3:00 PM	Agenda	Minutes 032221
City Council - Action	Mar 15, 2021 - 3:00 PM	Agenda	Minutes 031521
City Council - Action	Mar 8, 2021 - 3:00 PM	Agenda	Minutes 030821
City Council - Action	Mar 1, 2021 - 3:00 PM	Agenda	Minutes 030121
City Council - Action	Feb 22, 2021 - 5:30 PM	Agenda	Minutes 022221
City Council - Action	Feb 8, 2021 - 3:00 PM	Agenda	Minutes 020821
City Council - Action	Feb 1, 2021 - 3:00 PM	Agenda	Minutes 020121

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Angela M. Birkett

From: trucks1975 <trucks1975@gmail.com>
Sent: Saturday, May 15, 2021 8:28 AM
To: Mayor; Health; Pat D. Lopez
Cc: Council Packet
Subject: States ending their mask mandates - stubborn Lincoln has to drag it out to the bitter end

Lincoln continues to be an island of tyranny in an otherwise free state and region.

States that have effectively ended their mask mandate recently or have set a hard date:

Colorado
North Carolina
California
Minnesota
New Mexico
Kentucky
Michigan

Some of these are hard left states with abusive and tyrannical Governors, and yet Lincoln, with flat case numbers since early February, stubbornly refuses to return our institutions, business, citizens, and students to normal. I will again ask what kind of power hungry control freaks enjoy doing this to people? COVID is not even a news story any longer, except for the propaganda being used to try to install fear and keep health officials in the spotlight for their 15 minutes of fame.

Those that want the COVID shot have received it, those that have not are likely not going to no matter what, and LLCHD needs to face that reality and stop micromanaging everyone's health, life and business.

Almost 3 weeks ago when I spoke before the council I predicted the two-class society that is emerging. The clean and the unclean. The CDC guidance on masks this past week was such a stark 180 degree turnaround that it is obvious this is all political. So is LLCHD going to push for Lincoln to be a two class society? How will that be enforced? Are you going to require businesses to ask customers for their papers? I wouldn't put anything past this regime, but that is illegal and a HIPPA violation. It is also wholly unnecessary given where we are at with the COVID situation now.

And if LLCHD and the mayor think they are going to continue to require kids to wear masks, all summer and even into next school year because they have not got a COVID shot which they don't need, they are fooling themselves. A storm is brewing on this front and people are done with their kids being abused in order to play the mayor's political games. You would be wise to heed the warning signs and not push people any further. Look around our nation for examples of what likely will be coming here if you continue to abuse people and their kids.

Please just put politics aside and do the right thing for once. This Tuesday, announce an immediate end to the mask mandate like other leaders have already done. You might be able to salvage your shredded credibility in doing so.

Shawn Trucke

Angela M. Birkett

From: Mary Reves <reevesmary34@gmail.com>
Sent: Saturday, May 15, 2021 12:17 PM
To: Planning; Daniel K. Marvin; Council Packet
Subject: Meadowlane Shopping Center

Dear City Planners and City Council members:

The idea of blighted areas, I believe, was originally created to help take areas of the city which are truly run down and help them be rehabilitated through tax-increment financing. It seems now that whenever someone wants to change or modernize an existing property one finds a way to call it blighted. Then the developer can use the tax increment benefits to reduce his costs. In the Meadowlane Shopping Center I am concerned that the owner wants to use tax-increment financing to offset costs of maintenance that should be done on any property. The fact that updates are needed does not mean the property is blighted. Every time someone wants to spend money on property improvements, are we going to call the area blighted? Maybe we are mis-using a mechanism that should be used only for seriously deteriorated areas. Merely giving a facelift to a perfectly functional shopping center should not fit the definition of blighted.

Thank you for your consideration of my comments.
Sincerely,

Mary Reeves
3236 Dudley St. Lincoln

reevesmary34@gmail.com

Angela M. Birkett

From: Robert Borer <robert.borer@doane.edu>
Sent: Sunday, May 16, 2021 11:07 AM
To: the.criminal.enterprise.of.deep.state.lap.dogs.baird.and.lopez@lincoln.ne.gov; Mayor; Council Packet; Health; Pat D. Lopez; Pat D. Lopez
Subject: Lisbon Court of Appeal denounces PCR test; reverses quarantine order

Friends-

A Lisbon Court has determined the following:

"In view of current scientific evidence, this test shows itself to be unable to determine beyond reasonable doubt that such positivity corresponds, in fact, to the infection of a person by the SARS-CoV-2 virus."

For context, keep reading:

Headline: **Landmark legal ruling finds that Covid tests are not fit for purpose**

Four German holidaymakers who were illegally quarantined in Portugal after one was judged to be positive for Covid-19 have won their case, in a verdict that condemns the widely-used PCR test as being up to 97-percent unreliable.

Earlier this month, Portuguese judges upheld a decision from a lower court that found the forced quarantine of four holidaymakers to be unlawful. The case centred on the reliability (or lack thereof) of Covid-19 PCR tests.

The verdict, delivered on November 11, followed an appeal against a writ of habeas corpus filed by four Germans against the Azores Regional Health Authority. This body had been appealing a ruling from a lower court which had found in favour of the tourists, who claimed that they were illegally confined to a hotel without their consent. The tourists were ordered to stay in the hotel over the summer after one of them tested positive for coronavirus in a PCR test - the other three were labelled close contacts and therefore made to quarantine as well.

Unreliable, with a strong chance of false positives

The deliberation of the Lisbon Appeal Court is comprehensive and fascinating. It ruled that the Azores Regional Health Authority had violated both Portuguese and international law by confining the Germans to the hotel. The judges also said that only a doctor can "diagnose" someone with a disease, and were critical of the fact that they were apparently never assessed by one.

They were also scathing about the reliability of the PCR (polymerase chain reaction) test, the most commonly used check for Covid.

The conclusion of their 34-page ruling included the following: "In view of current scientific evidence, this test shows itself to be unable to determine beyond reasonable doubt that such positivity corresponds, in fact, to the infection of a person by the SARS-CoV-2 virus."

In the eyes of this court, then, a positive test does not correspond to a Covid case. The two most important reasons for this, said the judges, are that, "the test's reliability depends on the number of cycles used" and that "the test's reliability depends on the viral load present." In other words, there are simply too many unknowns surrounding PCR testing.

Read the rest of the article here:

<https://www.rt.com/op-ed/507937-covid-pcr-test-fail/>

And now for some private correspondence from a Portuguese professor and lockdown sceptic to a fellow skeptic:

With Spain and Greece, Portugal is one of the few countries in the so-called West where enough people are still alive to know what a dictatorship looks like. Our numbers are dwindling, as you have to be at least 60 to have experienced the 1974 revolution in any meaningful manner. I was a teenager at the time, and I remember very well what daily life was like under censorship, massively lying mass media, police brutality, arbitrary detention in the name of the "national interest", etc. — all those things that I hoped never again to experience but that the current Covid climate has brought very, very vividly to the fore. Yet, it may well be exactly because of such things having happened in living memory that our Government has been less heavy-handed about the pandemic than most others in Europe. And, now to the point, maybe that's also why our high courts have issued rulings of potentially devastating consequences for the current Covid narrative. Portugal is a small country but is part of the EU and so what happens here still is of some international significance. That's why I thought you'd be interested in learning about some recent developments.

In a recent decision, dated November 11, 2020, a Portuguese appeal court ruled against the Azores Regional Health Authority concerning a lower court decision to declare unlawful the quarantining of four persons. Of these, one had tested positive for Covid using a PCR test; the other three were deemed to have undergone a high risk of exposure. Consequently, the Regional Health Authority decided that all four were infectious and a health hazard, which required that they go into isolation. The lower court had ruled against the Health Authority, and the appeal court upheld that ruling with arguments that explicitly endorse the scientific case for the lack of reliability of the PCR tests (e.g., as extensively explained in Lockdown Sceptics by Dr. Mike Yeadon, Dr. Clare Craig and others).

The court's ruling is a long text. I provide below a summary of the key passage.

The court's main points are as follows:

- A medical diagnosis is a medical act that only a physician is legally qualified to undertake and for which such physician will be solely and entirely responsible. No other person or institution, including government agencies or the courts, has such an authority. It is not up to the Azores Regional Health Authority to declare someone ill, or a health hazard. Only a physician can do that. No one can be declared ill or a health hazard by decree or law, nor as the automatic, administrative consequence of the outcome of a laboratory test, no matter which.
- From the above, the court concludes that "if carried out with no prior medical observation of the patient, with no participation of a physician certified by the Ordem dos Médicos who would have assessed symptoms and requested the tests/exams deemed necessary, any act of diagnosis, or any act of public health vigilance (such as determining whether a viral infection or a high risk of exposure exist, which the aforementioned concepts subsume) will violate [a

number of laws and regulations] and may configure a crime of usurpação de funções [unlawful practice of a profession] in the case said acts are carried out or dictated by someone devoid of the capacity to do so, i.e., by someone who is not a certified physician [to practice medicine in Portugal a degree is not enough, you need to be accepted as qualified to practice medicine by undergoing examination with the Ordem dos Médicos, roughly our equivalent of the UK's Royal College of Physicians]."

- In addition, the court rules that the Azores Health Authority violated article 6 of the Universal Declaration on Bioethics and Human Rights, as **it failed to provide evidence that the informed consent mandated by said Declaration had been given** by the PCR-tested persons who had complained against the forced quarantine measures imposed on them.
- From the facts presented to the court, it concluded that no evidentiary proof or even indication existed that the four persons in question had been seen by a doctor, either before or after undertaking the test.

The above would suffice to deem the forced quarantine of the four persons unlawful. The court thought it necessary, however, to add some very interesting considerations about the PCR tests:

- "Based on the currently available scientific evidence this test [the RT-PCR test] is in and of itself unable to determine beyond reasonable doubt that positivity in fact corresponds to infection by the SARS-CoV-2 virus, for several reasons, among which two are paramount (to which one would need to add the issue of the gold standard, which, due to that issue's specificity, will not be considered here): the test's reliability depends on the number of cycles used; the test's reliability depends on the viral load present."
- Citing Jaafar et al. (2020;), the court concludes that **"if someone is tested by PCR as positive when a threshold of 35 cycles or higher is used (as is the rule in most laboratories in Europe and the US), the probability that said person is infected is <3%, and the probability that said result is a false positive is 97%."** The court further notes that the cycle threshold used for the PCR tests currently being made in Portugal is unknown [N.B. – I know from acquaintances that in at least some Portuguese labs the threshold is 35 cycles].
- Citing Surkova et al. (2020)), **the court further states that any diagnostic test must be interpreted in the context of the actual probability of disease as assessed prior to the undertaking of the test itself**, and expresses the opinion that **"in the current epidemiological landscape of the United Kingdom, the likelihood is increasing that Covid 19 tests are returning false positives, with major implications for individuals, the health system and society."**

The court's summary of the case to rule against the Regional Health Authority's appeal reads as follows:

"Given how much scientific doubt exists — as voiced by experts, i.e., those who matter — about the reliability of the PCR tests, given the lack of information concerning the tests' analytical parameters, and in the absence of a physician's diagnosis supporting the existence of infection or risk, there is no way this court would ever be able to determine whether C was indeed a carrier of the SARS-CoV-2 virus, or whether A, B and D had been at a high risk of exposure to it."

