City Council Regular Meeting
Monday, March 16, 2026 6:00 PM
Columbus Community Building/Community Room
2500 14 Street
Columbus, NE 68601

The Mayor and City Council reserve the right to go into closed session as per Section 84-1410 of the Nebraska Revised Statutes. A current agenda is on file at City Hall, 2500 14 Street, Columbus, Nebraska. For more information, call 402-562-4224 or visit our website at www.columbusne.us.

1. **STATEMENT OF COMPLIANCE WITH OPEN MEETINGS ACT AND ROLL CALL**

…4-1407. Act, how cited.

Sections 84-1407 to 84-1414 shall be known and may be cited as the Open Meetings Act.

Source: Laws 2004, LB 821, § 34.

84-1408. Declaration of intent; meetings open to public.

It is hereby declared to be the policy of this state that the formation of public policy is public business and may not be conducted in secret.

Every meeting of a public body shall be open to the public in order that citizens may exercise their democratic privilege of attending and speaking at meetings of public bodies, except as otherwise provided by the Constitution of Nebraska, federal statutes, and the Open Meetings Act.

Source: Laws 1975, LB 325, § 1; Laws 1996, LB 900, § 1071; Laws 2004, LB 821, § 35.

Annotations

- Nebraska's public meetings laws do not apply to school board deliberations pertaining solely to disputed adjudicative facts. McQuinn v. Douglas Cty. Sch. Dist. No. 66, 259 Neb. 720, 612 N.W.2d 198 (2000).
- The primary purpose of the public meetings law is to ensure that public policy is formulated at open meetings. Marks v. Judicial Nominating Comm., 236 Neb. 429, 461 N.W.2d 551 (1990).
- The public meetings law is broadly interpreted and liberally construed to obtain the objective of openness in favor of the public, and provisions permitting closed sessions must be narrowly and strictly construed. Grein v. Board of Education of Fremont, 216 Neb. 158, 343 N.W.2d 718 (1984).
- Although a committee was a subcommittee of a natural resources district board, it was not subject to the Open Meetings Act because there was never a quorum of board members in attendance and the committee did not hold hearings, make policy, or take formal action on behalf of the board. Koch v. Lower Loup NRD, 27 Neb. App. 301, 931 N.W.2d 160 (2019).
- A county board of equalization is a public body whose meetings shall be open to the public. Wolf v. Grubbs, 17 Neb. App. 292, 759 N.W.2d 499 (2009).

84-1409. Terms, defined.

For purposes of the Open Meetings Act, unless the context otherwise requires:

(1)(a) Public body means (i) governing bodies of all political subdivisions of the State of Nebraska, (ii) governing bodies of all agencies, created by the Constitution of Nebraska, statute, or otherwise pursuant to law, of the executive department of the State of Nebraska, (iii) all independent boards, commissions, bureaus, committees, councils, subunits, or any other bodies created by the Constitution of Nebraska, statute, or otherwise pursuant to law, (iv) all study or advisory committees of the executive department of the State of Nebraska whether having continuing existence or appointed as special committees with limited existence, (v) advisory committees of the bodies referred to in subdivisions (i), (ii), and (iii) of this subdivision, and (vi) instrumentalities exercising essentially public functions; and

(b) Public body does not include (i) subcommittees of such bodies unless a quorum of the public body attends a subcommittee meeting or unless such subcommittees are holding hearings, making policy, or taking formal action on behalf of their parent body, except that all meetings of any subcommittee established under section 81-15,175 are subject to the Open Meetings Act, (ii) entities conducting judicial proceedings unless a court or other judicial body is exercising rulemaking authority, deliberating, or deciding upon the issuance of administrative orders, and (iii) the Judicial Resources Commission or subcommittees or subgroups of the commission;

(2) Meeting means all regular, special, or called meetings, formal or informal, of any public body for the purposes of briefing, discussion of public business, formation of tentative policy, or the taking of any action of the public body; and

(3) Virtual conferencing means conducting or participating in a meeting electronically or telephonically with interaction among the participants subject to subsection (2) of section 84-1412.

Source: Laws 1975, LB 325, § 2; Laws 1983, LB 43, § 1; Laws 1989, LB 429, § 42; Laws 1989, LB 311, § 14; Laws 1992, LB 1019, § 124; Laws 1993, LB 635, § 1; Laws 1996, LB 1044, § 978; Laws 1997, LB 798, § 37; Laws 2004, LB 821, § 36; Laws 2007, LB296, § 810; Laws 2011, LB366, § 2; Laws 2021, LB83, § 11; Laws 2022, LB922, § 12.

Annotations

- A township is a political subdivision, and as such, a township board is subject to the provisions of the public meetings laws. Steenblock v. Elkhorn Township Bd., 245 Neb. 722, 515 N.W.2d 128 (1994).
- A county agricultural society is a public body to which the provisions of the Nebraska public meetings law are applicable. Nixon v. Madison Co. Ag. Soc'y, 217 Neb. 37, 348 N.W.2d 119 (1984).
- Failure by a public governing body, as defined under section 84-1409, R.R.S.1943, to take and record a roll call vote on an action, as required by section 84-1413(2), R.S.Supp.,1980, grants any citizen the right to sue for the purpose of having the action declared void. In this case such failure could not be later corrected by a nunc pro tunc order because there was no showing that a roll call vote on the disputed action was actually taken, and even if it was the record showed it was not recorded until over a year later. Sections 23-1301, R.R.S.1943, and 23-1302, R.R.S.1943, make it the duty of the county clerk to record proceedings of the board of county commissioners. State ex rel. Schuler v. Dunbar, 208 Neb. 69, 302 N.W.2d 674 (1981).
- Although a committee was a subcommittee of a natural resources district board, it was not subject to the Open Meetings Act because there was never a quorum of board members in attendance and the committee did not hold hearings, make policy, or take formal action on behalf of the board. Koch v. Lower Loup NRD, 27 Neb. App. 301, 931 N.W.2d 160 (2019).
- Although the Open Meetings Act does not define "subcommittee," a subcommittee is generally defined as a group within a committee to which the committee may refer business. Koch v. Lower Loup NRD, 27 Neb. App. 301, 931 N.W.2d 160 (2019).
- The Open Meetings Act does not require policymakers to remain ignorant of the issues they must decide until the moment the public is invited to comment on a proposed policy. By excluding nonquorum subgroups from the definition of a public body, the Legislature

has balanced the public's need to be heard on matters of public policy with a practical accommodation for a public body's need for information to conduct business. Koch v. Lower Loup NRD, 27 Neb. App. 301, 931 N.W.2d 160 (2019).

- As an administrative agency of the county, a county board of equalization is a public body. Wolf v. Grubbs, 17 Neb. App. 292, 759 N.W.2d 499 (2009).
- The electors of a township at their annual meeting are a public body under the Open Meetings Act. State ex rel. Newman v. Columbus Township Bd., 15 Neb. App. 656, 735 N.W.2d 399 (2007).
- The meeting at issue in this case was a "meeting" within the parameters of subsection (2) of this section because it involved the discussion of public business, the formation of tentative policy, or the taking of any action of the public power district. Hansmeyer v. Nebraska Pub. Power Dist., 6 Neb. App. 889, 578 N.W.2d 476 (1998).
- Informational sessions in which the governmental body hears reports are briefings. Johnson v. Nebraska Environmental Control Council, 2 Neb. App. 263, 509 N.W.2d 21 (1993).

84-1410. Closed session; when; purpose; reasons listed; procedure; right to challenge; prohibited acts; chance meetings, conventions, or workshops.

(1) Any public body may hold a closed session by the affirmative vote of a majority of its voting members if a closed session is clearly necessary for the protection of the public interest or for the prevention of needless injury to the reputation of an individual and if such individual has not requested a public meeting. The subject matter and the reason necessitating the closed session shall be identified in the motion to close. Closed sessions may be held for, but shall not be limited to, such reasons as:

(a) Strategy sessions with respect to collective bargaining, real estate purchases, pending litigation, or litigation which is imminent as evidenced by communication of a claim or threat of litigation to or by the public body;

(b) Discussion regarding deployment of security personnel or devices;

(c) Investigative proceedings regarding allegations of criminal misconduct;

(d) Evaluation of the job performance of a person when necessary to prevent needless injury to the reputation of a person and if such person has not requested a public meeting;

(e) For the Community Trust created under section 81-1801.02, discussion regarding the amounts to be paid to individuals who have suffered from a tragedy of violence or natural disaster; or

(f) For public hospitals, governing board peer review activities, professional review activities, review and discussion of medical staff investigations or disciplinary actions, and any strategy session concerning transactional negotiations with any referral source that is required by federal law to be conducted at arms length.

Nothing in this section shall permit a closed meeting for discussion of the appointment or election of a new member to any public body.