The rest of this correspondence can be found here:

<https://lockdownsceptics.org/?s=portugal#portuguese-appeals-court-deems-pcr-tests-unreliable>

Robert J Borer

Other resources:

<https://translate.google.com/translate?hl&sl=pt&tl=en&u=http%3A%2F%2Fwww.dgsi.pt%2Fjtrl.nsf%2F33182fc732316039802565fa00497eec%2F79d6ba338dcbe5e28025861f003e7b30>

<https://cormandrostenreview.com/retraction-request-letter-to-eurosurveillance-editorial-board/>

Angela M. Birkett

From: Kaylee Vculek <kayleevculek@yahoo.com>
Sent: Monday, May 17, 2021 9:39 AM
To: Council Packet
Subject: Claim for damage to vehicle
Attachments: 4.19.21.zip

Hello,

I am writing to request reimbursement for damage to my vehicle (2015 Toyota Sienna) as a result of an accident involving a City of Lincoln vehicle.

On 4/19/21, my vehicle was parked in a metered spot on the south side of 'M' Street, just east of Centennial Mall intersection. I arrived at my vehicle and found it was blocked in by a city truck that was parked in the south-most driving lane of M Street. I asked the city employees present if I would be able to get out, and they replied, "yeah." As I was getting in my vehicle (I was in the car, in the process of closing the door, it was only open a couple inches) the city employee moved the truck, catching my driver's side door and "crunching" (for lack of a better word - think kind of like an accordion) it. I attached photos of the damage and the part of the truck that impacted my vehicle.

A police report was completed (see attached) and I submitted an initial claim as I was instructed to do my the risk management person. My husband then spoke to one of the city attorneys who informed him our claim was denied because the police accident report stated I opened the vehicle door after the truck was moving. This is not what the accident report stated (see attached) and not what happened:

1. I was in the car about to shut my door when the truck hit my vehicle. If I had been outside the car and "opened my door after the truck started moving," the truck would have hit me instead of my vehicle. There would not have been time for me to open the door, put all my stuff in the front seat (I was carrying a number of items) and get in my vehicle all before he hit it.
2. My vehicle was parked. It was not moving or even running. It is the moving vehicle operator's responsibility to not hit stationary items. I would not have been able to hear the city worker start the vehicle either. The workers were tearing up concrete in the construction area there. It was extremely loud.
3. The driver did almost \$4,000 of damage to my vehicle. Quite a bit of damage for just moving a parked vehicle forward. In my opinion, he had to have hit the gas and not just released the brake to creep forward. This is negligent.
4. If you look at how the impact damaged the vehicle, you can see the door was not open very far when he hit it. If it had been, it would have pulled the door open further and off the vehicle instead of the "accordion crunch" that happened. He was very close to my vehicle and, in my opinion, was probably not used to operating that size/shape of truck. It has a piece on the back end that sticks out further than the rest of the truck that caught my vehicle door. My understanding is he is a newer employee.
5. This whole incident wouldn't have happened if the city truck had not been parked illegally to begin with.

I am asking for reimbursement in the amount of \$3,888.96 for repairs to my vehicle (\$500 to me, the remainder would go to Allstate) and \$174.87 for a rental car.

I believe Allstate is pursuing reimbursement from you as well.

Please let me know if you require any additional information or have any questions. Thank you for your time.

Kaylee Vculek

[740 Cottonwood Drive](#)

[Lincoln, NE 68510](#)

[\(402\) 310-0571](#)

Angela M. Birkett

From: Kaylee Vculek <kayleevculek@yahoo.com>
Sent: Monday, May 17, 2021 9:45 AM
To: Council Packet
Subject: Re: Claim for damage to vehicle

One last thing, the driver admitted fault to me at the time of the accident and apologized several times. In my first email, I attached a copy of the incident report he completed that morning where he wrote that he caught my door, admitting fault.

Thank you again for taking the time to read all this.

Kaylee Vculek

Sent from my iPhone

On May 17, 2021, at 09:38, Kaylee Vculek <kayleevculek@yahoo.com> wrote:

Hello,

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2. My vehicle was parked. It was not moving or even running. It is the moving vehicle operator's responsibility to not hit stationary items. I would not have been able to hear the city worker start

the vehicle either. The workers were tearing up concrete in the construction area there. It was extremely loud.

3. The driver did almost \$4,000 of damage to my vehicle. Quite a bit of damage for just moving a parked vehicle forward. In my opinion, he had to have hit the gas and not just released the brake to creep forward. This is negligent.

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I believe Allstate is pursuing reimbursement from you as well.

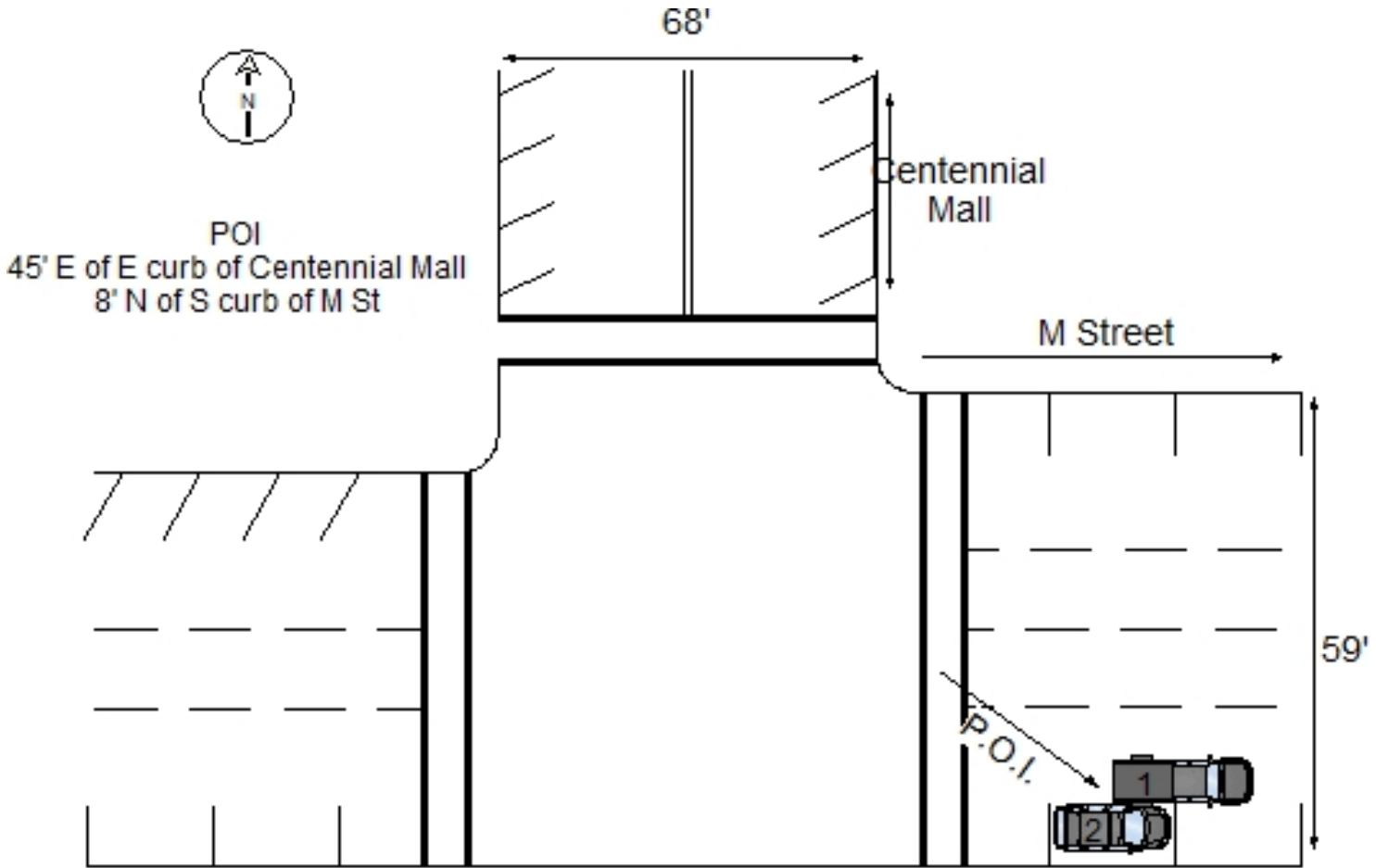
Please let me know if you require any additional information or have any questions. Thank you for your time.

Kaylee Vculek
[740 Cottonwood Drive](#)
[Lincoln, NE 68510](#)
[\(402\) 310-0571](#)