(2) The vote to hold a closed session shall be taken in open session. The entire motion, the vote of each member on the question of holding a closed session, and the time when the closed session commenced and concluded shall be recorded in the minutes. If the motion to close

passes, then the presiding officer immediately prior to the closed session shall restate on the record the limitation of the subject matter of the closed session. The public body holding such a closed session shall restrict its consideration of matters during the closed portions to only those purposes set forth in the motion to close as the reason for the closed session. The meeting shall be reconvened in open session before any formal action may be taken. For purposes of this section, formal action shall mean a collective decision or a collective commitment or promise to make a decision on any question, motion, proposal, resolution, order, or ordinance or formation of a position or policy but shall not include negotiating guidance given by members of the public body to legal counsel or other negotiators in closed sessions authorized under subdivision (1)(a) of this section.

(3) Any member of any public body shall have the right to challenge the continuation of a closed session if the member determines that the session has exceeded the reason stated in the original motion to hold a closed session or if the member contends that the closed session is neither clearly necessary for (a) the protection of the public interest or (b) the prevention of needless injury to the reputation of an individual. Such challenge shall be overruled only by a majority vote of the members of the public body. Such challenge and its disposition shall be recorded in the minutes.

(4) Nothing in this section shall be construed to require that any meeting be closed to the public. No person or public body shall fail to invite a portion of its members to a meeting, and no public body shall designate itself a subcommittee of the whole body for the purpose of circumventing the Open Meetings Act. No closed session, informal meeting, chance meeting, social gathering, email, fax, or other electronic communication shall be used for the purpose of circumventing the requirements of the act.

(5) The act does not apply to chance meetings or to attendance at or travel to conventions or workshops of members of a public body at which there is no meeting of the body then intentionally convened, if there is no vote or other action taken regarding any matter over which the public body has supervision, control, jurisdiction, or advisory power.

Source: Laws 1975, LB 325, § 3; Laws 1983, LB 43, § 2; Laws 1985, LB 117, § 1; Laws 1992, LB 1019, § 125; Laws 1994, LB 621, § 1; Laws 1996, LB 900, § 1072; Laws 2004, LB 821, § 37; Laws 2004, LB 1179, § 1; Laws 2006, LB 898, § 1; Laws 2011, LB390, § 29; Laws 2012, LB995, § 17.

Annotations

- There is no absolute discovery privilege for communications that occur during a closed session. State ex rel. Upper Republican NRD v. District Judges, 273 Neb. 148, 728 N.W.2d 275 (2007).
- If a person present at a meeting observes a public meetings law violation in the form of an improper closed session and fails to object, that person waives his or her right to object at a later date. Wasikowski v. Nebraska Quality Jobs Bd., 264 Neb. 403, 648 N.W.2d 756 (2002).
- The public interest mentioned in this section is that shared by citizens in general and by the community at large concerning pecuniary or legal rights and liabilities. Grein v. Board of Education, 216 Neb. 158, 343 N.W.2d 718 (1984).
- Hearing in closed executive session was contrary to this section since there was no showing of necessity or reason under subdivision (1)(a), (b), or (c), but did not result in reversal of board decision. Simonds v. Board of Examiners, 213 Neb. 259, 329 N.W.2d 92

(1983).

- Negotiations for the purchase of land need not be conducted at an open meeting but the deliberations of a city council as to whether an offer to purchase real estate should be made should take place in an open meeting. Pokorny v. City of Schuyler, 202 Neb. 334, 275 N.W.2d 281 (1979).
- Public meeting law was not violated where the Board of Regents of the University of Nebraska voted to hold a closed session to consider the university president's resignation, and also discussed the appointment of an interim president during such session. Meyer v. Board of Regents, 1 Neb. App. 893, 510 N.W.2d 450 (1993).

84-1411. Meetings of public body; notice; method; contents; when available; right to modify; duties concerning notice; virtual conferencing authorized; requirements; emergency meeting without notice; appearance before public body; applicability of section.

(1)(a) Except as provided in subsection (9) of this section, each public body shall give reasonable advance publicized notice of the time and place of each meeting as provided in this subsection. Such notice shall be transmitted to all members of the public body and to the public.

(b)(i) Except as provided in subdivision (1)(b)(ii) of this section, in the case of a public body described in subdivision (1)(a)(i) of section 84-1409 or such body's advisory committees, such notice shall be given by:

(A)(I) Publication in a newspaper of general circulation within the public body's jurisdiction that is finalized for printing prior to the time and date of the meeting, (II) posting on such newspaper's website, if available, and (III) posting on a statewide website, if available, established and maintained as a repository for such notices by a majority of Nebraska newspapers. Such notice shall be placed in the newspaper and on the websites by the newspaper; or

(B)(I) Posting to the newspaper's website, if available, and (II) posting to a statewide website, if available, established and maintained as a repository for such notices by a majority of Nebraska newspapers if no edition of a newspaper of general circulation within the public body's jurisdiction is to be finalized for printing prior to the time and date of the meeting. Such notice shall be placed in the newspaper and on the websites by the newspaper.

(ii) In the case of the governing body of a city of the second class or village, any advisory committee of such governing body, or the governing body of a rural or suburban fire protection district, such notice shall be given by:

(A)(I) Publication in a newspaper of general circulation within the public body's jurisdiction that is finalized for printing prior to the time and date of the meeting, (II) posting on such newspaper's website, if available, and (III) posting on a statewide website, if available, established and maintained as a repository for such notices by a majority of Nebraska newspapers. Such notice shall be placed in the newspaper and on the websites by the newspaper;

(B)(I) Posting to the newspaper's website, if available, and (II) posting on a statewide website, if available, established and maintained as a repository for such notices by a majority of Nebraska newspapers if no edition of a newspaper of general circulation within the public body's jurisdiction is to be finalized for printing prior to the time and date of the meeting. Such notice shall be placed in the newspaper and on the websites by the newspaper; or

(C) Posting written notice in three conspicuous public places in such city, village, or district.

Such notice shall be posted by the public body in the same three places for each meeting.

(iii) In the case of a public body not described in subdivision (1)(b)(i) or (ii) of this section, such notice shall be given by a method designated by the public body.

(iv) In case of refusal, neglect, or inability of the newspaper to publish the notice, the public body shall (A) post such notice on its website, if available, (B) request the newspaper submit a post on a statewide website, if available, established and maintained as a repository for such notices by a majority of Nebraska newspapers, and (C) post such notice in a conspicuous public place in such public body's jurisdiction. The public body shall keep a written record of such posting pursuant to subdivision (1)(b)(iv)(A) and (C) of this section and a written record of the request to the newspaper pursuant to subdivision (1)(b)(iv)(B) of this section. The record of such posting shall be evidence that such posting was done as required and shall be sufficient to fulfill the requirement of publication.

(c) In addition to a method of notice required by subdivision (1)(b)(i) or (ii) of this section, such notice may also be provided by any other appropriate method designated by such public body or such advisory committee.

(d) Each public body shall record the methods and dates of such notice in its minutes.

(e) Such notice shall contain an agenda of subjects known at the time of the publicized notice or a statement that the agenda, which shall be kept continually current, shall be readily available for public inspection at the principal office of the public body during normal business hours. Agenda items shall be sufficiently descriptive to give the public reasonable notice of the matters to be considered at the meeting. Except for items of an emergency nature, the agenda shall not be altered later than (i) twenty-four hours before the scheduled commencement of the meeting or (ii) forty-eight hours before the scheduled commencement of a meeting of a city council or village board scheduled outside the corporate limits of the municipality. The public body shall have the right to modify the agenda to include items of an emergency nature only at such public meeting.

(2)(a) The following entities may hold a meeting by means of virtual conferencing if the requirements of subdivision (2)(b) of this section are met:

(i) A state agency, state board, state commission, state council, or state committee, or an advisory committee of any such state entity;

(ii) An organization, including the governing body, created under the Interlocal Cooperation Act, the Joint Public Agency Act, or the Municipal Cooperative Financing Act;

(iii) The governing body of a public power district having a chartered territory of more than one county in this state;

(iv) The governing body of a public power and irrigation district having a chartered territory of more than one county in this state;

(v) An educational service unit;

(vi) The Educational Service Unit Coordinating Council;

(vii) An organization, including the governing body, of a risk management pool or its advisory committees organized in accordance with the Intergovernmental Risk Management Act;

(viii) A community college board of governors;

(ix) The Nebraska Brand Committee;

(x) A local public health department;

(xi) A metropolitan utilities district;

(xii) A regional metropolitan transit authority; and

(xiii) A natural resources district.