<4.19.21.zip>

TOTAL NO. OF VEHICLES		2		LOCAL NO./ DISTRICT:		AGENCY CASE NO.		C1-034186		PHOTOGRAPHS TAKEN?		INVESTIGATION MADE AT SCENE?					
DATE OF CRASH		MM / DD / YYYY		04/19/2021		S M T W TH F S		<input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>		TIME OF CRASH (Military Time)		09:26		TIME OF ROADWAY CLEARANCE		10:14	
PLACE OF CRASH		COUNTY		LANCASTER		CITY		LINCOLN		SECONDARY?		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		LATITUDE		040.8114940	
ROAD ON WHICH CRASH OCCURRED		STREET/ HIGHWAY NO.		M/CENTENNIAL MALL-16TH		PRIVATE PROPERTY?		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		LONGITUDE		-096.6990370					
DISTANCE FROM MILEPOST		FEET		N S E W		OF MILEPOST		HIGHWAY NO.									
IF AT INTERSECTION								IF NOT AT INTERSECTION									
NAME OF INTERSECTING ROADWAY								45		<input checked="" type="checkbox"/> FEET <input type="checkbox"/> MILES		N S E W		OF NEAREST STREET, BRIDGE, RAILROAD CROSSING		CENTENNIAL MALL	
IF CRASH WAS OUTSIDE CITY LIMITS, INDICATE DISTANCE FROM NEAREST TOWN																	
MILES		N S E W		AND MILES		N S E W		OF NEAREST CITY OR TOWN									
CRASH DATA																	
DOES CRASH INVOLVE DAMAGE TO NEBRASKA DEPT. OF TRANSPORTATION PROPERTY? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				TYPE OF INTERSECTION				CONTRIBUTING CIRCUMSTANCES – ROADWAY ENVIRONMENT				WORK ZONE					
RELATION TO JUNCTION				Overall Intersection Geometry				Overall Traffic Control Device				Weather Conditions					
Within Interchange Area?				Number of Approaches				(up to 2 choices)				Was the crash in a construction, maintenance or utility work zone, or was it related to an activity within a work zone?					
01 - Yes				01 - Not at Intersection				00 - None				01 - Yes					
02 - No				02 - Two (2)				02 - Animal(s)				02 - No					
99 - Unknown				03 - Three (3)				03 - Prior Crash				99 - Unknown					
Specific Junction Location				04 - Four (4)				04 - Prior Non-Recurring Incident				Workers Present?					
00 - Non-Junction				05 - Five or more (5+)				05 - Backup Due to Regular Congestion				01 - Yes					
01 - Acceleration/Deceleration Lane				Overall Intersection Geometry				06 - Debris				02 - No					
02 - Crossover Related				01 - Angled/Skewed Y				07 - Glare				97 - Not Applicable					
03 - Driveway Access or Related				02 - Roundabout/Traffic Circle O				08 - Obstructed Crosswalks				99 - Unknown					
04 - Entrance/Exit Ramp or Related				03 - Perpendicular + or T				09 - Non-Highway Work				Type of Work Zone					
05 - Intersection or Related				97 - Not Applicable				10 - Obstruction in Roadway				01 - Intermittent or Moving Work					
06 - Railway Grade Crossing				Overall Traffic Control Device				11 - Related to a Bus Stop				02 - Lane Closure					
07 - Shared Use Path or Trail				01 - No Control				12 - Road Surface Condition (wet, icy, snow, slush, etc.)				03 - Lane Shift/Crossover					
98 - Other Location (median, shoulder or roadside)				02 - Signalized				13 - Roadway Width Restricted				04 - Work on Shoulder or Median					
99 - Unknown				03 - Stop - All Way				14 - Ruts, Holes, Bumps				97 - Not Applicable					
ROADWAY SURFACE CONDITION				04 - Stop - Partial				15 - Shoulders (none, low, soft, high)				98 - Other					
01 - Dry				05 - Yield				16 - Toll Booth/Plaza Related				99 - Unknown					
02 - Ice/Frost				97 - Not Applicable				17 - Traffic Control Device				Location of the Crash					
03 - Mud, Dirt, Gravel				WEATHER CONDITIONS				18 - Traffic Incident				01 - Before Work Zone Warning Sign					
04 - Oil				(up to 2 choices)				19 - Visual Obstruction(s)				02 - Advance Warning Area					
05 - Sand				01 - Blowing Sand, Soil, Dirt				20 - Weather Conditions				03 - Transition Area					
06 - Slush				02 - Blowing Snow				21 - Work Zone (construction/maintenance/utility)				04 - Activity Area					
07 - Snow				03 - Clear				22 - Worn, Travel-Polished Surface				05 - Termination Area					
08 - Water (standing, moving)				04 - Cloudy				98 - Other				97 - Not Applicable					
09 - Wet				05 - Fog, Smog, Smoke				99 - Unknown				98 - Other					
98 - Other				06 - Freezing Rain/Drizzle				MANNER OF CRASH / COLLISION IMPACT				Law Enforcement Present					
99 - Unknown				07 - Rain				00 - Not a Collision Between				01 - Officer Present					
ROADWAY SURFACE				08 - Severe Crosswinds				01 - Angle				02 - Not Present					
01 - Asphalt				09 - Sleet or Hail				02 - Front-to-Front				03 - Only Law Enforcement Vehicle Present					
02 - Brick				10 - Snow				03 - Front-to-Rear				97 - Not Applicable					
03 - Concrete				98 - Other				04 - Rear-to-Rear				99 - Unknown					
04 - Dirt				99 - Unknown				05 - Rear-to-Side				SCHOOL BUS RELATED					
05 - Gravel				LIGHT CONDITION				06 - Sideswipe-Opposite Direction				00					
98 - Other				01 - Daylight				07 - Sideswipe-Same Direction				01 - No					
99 - Unknown				02 - Dawn/Dusk				98 - Other				00 - School Bus Directly Involved					
PROPERTY				03 - Dark-Lighted				99 - Unknown				02 - School Bus Indirectly Involved					
OBJECT DAMAGED				04 - Dark-Not Lighted				OBJECT DAMAGED				99 - Unknown					
OWNER NAME				05 - Dark-Unk. Lighting				OWNER NAME									
ADDRESS				98 - Other				ADDRESS									
PHONE				99 - Unknown				PHONE									
APPROX. COST OF DAMAGE				NAME				ADDRESS				PHONE					
				ADDRESS													
				OFFICER NO.				TROOP/TEAM/BEAT				DEPARTMENT					
				1648				7A				LINCOLN POLICE DEPARTMENT					
				INVESTIGATOR NAME (Print or type)				INVESTIGATOR SIGNATURE				DATE OF REPORT					
				PAUL LUCE				APPROVED BY PAUL LUCE				04/20/2021					

CRASH DIAGRAM



NOT TO SCALE

☐ Check if diagram is submitted on a separate page.

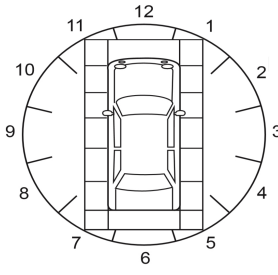
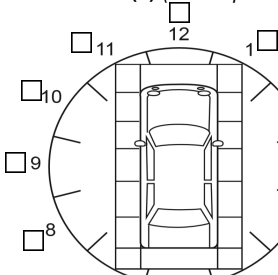
DESCRIPTION OF CRASH BASED ON OFFICER'S INVESTIGATION

V1 IS A CITY OF LINCOLN PUBLIC WORKS VEHICLE AND D1 WAS DOING STREET REPAIR WORK IN THE INTERSECTION OF CENTENNIAL MALL/M ST. V1 WAS PARKED IN THE FAR SOUTH TRAFFIC LANE NEXT TO V2, WHICH WAS PARKED AT A METERED STALL ALONG THE SOUTH CURB OF M ST. OWNER OF V2 INFORMED D1 THAT SHE NEEDED TO LEAVE AND REQUESTED THAT V1 BE MOVED. D1 THEN ENTERED V1 AND BEGAN MOVING FORWARD, AND A JACK ON THE REAR PASSENGER CORNER OF V1 STRUCK THE FRONT DRIVER SIDE DOOR OF V2 WHICH WAS PARTIALLY OPEN. D1 STATED WHEN HE GOT INTO THE TRUCK THE OWNER OF V2 WAS AT THE BACK OF HER VAN AND HE DID NOT KNOW SHE WAS OPENING HER DOOR TO GET INTO HER VEHICLE WHEN HE BEGAN MOVING FORWARD. OWNER OF V2 STATED SHE OPENED HER DOOR JUST ENOUGH TO GET INTO HER VEHICLE AND SHE DID NOT KNOW V1 WAS GOING TO BEGIN MOVING BEFORE SHE GOT INTO HER VEHICLE. OWNER OF V2 HAD HER VEHICLE TOWED AS THE FRONT DRIVER SIDE DOOR WOULD NOT CLOSE PROPERLY AFTER THE ACCIDENT. REPORT WAS NEEDED AS V1 IS A CITY OWNED VEHICLE.

Investigator's Motor Vehicle Crash Report - Vehicle

VEHICLE NO. 1		MOTOR VEHICLE UNIT TYPE 01 - Motor Vehicle in Transport 02 - Parked Motor Vehicle 03 - Working Vehicle/Equipment			01		DRIVER PRESENT? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
VEHICLE OWNER NAME (Company Name) CITY OF LINCOLN						CONTACT PHONE (402) 441-7548		
MAILING ADDRESS 555 S 10TH				CITY LINCOLN		STATE NE		ZIP 68508
LICENSE PLATE NO. 27985	STATE NE	REG. YEAR 2021	MAKE FORD		MODEL DRW SUPER DUTY F		MODEL YEAR 2008	COLOR GRN
LICENSE PLATE TYPE GOVERNMENT MUNICIPAL			VIN 1FDXF46R38EE41075					
INSURANCE COVERAGE 01 - Yes 02 - No 99 - Unk. 01		INSURANCE COMPANY SELF INSURED				INSURANCE POLICY NO. 30000271		