(b) The requirements for holding a meeting by means of virtual conferencing are as follows:

(i) Reasonable advance publicized notice is given as provided in subsection (1) of this section, including providing access to a dial-in number or link to the virtual conference;

(ii) In addition to the public's right to participate by virtual conferencing, reasonable arrangements are made to accommodate the public's right to attend at a physical site and participate as provided in section 84-1412, including reasonable seating, in at least one designated site in a building open to the public and identified in the notice, with: At least one member of the entity holding such meeting, or his or her designee, present at each site; a recording of the hearing by audio or visual recording devices; and a reasonable opportunity for input, such as public comment or questions, is provided to at least the same extent as would be provided if virtual conferencing was not used;

(iii) At least one copy of all documents being considered at the meeting is available at any physical site open to the public where individuals may attend the virtual conference. The public body shall also provide links to an electronic copy of the agenda, all documents being considered at the meeting, and the current version of the Open Meetings Act; and

(iv) Except as otherwise provided in this subdivision, subsection (1) of section 70-1014, subsection (2) of section 70-1014.02, or subsection (4) of section 79-2204, no more than one-half of the meetings of the state entities, advisory committees, boards, councils, organizations, or governing bodies are held by virtual conferencing in a calendar year. In the case of (A) an organization created under the Interlocal Cooperation Act that sells electricity or natural gas, (B) an organization created under the Municipal Cooperative Financing Act, (C) a governing body of a risk management pool and any advisory committee of such governing body, or (D) any advisory committee of any state entity created in response to the Opioid Prevention and Treatment Act, such organization, governing body, or committee may hold more than one-half of its meetings by virtual conferencing if such organization holds at least one meeting each calendar year that is not by virtual conferencing.

(3) Virtual conferencing, emails, faxes, or other electronic communication shall not be used to circumvent any of the public government purposes established in the Open Meetings Act.

(4) The secretary or other designee of each public body shall maintain a list of the news media requesting notification of meetings and shall make reasonable efforts to provide advance notification to them of the time and place of each meeting and the subjects to be discussed at that meeting.

(5) When it is necessary to hold an emergency meeting without reasonable advance public notice, the nature of the emergency shall be stated in the minutes and any formal action taken in

such meeting shall pertain only to the emergency. Such emergency meetings may be held by virtual conferencing. The provisions of subsection (4) of this section shall be complied with in conducting emergency meetings. Complete minutes of such emergency meetings specifying the nature of the emergency and any formal action taken at the meeting shall be made available to the public by no later than the end of the next regular business day.

(6) A public body may allow a member of the public or any other witness to appear before the public body by means of virtual conferencing.

(7)(a) Notwithstanding subsections (2) and (5) of this section, if an emergency is declared by the Governor pursuant to the Emergency Management Act as defined in section 81-829.39, a public body the territorial jurisdiction of which is included in the emergency declaration, in whole or in part, may hold a meeting by virtual conferencing during such emergency if the public body gives reasonable advance publicized notice as described in subsection (1) of this section. The notice shall include information regarding access for the public and news media. In addition to any formal action taken pertaining to the emergency, the public body may hold such meeting for the purpose of briefing, discussion of public business, formation of tentative policy, or the taking of any action by the public body.

(b) The public body shall provide access by providing a dial-in number or a link to the virtual conference. The public body shall also provide links to an electronic copy of the agenda, all documents being considered at the meeting, and the current version of the Open Meetings Act. Reasonable arrangements shall be made to accommodate the public's right to hear and speak at the meeting and record the meeting. Subsection (4) of this section shall be complied with in conducting such meetings.

(c) The nature of the emergency shall be stated in the minutes. Complete minutes of such meeting specifying the nature of the emergency and any formal action taken at the meeting shall be made available for inspection as provided in subsection (5) of section 84-1413.

(8) In addition to any other statutory authorization for virtual conferencing, any public body not listed in subdivision (2)(a) of this section may hold a meeting by virtual conferencing if:

(a) The purpose of the virtual meeting is to discuss items that are scheduled to be discussed or acted upon at a subsequent non-virtual open meeting of the public body;

(b) No action is taken by the public body at the virtual meeting; and

(c) The public body complies with subdivisions (2)(b)(i) and (ii) of this section.

(9) This section does not apply to a meeting of the Nebraska Power Review Board or a public power district, a public power and irrigation district, an electric membership association, an electric cooperative company, a municipality having a generation and distribution system, or a registered group of municipalities if such meeting is subject to section 70-1034.

Source: Laws 1975, LB 325, § 4; Laws 1983, LB 43, § 3; Laws 1987, LB 663, § 25; Laws 1993, LB 635, § 2; Laws 1996, LB 469, § 6; Laws 1996, LB 1161, § 1; Laws 1999, LB 47, § 2; Laws 1999, LB 87, § 100; Laws 1999, LB 461, § 1; Laws 2000, LB 968, § 85; Laws 2004, LB 821, § 38; Laws 2004, LB 1179, § 2; Laws 2006, LB 898, § 2; Laws 2007, LB199, § 9; Laws 2009, LB361, § 2; Laws 2012, LB735, § 1; Laws 2013, LB510, § 1; Laws 2017, LB318, § 1; Laws 2019, LB212, § 5; Laws 2020, LB148, § 3; Laws 2021, LB83, § 12; Laws 2022, LB742, § 1;

Laws 2022, LB908, § 1; Laws 2022, LB922, § 13; Laws 2024, LB287, § 74; Laws 2024, LB399, § 4; Laws 2024, LB1370, § 8; Laws 2025, LB521, § 82.
Operative Date: May 31, 2025

Cross References

- **Emergency Management Act,** see section 81-829.36.
- **Intergovernmental Risk Management Act,** see section 44-4301.
- **Interlocal Cooperation Act,** see section 13-801.
- **Joint Public Agency Act,** see section 13-2501.
- **Municipal Cooperative Financing Act,** see section 18-2401.
- **Opioid Prevention and Treatment Act,** see section 71-2485.

Annotations

- Under subsection (1) of this section, the Legislature has imposed only two conditions on the public body's notification method of a public meeting: (1) It must give reasonable advance publicized notice of the time and place of each meeting and (2) it must be recorded in the public body's minutes. City of Elkhorn v. City of Omaha, 272 Neb. 867, 725 N.W.2d 792 (2007).
- An emergency is "(a)ny event or occasional combination of circumstances which calls for immediate action or remedy; pressing necessity; exigency; a sudden or unexpected happening; an unforeseen occurrence or condition." Steenblock v. Elkhorn Township Bd., 245 Neb. 722, 515 N.W.2d 128 (1994).
- An agenda which gives reasonable notice of the matters to be considered at a meeting of a city council complies with the requirements of this section. Pokorny v. City of Schuyler, 202 Neb. 334, 275 N.W.2d 281 (1979).
- When notice is required, a notice of a special meeting of a city council posted in three public places at 10:00 p.m. on the day preceding the meeting is not reasonable advance publicized notice of a meeting as is required by this section. Pokorny v. City of Schuyler, 202 Neb. 334, 275 N.W.2d 281 (1979).
- Teacher waived right to object to lack of public notice in board of education employment hearing by voluntary participation in the hearing without objection. Alexander v. School Dist. No. 17, 197 Neb. 251, 248 N.W.2d 335 (1976).
- A county board of commissioners and a county board of equalization are not required to give separate notices when the notice states only the time and place that the boards meet and directs a citizen to where the agendas for each board can be found. Wolf v. Grubbs, 17 Neb. App. 292, 759 N.W.2d 499 (2009).
- A county board of equalization is a public body which is required to give advanced publicized notice of its meetings. Wolf v. Grubbs, 17 Neb. App. 292, 759 N.W.2d 499 (2009).
- Notice of recessed and reconvened meetings must be given in the same fashion as the original meeting. Wolf v. Grubbs, 17 Neb. App. 292, 759 N.W.2d 499 (2009).
- True notice of a meeting is not given by burying such in the minutes of a prior board proceeding. Wolf v. Grubbs, 17 Neb. App. 292, 759 N.W.2d 499 (2009).
- An agenda notice which merely stated "work order reports" was an inadequate notice under this section because it did not give interested persons knowledge that plans for a 345 kv transmission line through the district was going to be discussed and voted upon at the meeting. Inadequate agenda notice under this section meant there was a substantial

violation of the public meeting laws; however, later actions by the board of directors cured the defects in notice, and such actions were in substantial compliance with the statute. Hansmeyer v. Nebraska Pub. Power Dist., 6 Neb. App. 889, 578 N.W.2d 476 (1998).

84-1412. Meetings of public body; rights of public; public body; powers and duties.

(1) Subject to the Open Meetings Act, the public has the right to attend and the right to speak at meetings of public bodies, and all or any part of a meeting of a public body, except for closed sessions called pursuant to section 84-1410, may be videotaped, televised, photographed, broadcast, or recorded by any person in attendance by means of a tape recorder, a camera, video equipment, or any other means of pictorial or sonic reproduction or in writing. Except for closed sessions called pursuant to section 84-1410, a public body shall allow members of the public an opportunity to speak at each meeting.

(2) It shall not be a violation of subsection (1) of this section for any public body to make and enforce reasonable rules and regulations regarding the conduct of persons attending, speaking at, videotaping, televising, photographing, broadcasting, or recording its meetings, including meetings held by virtual conferencing.

(3) No public body shall require members of the public to identify themselves as a condition for admission to the meeting nor shall such body require that the name of any member of the public be placed on the agenda prior to such meeting in order to speak about items on the agenda. The body shall require any member of the public desiring to address the body to identify himself or herself, including an address and the name of any organization represented by such person unless the address requirement is waived to protect the security of the individual.

(4) No public body shall, for the purpose of circumventing the Open Meetings Act, hold a meeting in a place known by the body to be too small to accommodate the anticipated audience.

(5) No public body shall be deemed in violation of this section if it holds its meeting in its traditional meeting place which is located in this state.

(6) No public body shall be deemed in violation of this section if it holds a meeting outside of this state if, but only if:

(a) A member entity of the public body is located outside of this state and the meeting is in that member's jurisdiction;

(b) All out-of-state locations identified in the notice are located within public buildings used by members of the entity or at a place which will accommodate the anticipated audience;

(c) Reasonable arrangements are made to accommodate the public's right to attend, hear, and speak at the meeting, including making virtual conferencing available at an instate location to members, the public, or the press, if requested twenty-four hours in advance;

(d) No more than twenty-five percent of the public body's meetings in a calendar year are held out-of-state;

(e) Out-of-state meetings are not used to circumvent any of the public government purposes established in the Open Meetings Act; and

(f) The public body publishes notice of the out-of-state meeting at least twenty-one days before the date of the meeting in a legal newspaper of statewide circulation.

(7) Each public body shall, upon request, make a reasonable effort to accommodate the public's right to hear the discussion and testimony presented at a meeting.

(8) Public bodies shall make available at the meeting or the instate location for virtual conferencing as required by subdivision (6)(c) of this section, for examination and copying by members of the public, at least one copy of all reproducible written material to be discussed at an open meeting, either in paper or electronic form. Public bodies shall make available at least one current copy of the Open Meetings Act posted in the meeting room at a location accessible to members of the public. At the beginning of the meeting, the public shall be informed about the location of the posted information.

Source: Laws 1975, LB 325, § 5; Laws 1983, LB 43, § 4; Laws 1985, LB 117, § 2; Laws 1987, LB 324, § 5; Laws 1996, LB 900, § 1073; Laws 2001, LB 250, § 2; Laws 2004, LB 821, § 39; Laws 2006, LB 898, § 3; Laws 2008, LB962, § 1; Laws 2021, LB83, § 13; Laws 2024, LB43, § 21.

Annotations

- To preserve an objection that a public body failed to make documents available at a public meeting as required by subsection (8) of this section, a person who attends a public meeting must not only object to the violation, but must make that objection to the public body or to a member of the public body. Stoetzel & Sons v. City of Hastings, 265 Neb. 637, 658 N.W.2d 636 (2003).

84-1413. Meetings; minutes; roll call vote; secret ballot; when; agenda and minutes; required on website; when.

(1) Each public body shall keep minutes of all meetings showing the time, place, members present and absent, and the substance of all matters discussed.

(2) Any action taken on any question or motion duly moved and seconded shall be by roll call vote of the public body in open session, and the record shall state how each member voted or if the member was absent or not voting. The requirements of a roll call or viva voce vote shall be satisfied by a public body which utilizes an electronic voting device which allows the yeas and nays of each member of such public body to be readily seen by the public.

(3) The vote to elect leadership within a public body may be taken by secret ballot, but the total number of votes for each candidate shall be recorded in the minutes.

(4) The minutes of all meetings and evidence and documentation received or disclosed in open session shall be public records and open to public inspection during normal business hours.

(5) Minutes shall be written or kept as an electronic record and shall be available for inspection within ten working days or prior to the next convened meeting, whichever occurs earlier, except that cities of the second class and villages may have an additional ten working days if the employee responsible for writing or keeping the minutes is absent due to a serious illness or emergency.

(6) Beginning July 31, 2022, the governing body of a natural resources district, the city council of a city of the metropolitan class, the city council of a city of the primary class, the city council of a city of the first class, the county board of a county with a population greater than twenty-five thousand inhabitants, and the school board of a school district shall make available

on such entity's public website the agenda and minutes of any meeting of the governing body. The agenda shall be placed on the website at least twenty-four hours before the meeting of the governing body. Minutes shall be placed on the website at such time as the minutes are available for inspection as provided in subsection (5) of this section. This information shall be available on the public website for at least six months.

Source: Laws 1975, LB 325, § 6; Laws 1978, LB 609, § 3; Laws 1979, LB 86, § 9; Laws 1987, LB 663, § 26; Laws 2005, LB 501, § 1; Laws 2009, LB361, § 3; Laws 2015, LB365, § 2; Laws 2016, LB876, § 1; Laws 2021, LB83, § 14; Laws 2022, LB742, § 2.

Annotations

- Under prior law, if a person present at a meeting observes and fails to object to an alleged public meetings laws violation in the form of a failure to conduct rollcall votes before taking actions on questions or motions pending, that person waives his or her right to object at a later date. Hauser v. Nebraska Police Stds. Adv. Council, 264 Neb. 944, 653 N.W.2d 240 (2002).
- Subsection (2) of this section does not require the record to state that the vote was by roll call, but requires only that the record show if and how each member voted. Neither does the statute set a time limit for recording the results of a vote, after which no corrections of the record can be made. If no intervening rights of third persons have arisen, a board of county commissioners has power to correct the record of the proceedings had at a previous meeting so as to make them speak the truth, particularly where the correction supplies some omitted fact or action and is done not to contradict or change the original record but to have the record show that a certain action was taken or thing done, which the original record fails to show. State ex rel. Schuler v. Dunbar, 214 Neb. 85, 333 N.W.2d 652 (1983).
- Failure by a public governing body, as defined under section 84-1409, R.R.S.1943, to take and record a roll call vote on an action, as required by section 84-1413(2), R.S.Supp.,1980, grants any citizen the right to sue for the purpose of having the action declared void. In this case such failure could not be later corrected by a nunc pro tunc order because there was no showing that a roll call vote on the disputed action was actually taken, and even if it was the record showed it was not recorded until over a year later. Sections 23-1301, R.R.S.1943, and 23-1302, R.R.S.1943, make it the duty of the county clerk to record proceedings of the board of county commissioners. State ex rel. Schuler v. Dunbar, 208 Neb. 69, 302 N.W.2d 674 (1981).
- There is no requirement that a public body make a record of where notice was published or posted. Wolf v. Grubbs, 17 Neb. App. 292, 759 N.W.2d 499 (2009).

84-1414. Unlawful action by public body; declared void or voidable by district court; when; duty to enforce open meeting laws; citizen's suit; procedure; violations; penalties.

(1) Any motion, resolution, rule, regulation, ordinance, or formal action of a public body made or taken in violation of the Open Meetings Act shall be declared void by the district court if the suit is commenced within one hundred twenty days of the meeting of the public body at which the alleged violation occurred. Any motion, resolution, rule, regulation, ordinance, or formal action of a public body made or taken in substantial violation of the Open Meetings Act shall be voidable by the district court if the suit is commenced more than one hundred twenty days after but within one year of the meeting of the public body in which the alleged violation occurred. A suit to void any final action shall be commenced within one year of the action.

(2) The Attorney General and the county attorney of the county in which the public body ordinarily meets shall enforce the Open Meetings Act.

(3) Any citizen of this state may commence a suit in the district court of the county in which the public body ordinarily meets or in which the plaintiff resides for the purpose of requiring compliance with or preventing violations of the Open Meetings Act, for the purpose of declaring an action of a public body void, or for the purpose of determining the applicability of the act to discussions or decisions of the public body. It shall not be a defense that the citizen attended the meeting and failed to object at such time. The court may order payment of reasonable attorney's fees and court costs to a successful plaintiff in a suit brought under this section.

(4) Any member of a public body who knowingly violates or conspires to violate or who attends or remains at a meeting knowing that the public body is in violation of any provision of the Open Meetings Act shall be guilty of a Class IV misdemeanor for a first offense and a Class III misdemeanor for a second or subsequent offense.

Source: Laws 1975, LB 325, § 9; Laws 1977, LB 39, § 318; Laws 1983, LB 43, § 5; Laws 1992, LB 1019, § 126; Laws 1994, LB 621, § 2; Laws 1996, LB 900, § 1074; Laws 2004, LB 821, § 40; Laws 2006, LB 898, § 4.