MOTOR VEHICLE TYPE CATEGORY Body Type 01 - All-Terrain Vehicle / Cycle (ATV/ATC) 02 - Golf Cart 03 - Low Speed Vehicle 04 - Recreational Off-Highway Vehicles (ROV) 05 - Snowmobile 06 - Moped or motorized bicycle 07 - Motorcycle - 2 Wheel 08 - Motorcycle - 3 Wheel 09 - Autocycle 10 - Passenger Car 11 - Passenger Van (less than 9 seats) 12 - (Sport) Utility Vehicle 13 - Pickup (10,000 lbs or less) 14 - Pickup (greater than 10,000 lbs)** 15 - Medium/Heavy Truck (greater than 10,000 lbs GVWR)** 16 - Single-Unit Truck** 17 - Truck Tractor** 18 - Other Trucks 19 - 9 or 12-Passenger Van** 20 - 15-Passenger Van** 21 - Cargo Van (10,000 lbs or less) 22 - Cargo Van (greater than 10,000 lbs GVWR)** 23 - Large Limo** 24 - Mini-bus** 25 - School Bus** 26 - Transit Bus** 27 - Other Bus Type** 28 - Motor Home (10,000 lbs or less GVWR) 29 - Motor Home (greater than 10,000 lbs GVWR)** 30 - Motorcoach** 31 - Construction Equipment (backhoe, bulldozer, etc.) 32 - Farm Equipment (tractor, combine harvester, etc.) 98 - Other 99 - Unknown Did this motor vehicle display a hazardous materials (HM) placard? 01 - Yes** 97 - Not Applicable 02 - No 99 - Unknown <i>**Heavy Truck/Bus form must be completed</i> Number of trailing units 97 - Not Applicable (vehicle with no trailing units)	<div style="text-align: center; border: 1px solid black; width: 40px; margin: 0 auto; padding: 2px;">14</div> SPECIAL FUNCTION OF MOTOR VEHICLE IN TRANSPORT 00 - No Special Function 01 - Ambulance 02 - Bus – Charter/Tour 03 - Bus – Childcare/Daycare 04 - Bus – Intercity 05 - Bus – School (Public or Private) 06 - Bus – Shuttle 07 - Bus – Transit/Commuter 08 - Bus – Other 09 - Farm Vehicle 10 - Fire Truck 11 - Highway/Maintenance 12 - Mail Carrier 13 - Military 14 - Non-Transport Emergency Services Vehicle 15 - Other Incident Response 16 - Police 17 - Public Utility 18 - Rental Truck (Over 10,000 lbs) 19 - Safety Service Patrols – Incident Response 20 - Taxi 21 - Towing – Incident Response 22 - Truck Acting as Crash Attenuator 23 - Vehicle Used for Electronic Ride-hailing (Uber, Lyft, etc.) 98 - Other 99 - Unknown <div style="text-align: center; border: 1px solid black; width: 40px; margin: 0 auto; padding: 2px;">17</div> HIT AND RUN? 01 - Yes - Driver or Car/Driver Left Scene 02 - No - Did Not Leave Scene 99 - Unknown <div style="text-align: center; border: 1px solid black; width: 40px; margin: 0 auto; padding: 2px;">02</div> VEHICLE MANEUVER / ACTION 01 - Movement Essentially Straight Ahead 02 - Backing 03 - Changing Lanes 04 - Entering Traffic Lane 05 - Leaving Traffic Lane 06 - Making a U-Turn 07 - Negotiating a Curve 08 - Parked 09 - Passing/Overtaking a Vehicle 10 - Slowing 11 - Stopped in Traffic 12 - Turning Left 13 - Turning Right 98 - Other 99 - Unknown <div style="text-align: center; border: 1px solid black; width: 40px; margin: 0 auto; padding: 2px;">01</div>	EMERGENCY MOTOR VEHICLE USE 01 - Emergency Operation, Emergency Warning Equipment in Use 02 - Emergency Operation, Emergency Warning Equipment Not in Use 03 - Non-Emergency, Non-Transport 04 - Non-Emergency, Transport 97 - Not Applicable 99 - Unknown <div style="text-align: center; border: 1px solid black; width: 40px; margin: 0 auto; padding: 2px;">97</div> MOTOR VEHICLE AUTOMATED DRIVING SYSTEM(S) Automation System(s) in Vehicle? 01 - Yes 02 - No 99 - Unknown <div style="text-align: center; border: 1px solid black; width: 40px; margin: 0 auto; padding: 2px;">99</div> Automation System Levels in Vehicle <i>(up to 5 choices)</i> 00 - No Automation 01 - Driver Assistance 02 - Partial Automation 03 - Conditional Automation 04 - High Automation 05 - Full Automation 06 - Automation Level Unknown 99 - Unknown <div style="text-align: center; border: 1px solid black; width: 40px; margin: 0 auto; padding: 2px;">99</div> Automation System Levels Engaged at Time of Crash <i>(up to 5 choices)</i> 00 - No Automation 01 - Driver Assistance 02 - Partial Automation 03 - Conditional Automation 04 - High Automation 05 - Full Automation 06 - Automation Level Unknown 99 - Unknown <div style="text-align: center; border: 1px solid black; width: 40px; margin: 0 auto; padding: 2px;">99</div>
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INITIAL CONTACT POINT  00 - Non-Collision 13 - Top 14 - Undercarriage 15 - Cargo Loss 16 - Vehicle Not at Scene 99 - Unknown <div style="text-align: center; border: 1px solid black; width: 40px; margin: 0 auto; padding: 2px;">05</div>	DAMAGED AREA(S) <i>(check up to 4)</i>  00 - No Damage 13 - Top 14 - Undercarriage 15 - All Areas 16 - Vehicle Not at Scene 99 - Unknown <div style="text-align: center; border: 1px solid black; width: 40px; margin: 0 auto; padding: 2px;">00</div>	Vehicle crash damages equal to or less than \$1,000 are classified as non-reportable. DAMAGE ESTIMATE <input type="checkbox"/> Totaled \$ 50 EXTENT OF DAMAGE 00 - No Damage 01 - Minor Damage 02 - Functional Damage 03 - Disabling Damage 04 - Vehicle Not at Scene <div style="text-align: center; border: 1px solid black; width: 40px; margin: 0 auto; padding: 2px;">01</div>
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VEHICLE CONTRIBUTING CIRCUMSTANCE(S) 00 - None 01 - Body, Doors 02 - Brakes 03 - Exhaust System 04 - Lights (head, signal, tail) 05 - Mirrors 06 - Power Train 07 - Steering 08 - Suspension 09 - Tires 10 - Truck Coupling/Trailer Hitch/Safety Chains 11 - Wheels 12 - Windows/Windshield 13 - Wipers 98 - Other 99 - Unknown <div style="text-align: center; border: 1px solid black; width: 40px; margin: 0 auto; padding: 2px;">00</div>	TOWED DUE TO DISABLING DAMAGE 01 - Not Towed 02 - Towed Due to Disabling Damage 03 - Towed Not Due to Disabling Damage <div style="text-align: center; border: 1px solid black; width: 40px; margin: 0 auto; padding: 2px;">01</div>
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VEHICLE NO. 1 (cont'd)	
MOST HARMFUL EVENT FOR THIS MOTOR VEHICLE 25 <div style="display: flex;"> <div style="flex: 1;"> Non-Collision Harmful Events 11 - Cargo/Equipment Loss or Shift 12 - Fell/Jumped from Motor Vehicle 13 - Fire/Explosion 14 - Immersion, Full or Partial 15 - Jackknife 16 - Other Non-Collision Harmful Event 17 - Overturn/Rollover 18 - Thrown or Falling Object Collision With Person, Motor Vehicle or Non-Fixed Object 19 - Animal (live) 20 - Construction Equipment (backhoe, bulldozer, etc.) 21 - Farm Equipment (tractor, combine harvester, etc.) 22 - Motor Vehicle in Transport 23 - Other Non-Fixed Object 24 - Other Non-Motorist 25 - Parked Motor Vehicle 26 - Pedalcycle 27 - Pedestrian 28 - Railway Vehicle (train, engine) 29 - Strikes Object at Rest from Vehicle in Transport 30 - Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle 31 - Work Zone/Maintenance Equipment </div> <div style="flex: 1;"> Collision With Fixed Object 32 - Bridge Overhead Structure 33 - Bridge Pier or Support 34 - Bridge Rail 35 - Cable Barrier 36 - Concrete Traffic Barrier 37 - Culvert 38 - Curb 39 - Ditch 40 - Embankment 41 - Fence 42 - Guardrail End Terminal 43 - Guardrail Face 44 - Impact Attenuator/Crash Cushion 45 - Mailbox 46 - Other Fixed Object (wall, building, tunnel, etc.) 47 - Other Post, Pole or Support 48 - Other Traffic Barrier 49 - Traffic Sign Support 50 - Traffic Signal Support 51 - Tree (standing) 52 - Utility Pole/Light Support 53 - Unknown Fixed Object </div> </div>	SEQUENCE OF EVENTS (up to 4 choices) <div style="display: flex;"> <div style="flex: 1;"> Non-Harmful Events 01 - Cross Centerline 02 - Cross Median 03 - End Departure (T-intersection, dead-end, etc.) 04 - Downhill Runaway 05 - Equipment Failure (blown tire, brake failure, etc.) 06 - Ran Off Roadway Left 07 - Ran Off Roadway Right 08 - Reentering Roadway 09 - Separation of Units Non-Collision Harmful Events 11 - Cargo/Equipment Loss or Shift 12 - Fell/Jumped from Motor Vehicle 13 - Fire/Explosion 14 - Immersion, Full or Partial 15 - Jackknife 16 - Other Non-Collision Harmful Event 17 - Overturn/Rollover Collision With Person, Motor Vehicle or Non-Fixed Object 19 - Animal (live) 20 - Construction Equipment (backhoe, bulldozer, etc.) 21 - Farm Equipment (tractor, combine harvester, etc.) 22 - Motor Vehicle in Transport 23 - Other Non-Fixed Object 24 - Other Non-Motorist 25 - Parked Motor Vehicle 26 - Pedalcycle 27 - Pedestrian 28 - Railway Vehicle (train, engine) 29 - Strikes Object at Rest from Motor Vehicle in Transport 30 - Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle 31 - Work Zone/Maintenance Equipment </div> <div style="flex: 1;"> <div style="border: 1px solid black; padding: 2px 10px; margin-bottom: 5px;">25</div> First Event <div style="border: 1px solid black; padding: 2px 10px; margin-bottom: 5px;"></div> Second Event <div style="border: 1px solid black; padding: 2px 10px; margin-bottom: 5px;"></div> Third Event <div style="border: 1px solid black; padding: 2px 10px; margin-bottom: 5px;"></div> Fourth Event </div> </div>
TRAFFIC CONTROL DEVICE TYPE (up to 4 choices) TCD Type(s) 00 - No Controls 01 - Person (flagger, law enforcement, crossing guard, etc.) 15 Signs 02 - Railroad Crossing Sign 03 - School Zone Sign 04 - Stop Sign 05 - Yield Sign 06 - "Curve Ahead" Warning Sign 07 - Pedestrian Crossing Sign 08 - "Intersection Ahead" Warning Sign 09 - "Reduce Speed Ahead" Warning Sign 10 - Bicycle Crossing Sign 11 - Other Warning Sign Signals 12 - Flashing Traffic Control Signal 13 - Ramp Meter Signal 14 - Lane Use Control Signal 15 - Traffic Control Signal 16 - Flashing Railroad Crossing Signal (may include gates) 17 - Flashing School Zone Signal 18 - Other Signal Pavement Markings 19 - School Zone 20 - Railroad Crossing 21 - Pedestrian Crossing 22 - Bicycle Crossing 23 - Other Pavement Marking (excluding edgelines, centerlines or lane lines) 98 - Other 99 - Unknown TRAFFIC CONTROL DEVICE WORKING 00 - No Controls 01 - Device Not Functioning 03 02 - Device Functioning Improperly 03 - Device Functioning Properly 99 - Unknown	TRAFFICWAY DESCRIPTION Travel Directions 01 01 - One-Way 02 - Two-Way Divided 00 - Not Divided 01 - Not Divided, With a Continuous Left-Turn Lane 02 - Divided, Flush Median (greater than 4 ft. wide) 00 03 - Divided, Raised Median (curbed) 04 - Divided, Depressed Median 99 - Unknown Barrier Type 00 - No Barrier 01 - Cable Barrier 02 - Concrete Barrier (e.g. Jersey barrier) 00 03 - Earth Embankment 04 - Guardrail 98 - Other DIRECTION OF TRAVEL 03 00 - Not on Roadway 01 - Northbound 02 - Southbound 03 - Eastbound 04 - Westbound 99 - Unknown Name of street traveling on: M/CENTENNIAL MAL POSTED SPEED LIMIT 97 - Not Applicable 25 mph 99 - Unknown
PAVEMENT MARKINGS Edgeline Presence/Type 99 00 - No Marked Edgeline 01 - Standard Width Edgeline 02 - Wide Edgeline 98 - Other 99 - Unknown Centerline Presence/Type 99 00 - No Marked Centerline 01 - Centerline With Centerline Rumble Strip 02 - Standard Centerline Markings 99 - Unknown Lane Line Markings 99 00 - No Lane Markings 01 - Standard Lane Line 02 - Wide Lane Line 99 - Unknown	TOTAL LANES IN ROADWAY Undivided Trafficways Number of Through Lanes in Both Directions, excluding Auxiliary Lanes 3 97 - Not Applicable Number of Auxiliary Lanes in Both Directions 1 97 - Not Applicable Divided Trafficways Number of Through Lanes in the Vehicle's Direction, excluding Auxiliary Lanes 97 - Not Applicable Number of Auxiliary Lanes in the Vehicle's Direction 97 - Not Applicable
GRADE / ROADWAY ALIGNMENT Horizontal Alignment 03 01 - Curve Left 02 - Curve Right 03 - Straight 99 - Unknown Grade 03 01 - Downhill 02 - Hillcrest 03 - Level 04 - Sag (Bottom) 05 - Uphill 99 - Unknown	PRESENCE / TYPE OF BICYCLE FACILITY Facility 00 00 - None 01 - Marked Bicycle Lane 02 - Separate Bicycle Path/Trail 03 - Unmarked Paved Shoulder 04 - Wide Curb Lane 99 - Unknown Signed Bicycle Route? 02 01 - Yes 02 - No 97 - Not Applicable 99 - Unknown