Annotations

- The Legislature has granted standing to a broad scope of its citizens for the very limited purpose of challenging meetings allegedly in violation of the Open Meetings Act, so that they may help police the public policy embodied by the act. Schauer v. Grooms, 280 Neb. 426, 786 N.W.2d 909 (2010).
- Any citizen of the state may commence an action to declare a public body's action void. City of Elkhorn v. City of Omaha, 272 Neb. 867, 725 N.W.2d 792 (2007).
- The reading of ordinances constitutes a formal action under subsection (1) of this section. City of Elkhorn v. City of Omaha, 272 Neb. 867, 725 N.W.2d 792 (2007).
- If a person present at a meeting observes a public meetings law violation in the form of an improper closed session and fails to object, that person waives his or her right to object at a later date. Wasikowski v. Nebraska Quality Jobs Bd., 264 Neb. 403, 648 N.W.2d 756 (2002).
- Under the Public Meetings Act, a county lacks capacity to maintain an action to declare its official conduct "void" for noncompliance with the act. County of York v. Johnson, 230 Neb. 403, 432 N.W.2d 215 (1988).
- When a petitioner under this section is successful in the district court, that court may allow attorney fees. Tracy Corp. II v. Nebraska Pub. Serv. Comm., 218 Neb. 900, 360 N.W.2d 485 (1984).
- Informal discussions between the Tax Commissioner and the State Board of Equalization in which instructions were clarified, with such clarification leading to the amendment of hearing notices, did not constitute a public meeting subject to the provisions of this section. Box Butte County v. State Board of Equalization and Assessment, 206 Neb. 696, 295 N.W.2d 670 (1980).
- The right to collaterally attack an order made in contravention of the Public Meeting Act must occur within a period of one year as is specifically provided by this section. Witt v. School District No. 70, 202 Neb. 63, 273 N.W.2d 669 (1979).
- Statutory change, requiring "publicized notice" for board of education employment hearings, occurring between dates meeting scheduled and conducted, held not to void

proceedings. Alexander v. School Dist. No. 17, 197 Neb. 251, 248 N.W.2d 335 (1976).

- Voiding an entire meeting is a proper remedy for violations of the Open Meetings Act. Once a meeting has been declared void pursuant to Nebraska's public meetings law, board members are prohibited from considering any information obtained at the illegal meeting. Wolf v. Grubbs, 17 Neb. App. 292, 759 N.W.2d 499 (2009).
- Actions by the board of directors were merely voidable under this section, and not void. Pursuant to subsection (3) of this section, the plaintiffs were awarded partial attorney fees because they were successful in having the court declare that the board of directors was in substantial violation of the statute, even though the plaintiffs did not get the relief requested of having the board's actions declared void. Hansmeyer v. Nebraska Pub. Power Dist., 6 Neb. App. 889, 578 N.W.2d 476 (1998).

2. **PRAYER**

3. **NATIONAL ANTHEM AND PLEDGE OF ALLEGIANCE**

4. **CONSENT AGENDA - The following items are considered to be routine by the city council and will be enacted by one motion. There will be no separate discussion of these items unless a city council member or citizen so requests, in which event the item will be removed from consent status and considered in its normal sequence on the agenda.**

4.A. Minutes of March 2, 2026, City Council meeting.

PROCEEDINGS OF CITY COUNCIL
March 2, 2026

A regular meeting of the mayor and council of the City of Columbus, Nebraska, was convened in open and public session on March 2, 2026, at 6 p.m. in the Columbus Community Building, Community Room, 2500 14 Street, Columbus, Nebraska. Notice of this meeting was given in advance thereof by publication in the Columbus Telegram on February 25, 2026, with a copy of the proof of publication being on file in the office of the city clerk. Notice of this meeting was given simultaneously to the mayor and members of the city council, with a copy of the acknowledgment of receipt of notice being on file in the office of the city clerk. Availability of the agenda was communicated in the advance notice and in the notice to the mayor and city council of this meeting. All proceedings hereafter shown were taken while the convened meeting was open to the public.

1. **STATEMENT OF COMPLIANCE WITH OPEN MEETINGS ACT:** Council President Troy Hiemer announced that a copy of the Open Meetings Act is posted in the meeting room. Present were Council Members Cynthia Alarcòn, Charlie Bahr, Troy Hiemer, Rich Jablonski, Kat Lopez, and Prent Roth. Council Mayor James Bulkley and Council Members AJ Palensky and Ron Schilling were absent and excused. City staff members included City Administrator Tara Vasicek, City Clerk Shuraya Choat, Police Chief Bret Strecker, Director of General Services Betsy Eckhardt, Fire Chief Ryan Gray, Communications Director Rachel Pensick, Park and Recreation Director Sydney Mroczek, Street Superintendent Clete Borchers, Water Utility Crew Leader Chris Gernstein, Engineering Coordinator Renee Whiting, and Communications Manager Matt Lindberg.

2. **PRAYER:** Jablonski led in prayer.

3. **NATIONAL ANTHEM AND PLEDGE OF ALLEGIANCE:** The National Anthem was played and the Pledge of Allegiance was recited.

4. **CONSENT AGENDA:** The following items are considered to be routine by the city council and will be enacted by one motion. There will be no separate discussion of these items unless a city council member or citizen so requests, in which event the item will be removed from consent status and considered in its normal sequence on the agenda. The items on the consent agenda were approved as presented with a motion by Hiemer and a second by Bahr. Alarcòn, Bahr, Hiemer, Jablonski, Lopez, and Roth voted “Aye” and none voted “Nay”. Palensky and Schilling were absent.

   Bulkley arrived at 6:03 p.m.

4.A. Minutes of February 17, 2026, City Council meeting.

4.B. Minutes of February 17, 2026, Community Development Agency meeting.

4.C. Northeast Nebraska Area Agency on Aging FY2026-2027 funding for the Senior Center.

4.D. Resolution No. R26-35 approving third one-year extension of Interlocal Cooperation Agreement with Platte County in the amount of $51,210.45

for prosecution services. Resolution No. R26-35 is entitled: A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF COLUMBUS, NEBRASKA, APPROVING A THIRD ONE-YEAR EXTENSION OF THE INTERLOCAL COOPERATION AGREEMENT WITH PLATTE COUNTY FOR PROSECUTION SERVICES AT A REVISED ANNUAL COST OF $51,210.45.

4.E. **Resolution No. R26-36 authorizing payment of various improvement projects.** Resolution No. R26-36 is entitled: A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF COLUMBUS, NEBRASKA, TO AUTHORIZE AND DIRECT THAT A CHECK BE ISSUED AND MADE PAYABLE TO THE RESPECTIVE CONTRACTOR(S) FOR LABOR, EQUIPMENT, AND MATERIALS FURNISHED FOR IMPROVEMENTS IN THE FOLLOWING DESIGNATED DISTRICTS AND PROJECTS WITHIN THE CITY OF COLUMBUS, ALL AS SET FORTH ON THE ATTACHED CERTIFICATES OF PROGRESS PREPARED BY THE RESPECTIVE SPECIAL ENGINEER TO WIT: B-D CONSTRUCTION, INC., GEHRING CONSTRUCTION & READY MIX CO., INC., CONCRETE PAVING IMPROVEMENTS 2026, $27,930.60.

4.F. **Payroll and bills on file.** B=Bnd Pymnts; CP=Capt'l Proj; E=Expns; G=Grnts; I=Insrnc; L=Lic; M=Mbrshp; P=Pymt; R=Rfnd; RT=Rent; S=Srvc & Supp; T=Trng. 3/13/26 payroll 890,629.79; 911 Custom 535.00 S; Ace Hdwr 289.40 S; Allo 146.07 S; Arnold Mtr Sup 1,079.60 S; Auxiant 193,944.90 I; Axon Ent 3,418.90 S; Baird Holm 468.00 S; B-D Const 3,522.00 S; A Benesch 5,054.50 CP; Black Hills 575.14 S; Blackstone Pub 168.75 S; Bobcat of Omaha 458.92 S; Bomgaars 1,053.26 S; Bound Tree Med 971.76 S; CDW Gvrnmnt 6,862.80 CP; Cengage Lrng 26.99 S; CCC 75.00 T; Chrome N' Steel 432.11 S; CCH 27.30 S; Col Cstm Emb 201.00 S; Confluence 7,282.50 CP; Culligan 36.50 S; DAS St Acctng 1,663.99 S; DEMCO 153.44 S; Digitech 2,856.14 S; Eakes 995.42 S; Ed M Feld 87,447.40 CP; T Egger 43.50 E; Elect Eng 1,995.00 S; Electrnc Eng 270.24 S; Galls 252.60 S; Gehring Const 28,233.35 CP; Gene Stffy 372.83 S; S & S Giustra 205.63 R; Godfathers 175.19 S; Grt Plns Comm 209.95 S; Grt Plns Uniforms 179.00 S; Hawkins 4,390.77 S; HD Sup 271.06 S; HDR 27,404.35 CP; Holiday Inn 1,619.40 S; Hmtwn Lsng 708.59 S; Ingram Lbry 4,309.40 S; Jackson Serv 2,124.43 S; J Deere Fin 1,211.69 S; Kelly Sup 329.77 S; Lawson Prod 82.59 S; Lncln Wnwtr Wrks 1,330.56 S; K Lingenfelter 28.00 E; Macqueen Equip 1,268.50 S; Matheson-Lnwld 179.91 S; MD Aquatics 4,790.00 S; Medline Ind 308.90 S; Menards 1,936.24 S; MARC 832.00 S; Mdwst Machine 275.00 S; Mdwst Turf 144,205.32 CP; Miller & Assoc 4,500.00 S; Motorola Sol 40,091.00 S; Mueller Sprnklr 107.78 S; NAPA 93.33 S; NE Golf & Turf 2,250.05 S; NE Harvestore 1,142.38 S; NE IAI 375.00 M; NE Law Enfrcmnt 175.00 T; NEL Prof Develop 3,500.00 T; Occptl Hlth 1,194.00 S; O'Reilly 18.97 S; Otte Elec 8,801.00 S; PACE Anlytcl 1,347.00 S; Pete Lien 6,883.97 S; Petty Cash 144.17 S; N Porter 45.20 E; Prestox 152.32 S; T Purkerson 750.00 S; Quadient 681.00 S; Reardon Lawn 28.99 S; Rvr Vlly Tire 25.00 S; Rvrsd Prtbls 110.00 S; Schaeffer Mfg 4,863.10 S; Security Equip 6,304.50 S; Srvcmstr by Shevlin 465.00 S; Settje Plmbng 85.00 S; Shevlin Sup 591.73 S; Shirts R Us 286.00 S; P Siemek 47.00 E; SRF Cnsltng 16,154.70 CP; Stericycle 73.96 S; T-Bone 80.97 S; The Sprnklr Co 4,111.49 S; Tire Outlet