Investigator's Motor Vehicle Crash Report - Driver

VEHICLE NO. 1 (cont'd)					
DRIVER NAME (Last, First, Middle) SEFFRON, JEREMY, L				CONTACT PHONE (402) 612-5565	
MAILING ADDRESS 400 SW 140TH ST			CITY LINCOLN		STATE NE
DATE OF BIRTH (MMDDYYYY) 03/19/1982			DOB Unk. <input type="checkbox"/>	DRIVER'S LICENSE NO. H12523452	
STATE NE			CITATION <input checked="" type="checkbox"/> NO VIOLATION <input type="checkbox"/> UNKNOWN 1 _____ 2 _____		
DRIVER LICENSE JURISDICTION 00 - Not Licensed 01 - Canadian* 05 02 - Indian Nation* 03 - International License* (other than Mexico, Canada) 04 - Mexican* 05 - U.S. State 06 - U.S. Government 07 - Not Applicable 99 - Unknown * Name of Jurisdiction Include the specific State, Province or Nation indicated on the Driver's License NEBRASKA		DRIVER LICENSE STATUS Type Applicable for this Person 01 - Commercial Driver License (CDL) 01 02 - Non-CDL Driver License 03 - Non-CDL Restricted Driver License (learner's permit, temporary/limited, graduated driver license, etc.) 99 - Unknown Status 00 - Not Licensed 06 01 - Canceled or Denied 02 - Disqualified (CDL) 03 - Expired 04 - Revoked 05 - Suspended 06 - Valid License 99 - Unknown		DRIVER LICENSE RESTRICTIONS <i>(up to 3 choices)</i> 00 - None 04 01 - Alcohol Interlock Device 02 - Automatic Transmission 03 - CDL Intrastate Only 04 - Corrective Lenses 05 - Except Class A & Class B Bus 06 - Except Class A Bus 07 - Except Tractor-Trailer 08 - Farm Waiver 09 - Intermediate License Restrictions 10 - Learner's Permit Restrictions 11 - Limited to Daylight Only 12 - Limited to Employment 13 - Limited-Other 14 - Mechanical Devices (special brakes, hand controls, or other adaptive devices) 15 - Military Vehicles Only 16 - Motor Vehicles Without Air Brakes 17 - Outside Mirror 18 - Prosthetic Aid 98 - Other 99 - Unknown	
DRIVER LICENSE TYPE 00 - Not Licensed 01 01 - Full Driver License 02 - Intermediate Driver License 03 - Learner's Permit 04 - School Permit 05 - Temporary License 99 - Unknown License Type		CLASS 00 - None 02 01 - Class A 02 - Class B 03 - Class C 04 - Class M 05 - Regular Driver License 97 - Not Applicable 98 - Other 99 - Unknown		ENDORSEMENTS <i>(up to 4 choices)</i> 00 - None 03 01 - H - Hazardous Materials 02 - M - Motorcycle 03 - N - Tank Vehicle 04 - P - Passenger 05 - S - School 06 - T - Double / Triple Trailers 07 - X - Combination Tank Vehicle & Hazardous Materials 98 - Other Non-Commercial License Endorsements 99 - Unknown	
COMMERCIAL DRIVER LICENSE (CDL) 01 - Yes 01 02 - No 99 - Unknown		ALCOHOL INTERLOCK PRESENT? 01 - Yes 02 02 - No 99 - Unknown SPEEDING RELATED 00 00 - No 01 - Exceeded Speed Limit 02 - Racing 03 - Too Fast for Conditions 99 - Unknown			
DRIVER ACTIONS AT TIME OF CRASH <i>(up to 4 choices)</i> 00 - No Contributing Action 00 01 - Disregarded Red Light 02 - Disregarded Stop Sign 03 - Disregarded Road Markings 04 - Disregarded Traffic Sign 05 - Failed to Keep in Proper Lane 06 - Failed to Yield Right-of-Way 07 - Followed too Closely 08 - Improper Backing 09 - Improper Passing 10 - Improper Turn 11 - Operated Motor Vehicle in Inattentive, Careless, Negligent or Erratic Manner 12 - Operated Motor Vehicle in Reckless or Aggressive Manner 13 - Over-Correcting/Over-Steering 14 - Ran Off Roadway 15 - Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway, etc. 16 - Wrong Side or Wrong Way 98 - Other Contributing Action 99 - Unknown			DRIVER DISTRACTED BY Action 00 00 - Not Distracted 01 - Talking/Listening 02 - Manually Operating (texting, dialing, playing game, etc.) 03 - Other Action (looking away from task, etc.) 99 - Unknown Source 97 01 - Hands-free Mobile Phone 02 - Hand-held Mobile Phone 03 - Other Electronic Device 04 - Vehicle-Integrated Device 05 - Passenger/Other Non-Motorist 06 - External (to vehicle/non-motorist area) 07 - Other Distraction (animal, food, grooming, etc.) 08 - Other cell phone use like GPS navigation 97 - Not Applicable (not distracted)		
DRIVER CONDITION AT TIME OF CRASH <i>(up to 2 choices)</i> 01 01 - Apparently Normal 02 - Asleep or Fatigued 03 - Emotional (depressed, angry, disturbed, etc.) 04 - Ill (sick, fainted) 05 - Physically Impaired 06 - Under Influence of Alcohol, Drugs or Medication 97 - Not Applicable 98 - Other 99 - Unknown if Impaired					
ALCOHOL	ALCOHOL SUSPECTED 01 - Yes 02 02 - No 99 - Unknown		ALCOHOL TEST STATUS 01 - Test Given 02 02 - Test Not Given 03 - Test Refused 99 - Unknown if Tested		ALCOHOL TEST TYPE 01 - Blood "BAC" 02 - Breathalyzer "BrAC" 03 - Urine 98 - Other 97 - Not Applicable 99 - Unknown
	ALCOHOL TEST RESULT 01 - Negative 02 - Positive 03 - Pending 99 - Unknown BAC Level: (ex: 0.132) _____				
DRUGS	DRUGS SUSPECTED 01 - Yes 02 02 - No 99 - Unknown		DRUG TEST STATUS 01 - Test Given 02 02 - Test Not Given 03 - Test Refused 99 - Unknown if Tested		DRUG TEST TYPE 01 - Blood 02 - Urine 03 - Saliva 98 - Other 99 - Unknown
	DRUG TEST RESULT 01 - Negative 02 - Positive		DRUG TYPE <i>(up to 4 choices)</i> 01 - Amphetamine 02 - Cocaine 03 - Marijuana 04 - Opiate 05 - Other Controlled Substance 06 - PCP 07 - Other Drug (excludes post-crash drugs) 97 - Not Applicable 99 - Unknown		

Sheet 6 of 10

Agency Case No. **C1-034186**

VEHICLE NO. 2 (cont'd)	
MOST HARMFUL EVENT FOR THIS MOTOR VEHICLE 22 <div style="display: flex;"> <div style="flex: 1;"> Non-Collision Harmful Events 11 - Cargo/Equipment Loss or Shift 12 - Fell/Jumped from Motor Vehicle 13 - Fire/Explosion 14 - Immersion, Full or Partial 15 - Jackknife 16 - Other Non-Collision Harmful Event 17 - Overturn/Rollover 18 - Thrown or Falling Object Collision With Person, Motor Vehicle or Non-Fixed Object 19 - Animal (live) 20 - Construction Equipment (backhoe, bulldozer, etc.) 21 - Farm Equipment (tractor, combine harvester, etc.) 22 - Motor Vehicle in Transport 23 - Other Non-Fixed Object 24 - Other Non-Motorist 25 - Parked Motor Vehicle 26 - Pedalcycle 27 - Pedestrian 28 - Railway Vehicle (train, engine) 29 - Strikes Object at Rest from Vehicle in Transport 30 - Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle 31 - Work Zone/Maintenance Equipment </div> <div style="flex: 1;"> Collision With Fixed Object 32 - Bridge Overhead Structure 33 - Bridge Pier or Support 34 - Bridge Rail 35 - Cable Barrier 36 - Concrete Traffic Barrier 37 - Culvert 38 - Curb 39 - Ditch 40 - Embankment 41 - Fence 42 - Guardrail End Terminal 43 - Guardrail Face 44 - Impact Attenuator/Crash Cushion 45 - Mailbox 46 - Other Fixed Object (wall, building, tunnel, etc.) 47 - Other Post, Pole or Support 48 - Other Traffic Barrier 49 - Traffic Sign Support 50 - Traffic Signal Support 51 - Tree (standing) 52 - Utility Pole/Light Support 53 - Unknown Fixed Object </div> </div>	SEQUENCE OF EVENTS (up to 4 choices) <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="width: 45%;"> Non-Harmful Events 01 - Cross Centerline 02 - Cross Median 03 - End Departure (T-intersection, dead-end, etc.) 04 - Downhill Runaway 05 - Equipment Failure (blown tire, brake failure, etc.) 06 - Ran Off Roadway Left 07 - Ran Off Roadway Right 08 - Reentering Roadway 09 - Separation of Units Non-Collision Harmful Events 11 - Cargo/Equipment Loss or Shift 12 - Fell/Jumped from Motor Vehicle 13 - Fire/Explosion 14 - Immersion, Full or Partial 15 - Jackknife 16 - Other Non-Collision Harmful Event 17 - Overturn/Rollover Collision With Person, Motor Vehicle or Non-Fixed Object 19 - Animal (live) 20 - Construction Equipment (backhoe, bulldozer, etc.) 21 - Farm Equipment (tractor, combine harvester, etc.) 22 - Motor Vehicle in Transport 23 - Other Non-Fixed Object 24 - Other Non-Motorist 25 - Parked Motor Vehicle 26 - Pedalcycle 27 - Pedestrian 28 - Railway Vehicle (train, engine) 29 - Strikes Object at Rest from Motor Vehicle in Transport 30 - Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle 31 - Work Zone/Maintenance Equipment </div> <div style="width: 45%;"> Collision With Fixed Object 32 - Bridge Overhead Structure 33 - Bridge Pier or Support 34 - Bridge Rail 35 - Cable Barrier 36 - Concrete Traffic Barrier 37 - Culvert 38 - Curb 39 - Ditch 40 - Embankment 41 - Fence 42 - Guardrail End Terminal 43 - Guardrail Face 44 - Impact Attenuator/Crash Cushion 45 - Mailbox 46 - Other Fixed Object (wall, building, tunnel, etc.) 47 - Other Post, Pole or Support 48 - Other Traffic Barrier 49 - Traffic Sign Support 50 - Traffic Signal Support 51 - Tree (standing) 52 - Utility Pole/Light Support 53 - Unknown Fixed Object </div> </div>
TRAFFIC CONTROL DEVICE TYPE (up to 4 choices) TCD Type(s) 00 - No Controls 01 - Person (flagger, law enforcement, crossing guard, etc.) 15 Signs 02 - Railroad Crossing Sign 03 - School Zone Sign 04 - Stop Sign 05 - Yield Sign 06 - "Curve Ahead" Warning Sign 07 - Pedestrian Crossing Sign 08 - "Intersection Ahead" Warning Sign 09 - "Reduce Speed Ahead" Warning Sign 10 - Bicycle Crossing Sign 11 - Other Warning Sign Signals 12 - Flashing Traffic Control Signal 13 - Ramp Meter Signal 14 - Lane Use Control Signal 15 - Traffic Control Signal 16 - Flashing Railroad Crossing Signal (may include gates) 17 - Flashing School Zone Signal 18 - Other Signal Pavement Markings 19 - School Zone 20 - Railroad Crossing 21 - Pedestrian Crossing 22 - Bicycle Crossing 23 - Other Pavement Marking (excluding edgelines, centerlines or lane lines) 98 - Other 99 - Unknown TRAFFIC CONTROL DEVICE WORKING 00 - No Controls 01 - Device Not Functioning 02 - Device Functioning Improperly 03 - Device Functioning Properly 99 - Unknown 03	TRAFFICWAY DESCRIPTION Travel Directions 01 01 - One-Way 02 - Two-Way Divided 00 - Not Divided 01 - Not Divided, With a Continuous Left-Turn Lane 02 - Divided, Flush Median (greater than 4 ft. wide) 03 - Divided, Raised Median (curbed) 00 04 - Divided, Depressed Median 99 - Unknown Barrier Type 00 - No Barrier 01 - Cable Barrier 02 - Concrete Barrier (e.g. Jersey barrier) 00 03 - Earth Embankment 04 - Guardrail 98 - Other DIRECTION OF TRAVEL 03 00 - Not on Roadway 01 - Northbound 02 - Southbound 03 - Eastbound 04 - Westbound 99 - Unknown Name of street traveling on: M/CENTENNIAL MALL- POSTED SPEED LIMIT 97 - Not Applicable 25 mph 99 - Unknown
PAVEMENT MARKINGS Edgeline Presence/Type 99 00 - No Marked Edgeline 01 - Standard Width Edgeline 02 - Wide Edgeline 98 - Other 99 - Unknown Centerline Presence/Type 99 00 - No Marked Centerline 01 - Centerline With Centerline Rumble Strip 02 - Standard Centerline Markings 99 - Unknown Lane Line Markings 99 00 - No Lane Markings 01 - Standard Lane Line 02 - Wide Lane Line 99 - Unknown	TOTAL LANES IN ROADWAY Undivided Trafficways Number of Through Lanes in Both Directions, excluding Auxiliary Lanes 3 97 - Not Applicable Number of Auxiliary Lanes in Both Directions 1 97 - Not Applicable Divided Trafficways Number of Through Lanes in the Vehicle's Direction, excluding Auxiliary Lanes 97 - Not Applicable Number of Auxiliary Lanes in the Vehicle's Direction 97 - Not Applicable
GRADE / ROADWAY ALIGNMENT Horizontal Alignment 03 01 - Curve Left 02 - Curve Right 03 - Straight 99 - Unknown Grade 03 01 - Downhill 02 - Hillcrest 03 - Level 04 - Sag (Bottom) 05 - Uphill 99 - Unknown	PRESENCE / TYPE OF BICYCLE FACILITY Facility 00 00 - None 01 - Marked Bicycle Lane 02 - Separate Bicycle Path/Trail 03 - Unmarked Paved Shoulder 04 - Wide Curb Lane 99 - Unknown Signed Bicycle Route? 97 01 - Yes 02 - No 97 - Not Applicable 99 - Unknown