363.00 S; Titan Mach 2,583.92 S; Truck Cntr 998.46 S; Turfwerks 394.24 S; Tweet's 17.98 S; UPRR 6,154.55 CP; UPS 93.72 S; USA Blue Bk 330.99 S; Van Wall 863.05 S; Wemhoff Rfg 314.95 S; Westmor Fluid Sol 463.24 S. Total $1,557,978.06.

5. APPROVAL OF MINUTES: Included in Consent Agenda

6. SPECIAL PRESENTATIONS:

6.A. Proclamation declaring March 2026 as National Athletic Training Month. Bulkley read the proclamation and presented it to the local athletic trainers in attendance.

7. PUBLIC HEARINGS: None

8. PETITIONS AND COMMUNICATIONS: None

9. REPORTS OF CITY OFFICES:

9.A. Columbus in Focus – Public Safety. Gray explained that the Public Safety Leadership team consists of himself, Vasicek, Strecker, and Pensick. He presented the group's mission and vision statements as well as providing an overview of recent accomplishments, 2026 action goals, and individual department updates. Looking ahead, the group anticipates these weekly leadership meetings will continue to strengthen interdepartmental coordination and trust, improve response consistency and operational readiness, enhance transparency and engagement with the community, and provide a more unified approach to public safety leadership.

10. REPORTS OF COUNCIL COMMITTEES: None

11. REPORTS OF SPECIAL COMMITTEES: None

12. REPORTS ON LEGISLATION: None

13. NEW BUSINESS:

13.A. Appointment of Moses Snyder as police officer. Hiemer read a brief resume and the mayor's appointment of Moses Snyder as police officer was ratified with a motion by Bahr and a second by Jablonski. Alarcòn, Bahr, Hiemer, Jablonski, Lopez, and Roth voted "Aye" and none voted "Nay". Palensky and Schilling were absent. Snyder stated that as a news reporter traveling all over the country he connects easily with people. He believes he can use that skill as a police officer to be a light for individuals dealing with a variety of issues and become someone they can trust. He is excited to be a part of the community and make a change for the better.

13.B. Appointment of Luis Rocha as police officer. Hiemer read a brief resume and the mayor's appointment of Luis Rocha as police officer was ratified with a motion by Jablonski and a second by Alarcòn. Alarcòn, Bahr, Hiemer, Jablonski, Lopez, and Roth voted "Aye" and none voted "Nay". Palensky and Schilling were absent. Rocha said he looks forward to serving the Columbus community.

13.C. Comments from mayor and city council members. There were no comments from the mayor and council members.

14. RESOLUTIONS:

14.A. Resolution No. R26-37 approving farm lease agreement with Wilke Cattle Company for farm ground at Columbus Municipal Airport. Resolution No. R26-37 entitled: A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF COLUMBUS, NEBRASKA, APPROVING A LEASE AGREEMENT WITH WILKE CATTLE COMPANY TO RENT FARM GROUND AT COLUMBUS MUNICIPAL AIRPORT PROPERTY CONTAINING 265 CROPLAND ACRES MORE OR LESS, SITUATED IN PLATTE COUNTY, NEBRASKA FOR THE ANNUAL AMOUNT OF $49,025, FOR A TERM COMMENCING JANUARY 1, 2026, AND ENDING DECEMBER 31, 2028; A COPY OF WHICH IS ATTACHED HERETO AND INCORPORATED HEREIN BY THIS REFERENCE; AND TO REPEAL ALL RESOLUTIONS OR PORTIONS THEREOF IN CONFLICT HEREWITH was adopted with a motion by Jablonski and a second by Alarcòn. Alarcòn, Bahr, Hiemer, Jablonski, Lopez, and Roth voted “Aye” and none voted “Nay”. Palensky and Schilling were absent.

14.B. Resolution No. R26-38 approving agreement with Metropolitan Community College for Columbus Fire Department to provide practicum experience for EMT and paramedic students. Resolution No. R26-38 entitled: A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF COLUMBUS, NEBRASKA, APPROVING AN AGREEMENT WITH METROPOLITAN COMMUNITY COLLEGE FOR COLUMBUS FIRE DEPARTMENT TO PROVIDE PRACTICUM EXPERIENCE FOR STUDENTS ENROLLED IN THE COLLEGE’S HEALTH PROFESSIONS PROGRAMS, A COPY OF WHICH IS ATTACHED HERETO; TO AUTHORIZE THE MAYOR TO EXECUTE THE SAME ON BEHALF OF THE CITY OF COLUMBUS, NEBRASKA; AND TO REPEAL ALL RESOLUTIONS OR PORTIONS THEREOF IN CONFLICT HEREWITH was adopted with a motion by Lopez and a second by Alarcòn. Alarcòn, Bahr, Hiemer, Jablonski, Lopez, and Roth voted “Aye” and none voted “Nay”. Palensky and Schilling were absent.

14.C. Resolution No. R26-39 approving Professional Services Agreement between City of Columbus and JEO Consulting Group, Inc. for Loup River Levee Piping Assessment and Geographical Information System Development in an amount not to exceed $49,750. CIP #22-23 Bulkley pointed out that it is a requirement of federal agencies to conduct periodical inspections to prevent potential dangerous or costly issues. Resolution No. R26-39 entitled: A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF COLUMBUS, NEBRASKA, APPROVING A PROFESSIONAL SERVICES AGREEMENT BETWEEN CITY OF COLUMBUS AND JEO CONSULTING GROUP, INC. IN AN AMOUNT NOT TO EXCEED $49,750 FOR LOUP RIVER LEVEE PIPING ASSESSMENT AND GEOGRAPHICAL

INFORMATION SYSTEM DEVELOPMENT; A COPY OF WHICH IS ATTACHED HERETO AND INCOROPORTED HEREIN BY THIS REFERENCE; TO AUTHORIZE THE MAYOR TO EXECUTE THE SAME ON BEHALF OF THE CITY OF COLUMBUS; AND TO REPEAL ALL RESOLUTIONS OR PORTIONS THEREOF IN CONFLICT HEREWITH was adopted with a motion by Bahr and a second by Hiemer. Alarcòn, Bahr, Hiemer, Jablonski, Lopez, and Roth voted “Aye” and none voted “Nay”. Palensky and Schilling were absent.

14.D. **Resolution No. R26-40 approving Professional Services Agreement between City of Columbus and JEO Consulting Group, Inc. for Loup River Levee Erosion Repairs 2026 in an amount not to exceed $11,750. CIP #26-10** Resolution No. R26-40 entitled: A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF COLUMBUS, NEBRASKA, APPROVING A PROFESSIONAL SERVICES AGREEMENT BETWEEN CITY OF COLUMBUS AND JEO CONSULTING GROUP, INC. IN AN AMOUNT NOT TO EXCEED $11,750 FOR LOUP RIVER LEVEE EROSION REPAIRS 2026; A COPY OF WHICH IS ATTACHED HERETO AND INCOROPORTED HEREIN BY THIS REFERENCE; TO AUTHORIZE THE MAYOR TO EXECUTE THE SAME ON BEHALF OF THE CITY OF COLUMBUS; AND TO REPEAL ALL RESOLUTIONS OR PORTIONS THEREOF IN CONFLICT HEREWITH was adopted with a motion by Roth and a second by Alarcòn. Alarcòn, Bahr, Hiemer, Jablonski, Lopez, and Roth voted “Aye” and none voted “Nay”. Palensky and Schilling were absent.