VEHICLE NO. <div>2</div> (cont'd)																				
DRIVER NAME (Last, First, Middle) NOTPRESENT, NOTPRESENT							CONTACT PHONE		SEX 01 - Male 02 - Female 99 - Unk. <div>99</div>											
MAILING ADDRESS NOTPRESENT				CITY UNKNOWN			STATE U	ZIP 00000												
DATE OF BIRTH (MMDDYYYY) <div> <input checked="" type="checkbox"/> </div>		DOB Unk. <div> <input checked="" type="checkbox"/> </div>	DRIVER'S LICENSE NO. NOTPRESENT			STATE NO	CITATION 1 <div> </div> 2 <div> </div>		<input checked="" type="checkbox"/> NO VIOLATION <input type="checkbox"/> UNKNOWN											
DRIVER LICENSE JURISDICTION 00 - Not Licensed 01 - Canadian* 02 - Indian Nation* 03 - International License* (other than Mexico, Canada) 04 - Mexican* 05 - U.S. State 06 - U.S. Government 97 - Not Applicable 99 - Unknown * Name of Jurisdiction Include the specific State, Province or Nation indicated on the Driver's License OTHER JURISDICTIONS		DRIVER LICENSE STATUS Type Applicable for this Person 01 - Commercial Driver License (CDL) 02 - Non-CDL Driver License 03 - Non-CDL Restricted Driver License (learner's permit, temporary/limited, graduated driver license, etc.) 99 - Unknown Status 00 - Not Licensed 01 - Canceled or Denied 02 - Disqualified (CDL) 03 - Expired 04 - Revoked 05 - Suspended 06 - Valid License 99 - Unknown			DRIVER LICENSE RESTRICTIONS <i>(up to 3 choices)</i> 00 - None 01 - Alcohol Interlock Device 02 - Automatic Transmission 03 - CDL Intrastate Only 04 - Corrective Lenses 05 - Except Class A & Class B Bus 06 - Except Class A Bus 07 - Except Tractor-Trailer 08 - Farm Waiver 09 - Intermediate License Restrictions 10 - Learner's Permit Restrictions 11 - Limited to Daylight Only 12 - Limited to Employment 13 - Limited-Other 14 - Mechanical Devices (special brakes, hand controls, or other adaptive devices) 15 - Military Vehicles Only 16 - Motor Vehicles Without Air Brakes 17 - Outside Mirror 18 - Prosthetic Aid 98 - Other 99 - Unknown															
DRIVER LICENSE TYPE 00 - Not Licensed 01 - Full Driver License 02 - Intermediate Driver License 03 - Learner's Permit 04 - School Permit 05 - Temporary License 99 - Unknown License Type		CLASS 00 - None 01 - Class A 02 - Class B 03 - Class C 04 - Class M 05 - Regular Driver License 97 - Not Applicable 98 - Other 99 - Unknown		ENDORSEMENTS <i>(up to 4 choices)</i> 00 - None 01 - H - Hazardous Materials 02 - M - Motorcycle 03 - N - Tank Vehicle 04 - P - Passenger 05 - S - School 06 - T - Double / Triple Trailers 07 - X - Combination Tank Vehicle & Hazardous Materials 98 - Other Non-Commercial License Endorsements 99 - Unknown			ALCOHOL INTERLOCK PRESENT? 01 - Yes 02 - No 99 - Unknown													
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DRIVER ACTIONS AT TIME OF CRASH <i>(up to 4 choices)</i> 00 - No Contributing Action 01 - Disregarded Red Light 02 - Disregarded Stop Sign 03 - Disregarded Road Markings 04 - Disregarded Traffic Sign 05 - Failed to Keep in Proper Lane 06 - Failed to Yield Right-of-Way 07 - Followed too Closely 08 - Improper Backing 09 - Improper Passing 10 - Improper Turn 11 - Operated Motor Vehicle in Inattentive, Careless, Negligent or Erratic Manner 12 - Operated Motor Vehicle in Reckless or Aggressive Manner 13 - Over-Correcting/Over-Steering 14 - Ran Off Roadway 15 - Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway, etc. 16 - Wrong Side or Wrong Way 98 - Other Contributing Action 99 - Unknown				<div>99</div> <div> </div> <div> </div> <div> </div>		DRIVER DISTRACTED BY Action 00 - Not Distracted 01 - Talking/Listening 02 - Manually Operating (texting, dialing, playing game, etc.) 03 - Other Action (looking away from task, etc.) 99 - Unknown Source 01 - Hands-free Mobile Phone 02 - Hand-held Mobile Phone 03 - Other Electronic Device 04 - Vehicle-Integrated Device 05 - Passenger/Other Non-Motorist 06 - External (to vehicle/non-motorist area) 07 - Other Distraction (animal, food, grooming, etc.) 08 - Other cell phone use like GPS navigation 97 - Not Applicable (not distracted)			<div>99</div> <div>99</div>		DRIVER CONDITION AT TIME OF CRASH <i>(up to 2 choices)</i> 01 - Apparently Normal 02 - Asleep or Fatigued 03 - Emotional (depressed, angry, disturbed, etc.) 04 - Ill (sick, fainted) 05 - Physically Impaired 06 - Under Influence of Alcohol, Drugs or Medication 97 - Not Applicable 98 - Other 99 - Unknown if Impaired		<div>97</div> <div> </div>							
ALCOHOL	ALCOHOL SUSPECTED 01 - Yes 02 - No 99 - Unknown		<div>02</div>		ALCOHOL TEST STATUS 01 - Test Given 02 - Test Not Given 03 - Test Refused 99 - Unknown if Tested		<div>02</div>		ALCOHOL TEST TYPE 01 - Blood "BAC" 02 - Breathalyzer "BrAC" 03 - Urine 98 - Other 97 - Not Applicable 99 - Unknown		<div> </div>		ALCOHOL TEST RESULT 01 - Negative 02 - Positive 03 - Pending 99 - Unknown BAC Level: (ex: 0.132) <div> </div>							
	DRUGS	DRUGS SUSPECTED 01 - Yes 02 - No 99 - Unknown		<div>02</div>		DRUG TEST STATUS 01 - Test Given 02 - Test Not Given 03 - Test Refused 99 - Unknown if Tested		<div>02</div>		DRUG TEST TYPE 01 - Blood 02 - Urine 03 - Saliva 98 - Other 99 - Unknown		<div> </div>		DRUG TEST RESULT 01 - Negative 02 - Positive		<div> </div>		DRUG TYPE <i>(up to 4 choices)</i> 01 - Amphetamine 02 - Cocaine 03 - Marijuana 04 - Opiate 05 - Other Controlled Substance 06 - PCP 07 - Other Drug (excludes post-crash drugs) 97 - Not Applicable 99 - Unknown		<div> </div> <div> </div> <div> </div> <div> </div>