15. **ORDINANCES ON FIRST READING:** None

16. **ORDINANCES ON SECOND READING:** None

17. **ORDINANCES ON THIRD READING:** None

18. **CONSIDERATION OF PAYROLL AND BILLS ON FILE:** Included in Consent Agenda.

19. **UNFINISHED BUSINESS:** None

20. **ADJOURNMENT:** The meeting adjourned at 6:25 p.m.

Presented and approved this 16th day of March 2026.

OFFICE OF THE CITY CLERK
: Shuraya Choat

4.B. Resolution No. R26-41 approving request of Columbus Havoc 18U Softball to camp overnight in Gerrard Park, June 4, 5, 6, and 7, 2026. (Board of Parks Commissioners recommends approval.)

DRAFT

RESOLUTION NO. R26-41

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF COLUMBUS, NEBRASKA, APPROVING USE OF GERRARD PARK TO CAMP OVERNIGHT ON JUNE 4, 5, 6, AND 7, 2026, FOR THE DIAMOND CLASSIC SOFTBALL TOURNAMENT.

WHEREAS, the City of Columbus has received a request from Columbus Havoc 18U Softball to camp overnight on June 4, 5, 6, and 7, 2026, in Gerrard Park; and

WHEREAS, the Columbus Board of Parks Commissioners have recommended approval of the overnight event as permitted by City Code.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF COLUMBUS, NEBRASKA, that the request from Columbus Havoc 18U Softball to use Gerrard Park to camp overnight on June 4, 5, 6, and 7, 2026, for the Diamond Classic softball tournament is approved.

This resolution shall repeal all resolutions or portions thereof in conflict herewith.

INTRODUCED BY COUNCIL MEMBER _____

PASSED AND ADOPTED THIS ____ DAY OF _____, 2026.

_____
MAYOR

ATTEST:

_____
CITY CLERK

APPROVED AS TO FORM:

_____
CITY ATTORNEY

City of Columbus Park Board

Subject: Written Request for Overnight Camping at Gerrard Park - Youth Softball Tournament

Dear Members of the Columbus Park Board,

I am writing to request permission for overnight camping in Gerrard Park for the dates of June 4-7 during the Diamond Classic Softball Tournament. Our Havoc 18U team, is participating in the tournament, and many of our players and their families enjoy having a team camp for our players and families to come back to in between games to cool off, grab some food and hydrate before walking to the field for the next games scheduled. A designated camping area within the park would encourage our families and players for team bonding as we encourage our players to connect with their teammates both on and off of the field.

As approved last year, we understand and respect the city's park regulations and are committed to ensuring a safe and responsible camping experience. We would be happy to adhere to any specific guidelines you may have, including:

- **Designated Area:** We would camp only in a designated area approved by the Parks and Recreation Department.
- **Supervision:** All campers would be supervised by responsible adults.
- **Noise Levels:** We would maintain quiet hours to ensure minimal disruption to residents.
- **Cleanliness:** We would be responsible for cleaning up our campsite and properly disposing of all trash.

We believe that allowing overnight camping for this event would not only benefit our team and families but also contribute to the overall success of the youth softball tournament, which brings positive attention and economic activity to our city.

We would appreciate the opportunity to discuss this request further with the City Council or the Parks and Recreation Department. Please let me know if you require any additional information. Thank you for your time and consideration.

Sincerely,

Columbus Havoc 18U Softball

Jenny Bos- Head Coach

4.C. Resolution No. R26-42 approving Lease to Hangar Aircraft with Loren F. Loerzel. (Board of Airport Commissioners recommends approval.)

DRAFT

RESOLUTION NO. R26-42

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF COLUMBUS, NEBRASKA, APPROVING LEASE TO HANGAR AIRCRAFT WITH LOREN F. LOERZEL FOR HANGAR NO. 1240NE AT COLUMBUS MUNICIPAL AIRPORT.

WHEREAS, the lease to hangar aircraft with Loren F. Loerzel has been reviewed and recommended by the Columbus Board of Airport Commissioners for approval.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF COLUMBUS, NEBRASKA, that the lease to hangar aircraft with Loren F. Loerzel for Hangar No. 1240NE at Columbus Municipal Airport, a copy of which is attached hereto and incorporated herein by this reference, is hereby approved and the mayor is authorized, directed, and empowered to execute the same on behalf of the City of Columbus.

This resolution shall repeal all resolutions or portions thereof in conflict herewith.

INTRODUCED BY COUNCIL MEMBER _____

PASSED AND ADOPTED THIS ____ DAY OF _____, 2026.

_____
MAYOR

ATTEST:

_____
CITY CLERK

APPROVED AS TO FORM:

_____
CITY ATTORNEY

Accountability - Dedication
Honesty - Integrity - Respect

MEMORANDUM

DATE: 3-2-26

TO: Tara Vasicek

FROM: Ross Niedbalski

RE: Hangar lease with Loren F. Loerzel

RECOMMENDATION: I recommend approval of the hangar lease with Loren F. Loerzel for hangar 1240NE.

DISCUSSION: I recommend approving the hangar lease with Mr. Loerzel for hangar 1240NE on the south end of the airport. I feel he will be a good tenant at the airport.

ALTERNATIVE: To not approve the hangar lease.

SIGNATURE:

By: Ross Niedbalski

Approved By: _____

LEASE TO HANGAR AIRCRAFT

THIS AGREEMENT (herein referred to as either "Agreement" or "Lease") made effective as of this 1st day of February, 2026, by and between THE CITY OF COLUMBUS, a municipal corporation of the State of Nebraska, on behalf of Columbus Municipal Airport (hereinafter referred to as "City"), and LOREN F. LOERZEL (hereinafter referred to as "Lessee(s)").

IN CONSIDERATION OF THE MUTUAL PROMISES CONTAINED IN THIS AGREEMENT, THE PARTIES ACKNOWLEDGE AND AGREE AS FOLLOWS:

1. **LEASE OF HANGAR SPACE:** City hereby leases and grants to Lessee(s) the exclusive privilege of using the space in Hangar No. 1240NE at Columbus Municipal Airport (herein referred to as "Hangar" or "Premises"). This Lease is being granted for the sole purpose of hangaring/storing of Lessee(s) aircraft and/or aeronautical equipment.

2. **RENTAL SUM:** Lessee(s) shall pay to City an annual sum of One Thousand One Hundred Forty Dollars ($1,140). This annual sum shall be paid either in full by December 31 of the preceding year; or, in two semi-annual installments of Five Hundred Seventy Dollars ($570), due by December 31 of the preceding year and by June 30 of the Lease year. In situations where the initial Lease is entered into after January 1, the first-year annual sum rental amount shall be prorated based on the date of execution of the Lease.

   (A) **RENTAL SUM DISCOUNT:** Lessee(s) shall be entitled to an annual five percent (5%) discount of the annual sum if Lessee(s) submits to the airport manager at least twelve (12) receipts for aviation fuel purchased at any airport between January 1 and December 31 of the preceding year. Lessee(s) shall be entitled to an annual ten percent (10%) discount of the annual sum if Lessee(s) submits to the airport manager at least twenty-four (24) receipts for aviation fuel purchased at any airport between January 1 and December 31 of the preceding year. This discount will be capped at a maximum of ten percent (10%) annually.

   (B) **RENTAL SUM SUBJECT TO CHANGE:** Lessee(s) hereby specifically acknowledges and agrees that upon any renewal of the Lease as provided for in Paragraph 4 of this Agreement, the annual sum and rental amounts set forth in Paragraph 2 of this Agreement may be reviewed, reevaluated, and unilaterally increased by City to a sum set forth by resolution of the Mayor and City Council. Lessee(s) further agrees that it shall pay the revised/increased annual sum and rental amounts as required in this Agreement.

3. **LEASE TERM:** The term of this Lease is for a period of one year, from January 1 through December 31. If the Lease is entered into after January 1, then the Lease term shall be from the effective date until December 31 of that year.

4. **RENEWAL OF LEASE:** This Lease may be automatically and continuously renewed in one-year increments upon both the payment of the annual rental sum for the next year and the acceptance of said payment by the City. To renew the Lease the rental sum is to be paid by Lessee(s) to City on or before the due date as set forth in Paragraph 2. If Lessee(s) fails to pay the rental sum when due, City may serve a fifteen (15) day notice to Lessee(s) to pay or vacate the Hangar. Failure to pay the rental amount within said fifteen (15) day notice period shall, without action by City, terminate the Lease.