PERSON TYPE P1. Incident Responder? 01 - Yes 02 - No P2. If yes, type of Incident Responder 01 - EMS 02 - Fire 03 - Police 04 - Tow Operator 05 - Transportation (maintenance workers, safety service operators, etc.) 98 - Other 99 - Unknown Does the crash involve a Non-Motorist? 01 - Yes – Complete Non-Motorist Report NDOT Form 178 for the following person types: - Bicyclist - Other Cyclist - Pedestrian - Other Pedestrian (wheelchair, skater, person in a building, parked vehicle, or a personal conveyance, etc.) - Occupant of a Non-Motor Vehicle Transportation Device - Unknown Type of Non-Motorist** 02 - No – Continue to P3 below. P3. Occupant of Motor Vehicle 01 - Driver 02 - Occupant 03 - Occupant of MV Not in Transport	SEATING POSITION P4. Row 01 - Front 02 - Second 03 - Third 04 - Fourth 05 - Other Row (bus, 15-passenger van, etc.) 99 - Unknown P5. Seat 01 - Left 02 - Middle 03 - Right 98 - Other 99 - Unknown P6. Other Location 01 - Enclosed Cargo Area 02 - Riding on Motor Vehicle Exterior (non-trailing unit) 03 - Sleeper Section of Cab (truck) 04 - Trailing Unit 05 - Unenclosed Cargo Area 97 - Not Applicable 98 - Other 99 - Unknown P7. Ejection 01 - Not Ejected 02 - Ejected, Partially 03 - Ejected, Totally 97 - Not Applicable 99 - Unknown	RESTRAINT SYSTEM / HELMET USE P8. Restraint System 01 - Booster Seat 02 - Child Restraint System - Forward Facing 03 - Child Restraint System - Rear Facing 04 - Child Restraint System - Type Unknown 05 - Lap Belt Only Used 06 - None Used - Motor Vehicle Occupant 07 - Restraint Used - Type Unknown 08 - Shoulder & Lap Belt Used 09 - Shoulder Belt Only Used 10 - Stretcher 11 - Wheelchair Motorcycle Helmet Use 12 - DOT-Compliant Motorcycle Helmet 13 - Non DOT-Compliant Motorcycle Helmet 14 - Unknown If DOT-Compliant Motorcycle Helmet 15 - No Helmet 97 - Not Applicable 98 - Other 99 - Unknown P9. Any Indication of Improper Restraint Use? 01 - Yes 02 - No 99 - Unknown P10. Air Bag Deployed (up to 4 choices) 00 - Not Deployed 02 - Curtain 03 - Front 04 - Side 97 - Not Applicable 98 - Other (knee, air belt, etc.) 99 - Unknown P11. School Bus Restraint Availability (excludes driver) 00 - No Restraint Available 01 - Lap Belt Available & Not Used 02 - Shoulder & Lap Available & Not Used 97 - Not Applicable 99 - Unknown	INJURY P12. Injury Status 00 - No Apparent Injury 01 - Fatal Injury [must complete Fatal Crash Report NDOT Form 179] 02 - Suspected Serious Injury* 03 - Suspected Minor Injury 04 - Possible Injury 99 - Unknown <i>* Suspected Serious Injury: Any injury, other than fatal, which results in one or more of the following: Severe laceration resulting in exposure of underlying tissues, muscle, organs, or resulting in significant loss of blood, broken or distorted extremity (arm or leg), crush injuries, suspected skull, chest, or abdominal injury other than bruises or minor lacerations, significant burns (second and third degree burns over 10% or more of the body), unconsciousness when taken from the crash scene, or paralysis.</i> P13. Injury Area 00 - None 01 - Abdomen & Pelvis 02 - Entire Body 03 - Face 04 - Head 05 - Lower Extremity (legs) 06 - Neck 07 - Spine 08 - Chest (thorax) 09 - Upper Extremity (arms) 10 - Unspecified 99 - Unknown P14. Source of Transport to First Medical Facility 00 - Not Transported 01 - EMS Air 02 - EMS Ground 03 - Law Enforcement 98 - Other 99 - Unknown
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All Drivers & Occupants

Vehicle No. 1	Occupant No. 1	NAME OF PERSON INVOLVED (Last, First, Middle) SEFFRON, JEREMY, L	SEX 01 - Male 02 - Female 99 - Unk. 01
ADDRESS 400 SW 140TH ST		CITY, STATE, ZIP LINCOLN, NE, 68532	DATE OF BIRTH (MMDDYYYY) 03/19/1982
Person Type P1 2 P2 01 P3 01	Seating Position P4 01 P5 01 P6 01 P7 01	Restraint System / Helmet Use P8 08 P9 02 P10 00 00 00 00 P11 97	Injury P12 00 P13 00 P14 00
MEDICAL FACILITY NAME		EMS SERVICE NAME	EMS RUN NO.
Vehicle No. 2	Occupant No. 1	NAME OF PERSON INVOLVED (Last, First, Middle) NOTPRESENT, NOTPRESENT	SEX 01 - Male 02 - Female 99 - Unk. 99
ADDRESS NOTPRESENT		CITY, STATE, ZIP UNKNOWN, U, 00000	DATE OF BIRTH (MMDDYYYY) 03/19/1982
Person Type P1 2 P2 01 P3 01	Seating Position P4 99 P5 99 P6 97 P7 97	Restraint System / Helmet Use P8 97 P9 02 P10 97 00 00 00 P11 97	Injury P12 99 P13 99 P14 00
MEDICAL FACILITY NAME		EMS SERVICE NAME	EMS RUN NO.
Vehicle No. 00	Occupant No. 00	NAME OF PERSON INVOLVED (Last, First, Middle) 00000, 00000	SEX 01 - Male 02 - Female 99 - Unk. 00
ADDRESS 00000		CITY, STATE, ZIP 00000, 00000	DATE OF BIRTH (MMDDYYYY) 00000000
Person Type P1 00 P2 00 P3 00	Seating Position P4 00 P5 00 P6 00 P7 00	Restraint System / Helmet Use P8 00 P9 00 P10 00 00 00 00 P11 00	Injury P12 00 P13 00 P14 00
MEDICAL FACILITY NAME		EMS SERVICE NAME	EMS RUN NO.

LOCAL NO./DISTRICT:		AGENCY CASE NO. C1-034186		STATE USE ONLY	
DATE OF CRASH	MM / DD / YYYY 04/19/2021	PLACE OF CRASH	COUNTY LANCASTER	CITY LINCOLN	
ROAD ON WHICH CRASH OCCURRED		STREET/ HIGHWAY NO. M/CENTENNIAL MALL-16TH			

VEHICLE NO. 1		DRIVER NAME (Last, First, Middle) SEFFRON, JEREMY, L		IDENTIFICATION TYPE 01 - U.S. DOT Number 02 - State Number 97 - Not Applicable 99 - Unknown 97	
CARRIER NAME CITY OF LINCOLN		COMPANY UNIT NO.		Country/State Code Non-U.S. Country Code (e.g. Mexico or Canada) or U.S. State Code	
CARRIER ADDRESS 555 S 10TH		CITY, STATE, ZIP, COUNTRY LINCOLN, NE, 68508, US		CARRIER IDENTIFICATION U.S. DOT If not a U.S. DOT number, include State issued I.D. number and State State I.D. No.	
CMV LICENSE STATUS 00 - No CDL 01 - Canceled/Denied 02 - Disqualified 03 - Expired 04 - Revoked 05 - Suspended 06 - Valid 07 - Learners Permit 98 - Other, Not Valid 99 - Unknown 06		COMPLIANCE WITH CDL ENDORSEMENT(S) 00 - No Endorsement(s) Required for Vehicle 01 - Endorsement(s), Complied With 02 - Endorsement(s), Not Complied With 03 - Endorsement(s), Compliance Unknown 99 - Unknown, if Required 01		GROSS VEHICLE WEIGHT / WEIGHT RATING GROSS VEHICLE WEIGHT RATING (GVWR), GROSS VEHICLE WEIGHT (GVW), or GROSS COMBINATION WEIGHT RATING (GCWR), whichever is greater 01 - 10,000 lbs or less (Requires HazMat Placards) 02 - 10,001 lbs - 26,000 lbs 03 - 26,001 - 50,000 lbs 04 - 50,001 - 80,000 lbs 05 - More than 80,000 lbs 02	
VEHICLE CONFIGURATION 01 - Less than 10,000 GVWR with HazMat Placard 02 - Bus / Large Van (seats for 9-15 occupants, including driver) 03 - Bus (seats more than 15 occupants, including driver) 04 - Single-Unit Truck (2-axle and GVWR more than 10,000 lbs) 05 - Single-Unit Truck (3 or more axles) 06 - Truck Pulling Trailer(s) 07 - Truck Tractor (bobtail) 08 - Truck Tractor / Semi-Trailer 09 - Truck Tractor / Double 10 - Truck Tractor / Triple 11 - Truck More Than 10,000 lbs, cannot classify 99 - Unknown 11		CARGO BODY TYPE 00 - No Cargo Body (bobtail, light MV with hazardous materials [HM] placard, etc.) 01 - Bus 02 - Auto Transporter 03 - Cargo Tank 04 - Concrete Mixer 05 - Dump 06 - Flatbed 07 - Garbage / Refuse 08 - Grain / Chips / Gravel 09 - Intermodal Container Chassis 10 - Log 11 - Motorcoach 12 - Pole-Trailer 13 - Van/Enclosed Box 14 - Vehicle Towing Another Vehicle 97 - Not Applicable (MV 10,000 lbs or less, not displaying HM placard) 98 - Other 99 - Unknown 98		TYPE OF CARRIER 01 - Interstate Commerce 02 - Intrastate Commerce 03 - Not in Commerce / Government 04 - Not in Commerce / Other Truck, Bus, or Farm Vehicle 03	
SPECIAL SIZING (up to 4 choices) 00 - No Special Sizing 01 - Over Height 02 - Over Length 03 - Over Weight 04 - Over Width 99 - Unknown 99		Permitted? 01 - Non-Permitted Load 02 - Permitted Load 97 - Not Applicable 99 - Unknown 99		Hazardous Materials released from a cargo compartment? (Do not count fuel from fuel tank) 01 - Yes 02 - No 97 - Not Applicable 99 - Unknown if released 02	
Escort / Pilot Vehicle Present? 01 - Yes 02 - No 97 - Not Applicable 99 - Unknown 97					

TOTAL NO. OF AXLES	TRUCK TRACTOR 99 - Unknown	FIRST TRAILER BEHIND TRACTOR 99 - Unknown	SECOND TRAILER BEHIND TRACTOR 99 - Unknown	THIRD TRAILER BEHIND TRACTOR 99 - Unknown
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TRAILER	FIRST TRAILER BEHIND TRACTOR		EQUIPMENT I.D.		VIN NO.		<input type="checkbox"/> N/A
	REG. YEAR	LICENSE PLATE TYPE <input type="checkbox"/> N/A	LICENSE PLATE NO.	<input type="checkbox"/> N/A	MAKE	MODEL	YEAR <input type="checkbox"/> N/A
	SECOND TRAILER BEHIND TRACTOR		EQUIPMENT I.D.		VIN NO.		<input type="checkbox"/> N/A
	REG. YEAR	LICENSE PLATE TYPE <input type="checkbox"/> N/A	LICENSE PLATE NO.	<input type="checkbox"/> N/A	MAKE	MODEL	YEAR <input type="checkbox"/> N/A
	THIRD TRAILER BEHIND TRACTOR		EQUIPMENT I.D.		VIN NO.		<input type="checkbox"/> N/A
	REG. YEAR	LICENSE PLATE TYPE <input type="checkbox"/> N/A	LICENSE PLATE NO.	<input type="checkbox"/> N/A	MAKE	MODEL	YEAR <input type="checkbox"/> N/A

OFFICER NO. 1648	TROOP/TEAM/BEAT 7A	DEPARTMENT LINCOLN POLICE DEPARTMENT
INVESTIGATOR NAME (Print or type) PAUL LUCE	INVESTIGATOR SIGNATURE APPROVED BY PAUL LUCE	DATE OF REPORT 04/20/2021



SPEIDELL BODYWORKS INC
SOUTH_CF

Your Best Decision, After a Collision
4900 RENTWORTH DRIVE, SUITE 6, LINCOLN, NE
68516

Phone: (402) 423-3038

FAX: (402) 423-3162

Workfile ID: 3a9ad847
PartsShare: 6dhNgC
Federal ID: 47-0772881
State ID: 01-8772770

Preliminary Supplement 1 with Summary

Customer: Vculek, Jason

Job Number: 14136

Written By: Mike Schutte

Insured: Vculek, Jason
Type of Loss:
Point of Impact: 09 Left T-Bone (Left Side)

Policy #:
Date of Loss:

Claim #: 0623529765
Days to Repair: 0

Owner:
Vculek, Jason
6000 Saddle Creek TRL
Lincoln, NE 68523
(402) 601-5850 Business

Inspection Location:
SPEIDELL BODYWORKS INC SOUTH_CF
4900 RENTWORTH DRIVE
SUITE 6
LINCOLN, NE 68516
Repair Facility
(402) 423-3038 Business

Insurance Company:
ALLSTATE INSURANCE COMPANY

VEHICLE

2015 TOYO Sienna XLE FWD w/8-Passenger Seating 4D VAN 6-3.5L Gasoline Sequential MPI White

VIN: 5TDYK3DC4FS567370	Interior Color:	Mileage In: 67,463	Vehicle Out:
License: UMZ550	Exterior Color: White	Mileage Out:	
State: NE	Production Date: 12/2014	Condition: Excellent	Job #: 14136

TRANSMISSION

Automatic Transmission
Overdrive

POWER

Power Steering
Power Brakes
Power Windows
Power Locks
Power Mirrors
Heated Mirrors
Power Driver Seat
Power Passenger Seat

DECOR

Dual Mirrors
Privacy Glass
Console/Storage

CONVENIENCE

Air Conditioning
Intermittent Wipers
Tilt Wheel
Cruise Control
Rear Defogger
Keyless Entry
Alarm
Steering Wheel Touch Controls
Rear Window Wiper
Telescopic Wheel
Climate Control
Dual Air Condition
Backup Camera
Dual Power Sliding Doors
Home Link

FM Radio

Stereo
Search/Seek
CD Player
Auxiliary Audio Connection
Satellite Radio

SAFETY

Drivers Side Air Bag
Passenger Air Bag
Anti-Lock Brakes (4)
4 Wheel Disc Brakes
Traction Control
Stability Control
Front Side Impact Air Bags
Head/Curtain Air Bags
Hands Free Device

Luggage/Roof Rack

Electric Glass Sunroof

SEATS

Bucket Seats
Leather Seats
Heated Seats
3rd Row Seat

Retractable Seats

WHEELS

Aluminum/Alloy Wheels

PAINT

Three Stage Paint

OTHER

Fog Lamps
Rear Spoiler

TRUCK

Get live updates at www.carwise.com/e/3YEgbP

Preliminary Supplement 1 with Summary

Customer: Vculek, Jason

Job Number: 14136

2015 TOYO Sienna XLE FWD w/8-Passenger Seating 4D VAN 6-3.5L Gasoline Sequential MPI White

Overhead Console
Wood Interior Trim

RADIO
AM Radio

Blind Spot Detection
ROOF

Rear Step Bumper
Power Trunk/Liftgate

Preliminary Supplement 1 with Summary

Customer: Vculek, Jason

Job Number: 14136

2015 TOYO Sienna XLE FWD w/8-Passenger Seating 4D VAN 6-3.5L Gasoline Sequential MPI White

Line	Oper	Description	Part Number	Qty	Extended Price \$	Labor	Paint
1		FRONT BUMPER					
2	*	R&I R&I bumper cover Note: Drop LH end of bumper for paint access.				1.2	
3		FRONT LAMPS					
4		R&I LT Headlamp assy w/o LED daytime Imps Note: R&I for paint access.				0.3	
5		FENDER					
6		Blnd LT Fender all (HSS)					1.4
7		R&I LT Fender liner w/o SE				0.4	
8		PILLARS, ROCKER & FLOOR					
9	*	S01 Subl LT Glass Toyota		1	72.00 X		
10	#	S01 Repl Urethane Kit		1	20.00		
11		FRONT DOOR					
12		Repl LT Door shell (HSS)	6700208061	1	844.39	4.9	3.1
13		Add for Three Stage					2.2
14		Repl LT Black out tape upper section	7595608010	1	27.78	0.2	
15		Repl LT Black out tape rear section	7595808010	1	37.50	0.2	
16		Repl LT Upper hinge	6872002020	1	53.67	0.3	0.3
17		Add for Three Stage					0.1
18		Repl LT Lower hinge	6874002080	1	60.91	0.3	0.3
19		Add for Three Stage					0.1
20		R&I LT Mirror assy w/heated, w/o memory, w/blind spot pearl white Note: Car is equipped with blind spot monitors				Incl.	
21		SIDE LOADING DOOR					
22		Blnd LT Outer panel					1.5
23	*	R&I LT Belt molding				0.3	
24		R&I LT Handle, outside w/painted, w/o Smart key white pearl				0.3	
25		R&I LT R&I trim panel				0.4	
26		Repl LT Outer panel protector	5874328010	1	14.80		
27	#	***** ADD-ONS *****		1			
28	#	Subl Hazardous waste removal		1	5.00 T		
29	#	Repl Cover car		1			0.3
30	#	Color tint / color match		1			0.5
31	#	Repl Corrosion protection		1	10.00	0.5	
32	#	Repl Seam sealer/caulking Note: 12 feet at \$5.00 a foot.		14	70.00	0.4	
33	#	Subl Towing Note: Always Towing		1	64.35 X		
34	#	**ESTIMATE ONLY**		1			
35	#	Repairs may require additional		1			

Preliminary Supplement 1 with Summary

Customer: Vculek, Jason

Job Number: 14136

2015 TOYO Sienna XLE FWD w/8-Passenger Seating 4D VAN 6-3.5L Gasoline Sequential MPI White

			parts and/or labor				
36	#		Vehicle is equipped with blind spot monitors	1			
37	#		will require ADAS recalibration	1			
38		S01	Repl LT Object sensor	8426008051	1	711.93	0.3
Note: Sensor damaged by bottom of front drivers side door getting pushed back into the drivers side sliding door.							
39	VEHICLE DIAGNOSTICS						
40		S01	Repl Pre-repair scan	1		m	0.5 M
41		S01	Repl Post-repair scan	1		m	0.5 M
SUBTOTALS					1,992.33	11.0	9.8

ESTIMATE TOTALS

Category	Basis		Rate	Cost \$
Parts				1,922.98
Body Labor	10.0 hrs	@	\$ 60.00 /hr	600.00
Paint Labor	9.8 hrs	@	\$ 60.00 /hr	588.00
Mechanical Labor	1.0 hrs	@	\$ 90.00 /hr	90.00
Paint Supplies	9.8 hrs	@	\$ 42.00 /hr	411.60
Miscellaneous				69.35
Subtotal				3,681.93
Sales Tax	\$ 2,855.58	@	7.2500 %	207.03
Grand Total				3,888.96
Deductible				0.00
CUSTOMER PAY				0.00
INSURANCE PAY				3,888.96

AVIS

1. These terms
record
belong
to
2.

Avis Rent A Car System, LLC

RENTAL AGREEMENT NUMBER 710137256

Customer Name : VCULEX, KAYLEN
Drivers Lic Number : USWEXXXXX9218
Avis Worldwide Disc : RTX CORPORATE
Methods of Payment : VISA XX9248

RESERVATION NUMBER 02543556-US-1

Avis Car Number : 9 4 6 4 0 1 2 5
Plate Number : IL EN81900
Veh Description : SIL JEEP COMPASS 4WD
Odometer Out : 22802 MIs
Fuel Gauge Reading: Full | 13.5gal

Pickup Date/Time : MAY 02, 2021 @ 12:15 PM
Pickup Location : 2745 O STREET
LINCOLN, NE, 68510, US

Return Date/Time : MAY 07, 2021 @ 12:00 PM
Return Location : 2745 O STREET
LINCOLN, NE, 68510, US

Additional Fees May Apply If Changes Are Made To Your Return Date, Time And/Or Location.

YOUR ESTIMATED VEHICLE CHARGES

MIN	1 DAY	MAX	330 DAY
RATE CHART			
HRLY :	10.34		
DLY :	31.00		
WKLY :	148.80		
MTNLY :	620.00		
MIs :	Unlimited		
Your Estimated Time & Mileage:			
CITY SURCHARGE :	4.00		
Estimated Subtotal Charges:			
Sales Tax :	7.250%		
# 5.75% STATE FEE			
OUR ESTIMATED TOTAL CHARGES X			
# 5.75% NEBRASKA RENTAL FEE			

YOUR OPTIONAL PRODUCTS/SERVICES

INCLD LDW -ALL RENTALS		
Loss Damage Waiver	30.99/Day	Declined
Personal Accident Insurance	7.00/Day	Declined
Personal Effects Protection	2.95/Day	Declined
Additional Liability Insurance	16.25/Day	Declined
By my initials I accept or decline optional services/products as shown above. X <u>VV</u>		
Please return the vehicle with the same fuel level as you received it. Please provide a receipt for fuel purchased. If you do not, additional fuel fees may apply: <u>VV</u>		
.1377 per MI or 3.030 per Gal. X <u>VV</u>		
I understand that important information on cashless toll roads and e-Toll services can be found at avis.com/etoll . X <u>VV</u>		

NOTICES-----AVIS-----NOTICES

I AGREE TO: BE CONTACTED ABOUT THE RENTAL BY CALLS OR TEXTS AT THE PHONE NUMBER(S) PROVIDED; AVIS'S COLLECTION AND USE OF VEHICLE DATA (INCLUDING DIAGNOSTIC, LOCATION, DAMAGE, PERFORMANCE & OPERATIONAL DATA LIKE MILEAGE, FUEL, CONDITION & OTHER DATA RELATED TO THE VEHICLE & ITS USE) PER OUR PRIVACY NOTICE AT WWW.AVIS.COM/privacy; AND MANUFACTURERS' COLLECTION AND USE OF DATA FROM THE RENTAL VEHICLE PER THEIR PRIVACY NOTICE.

Loss Damage Waiver is optional. An added daily cost of 30.99 covers your responsibility for damage to our car. Check with your insurer as this may be duplicative of your own car insurance. I agree the charges listed above are estimates. I agree to all terms herein and in the separate Rental Terms and Conditions document ("RTC"), including the arbitration/class action waiver provision. I understand the RTC will be provided to me prior to leaving the counter, but I can also request a copy to review at any time as well as review it at WWW.AVIS.COM/TERMSC. No additional drivers allowed without prior written consent. Tickets, fines and admin fees to be charged to this rental. X VV

If you have questions regarding this rental, call us at 402-475-6197 This vehicle was rented to you by ANDRA