5. **STORAGE OF AIRCRAFT AND/OR EQUIPMENT ONLY:** Lessee(s) has rented the hangar space for the purpose of storing aircraft and/or aeronautical equipment and is prohibited from conducting any other use or activity on the Premises. Additionally, Lessee(s) shall not use the Premises for any commercial activity whatsoever, including, but not limited to, the offering of flight services to the general public, maintaining and repairing aircraft for the public, and storage of aircraft other than aircraft owned or leased by the Lessee(s).

   (A) **HAZARDOUS MATERIALS:** Lessee(s) shall also refrain from storing any items or materials on the Premises which would violate local or national fire codes and shall not store any gasoline, combustible liquids, or hazardous materials in the above-described hangar. Upon notice to Lessee(s) of the violation of Paragraph 5(A), Lessee(s) shall immediately remove such conditions that violate the local and national fire codes or any gasoline, combustible liquids, or hazardous material on the Premises.

6. **SPECIFIED AIRCRAFT AND REGISTRATION:** This Lease is for hangaring of the following aircraft:

N N7026M	N
Make Cessna	Make
Model C175	Model
No. of Engines 1	No. of Engines
Year 1958	Year
No. of Seats 4	No. of Seats

Lessee(s) (whether individual(s), partnership, LLC, or corporation) must have and maintain a majority legal ownership or majority leasehold interest in the above-described aircraft during the entire term of this Lease. Appropriate legal evidence of the Lessee(s) ownership or leasehold interest must be presented upon execution of this Lease and within ten (10) days following any change in Lessee(s) ownership or leasehold interest. Lessee(s) shall keep proof of aircraft ownership and appropriate/legal aircraft registration current with City. Evidence of proof of aircraft ownership and registration shall further be made available to City at any time upon demand of City and upon any renewal of this Lease as may be allowed herein.

7. **HANGAR DOORS, HANGAR LEFT UNATTENDED:** Lessee(s) hereby specifically agrees to keep the hangar door(s) closed at all times, other than during the times the Lessee(s) is moving aircraft in and out of the hangar space, to avoid

wind damage to the hangar. Lessee(s) shall not leave the hangar unattended for any period of time over sixty (60) minutes if the hangar door(s) is open. The hangar door(s) shall be locked at all times when Lessee(s) is not on the Premises. Lessee(s) assumes and agrees to pay for any damage caused to the hangar if and when the hangar door(s) is left open in violation of this provision. Failure to abide by this provision, whether or not damage occurs, will result in cancellation of this Lease at City's discretion.

8. **FIRE EXTINGUISHER REQUIRED:** Lessee(s) shall maintain a fire extinguisher or extinguishers, in good operating condition, containing dry chemical or halon 1211-type extinguishing agents readily available within the hangar space. There shall be one such fire extinguisher for each seventy-five feet (75') of travel within the hangar space.

9. **SPILL PREVENTION AND CLEANUP:** In accordance with requirements of City's Industrial Stormwater Permit issued through the State of Nebraska, Lessee(s) shall keep in the hangar at all times, a spill kit consisting of a securely covered bucket or tub that is clearly labeled as a Spill Kit, absorbent material of either floor dry or absorbent mats, rubber gloves, and trash bags. Lessee(s) shall place drip pans under any leaking aircraft or aviation equipment. Such drip pans must be properly emptied and cleaned on a regular basis with the contents being disposed of in a safe and appropriate manner. In the event of a spill, Lessee(s) shall immediately clean up the spill using contents of the spill kit and dispose of the waste by placing it securely in a trash bag and depositing it in a proper trash receptacle. If a spill is twenty-five (25) gallons or more, Lessee(s) shall contact the airport manager immediately.

10. **NON-INTERFERENCE WITH OTHER AIRPORT USES:** Lessee(s) shall not exercise any privileges granted by this agreement in such a way as to interfere with or adversely affect the use, operation, maintenance, or development of the airport.

11. **CONDITION OF PREMISES:** Lessee(s), at Lessee(s)'s sole cost and expense, agrees to maintain, repair, and keep in good order, condition, and appearance, the Premises, including the hangar structure, and the improvements constructed thereon, in a safe, clean, and sanitary condition. Lessee is expressly prohibited from materially altering the hangar structure, floor, walls, exterior, or adjoining common use areas, or constructing any structure or facility within the hangar, without the expressed written consent of City. Lessee(s) agrees that at the expiration of the term of this Agreement Lessee(s) shall yield possession of Premises to City, without further demand or notice, in as good order and condition as when the Lease was entered into by Lessee(s), excluding reasonable wear and tear. Lessee(s) shall repair any damage to the Premises occasioned by its use or the removal of Lessee(s)'s trade fixtures, furnishings, and equipment. Said repair shall include the patching and filling of holes and repair of structural damage.

12. **CITY NOT LIABLE FOR DAMAGE TO AIRCRAFT:** City shall not be liable for any damage to Lessee(s)'s aircraft, aeronautical equipment, or other property (personal or otherwise) while the same is stored or being moved to or from the hangar space.

13. **INDEMNITY AND INSURANCE REQUIRED:** City shall stand indemnified by Lessee(s) as herein provided. It is expressly understood by and between the parties hereto that Lessee(s) herein is, and shall be deemed to be, responsible to all parties for its respective acts and omissions and City shall in no way be responsible therefore. It is further agreed that in the use of the airport and Premises and the exercise or enjoyment of the privileges herein granted, Lessee(s) agrees to indemnify and hold harmless City, its employees, agents, officers, and volunteers, from any and all losses, damages, costs, expenses, liabilities, claims, demands, suits, attorney's fees, and judgements arising directly or indirectly from any negligence or manner related to Lessee(s) possession, occupancy, or use of the Premises.

Lessee(s) shall obtain an insurance policy in an amount of no less than One Million Dollars ($1,000,000) per occurrence to cover general liability which shall name and endorse the "City of Columbus" as additionally insured on the certificate of insurance and endorsement. The minimum amounts of said insurance required may be increased at the sole discretion of City. Proof of insurance shall be submitted to the city clerk's office upon the execution of this Lease and shall remain in full force throughout the term of this Lease. Any certificate of insurance with accompanying endorsement(s) provided must cover the term of the Lease and be updated before the expiration date. The certificate of insurance must list the owners or those having a leasehold interest in the aircraft as insured, as well as all authorized persons/pilots who would have access to the aircraft during the term of the Lease.

14. **CITY ACCESS TO HANGER:** City reserves the right to control access to the Premises in order to regulate the orderly and efficient operation of the airport. City and its designated agents, employees, and volunteers shall at all times have reasonable access to the Premises for the purpose of inspection and to determine compliance with the provisions of this Lease and the Rules and Regulations of Columbus Municipal Airport. Lessee(s) shall lock the door(s) to the hangar space in order to protect Lessee(s)'s property kept in the hangar with locking devices and keys provided and owned by City.

15. **CITY IMPROVEMENTS:** City reserves the right, but it shall not be obligated to Lessee(s), to maintain and keep in repair all publicly owned facilities at Columbus Municipal Airport; and, further, to develop or improve the landing areas and air navigation facilities of Columbus Municipal Airport. Said improvements may be done at City's sole discretion and without interference or hindrance by Lessee(s). City's obligation for repairs or maintenance to the Premises shall extend only to maintain the hangar space in a fit and usable condition suitable for the purpose of hangaring aircraft.

16. **OBEYING RULES OF AIRPORT AND THE LAW:** Lessee(s) affirms that it has read and fully understands the Rules and Regulations of Columbus Municipal Airport. Lessee(s) acknowledges City may decide at its sole discretion to change or amend the Rules and Regulations of Columbus Municipal Airport. Lessee(s) and its employees and agents shall obey the rules and regulations adopted and amended by City or its authorized agents in charge of the airport. Lessee(s) and its employees and agents shall observe and obey regulations as may be promulgated by the United

States, or any department or agency thereof, and by the State of Nebraska, as the same may relate to the privileges provided to Lessee(s) under this Agreement.

17. **NON-DISCRIMINATION:** Lessee(s) as part of the consideration of this agreement, does hereby covenant and agree that:

    (A) No person on the grounds of race, creed, color, sex, disability, or national origin shall be subjected to discrimination in the use of the facilities; and

    (B) Lessee(s) shall use the hangar space in compliance with all other requirements imposed pursuant to 49 CFR Part 21, Nondiscrimination in Federally Assisted Program of the Department of Transportation, and as said regulations may be amended.

18. **TAXATION:** In the event that the subject hangar space shall at any time become subject to taxation by virtue of this Agreement or the use thereof by Lessee(s), Lessee(s) shall pay such taxes as shall be attributable to such use before they become delinquent.

19. **NOTICES:** The parties expressly agree for the purposes of notice, including legal service of process during the term of this Agreement, the following named individuals shall be the authorized representatives of the parties:

    - City: City of Columbus
      Columbus Municipal Airport
      Attn: Airport Manager
      PO Box 1677
      Columbus, NE 68602-1677

    - Lessee(s): Loren F. Loerzel
      1192 S 13th Avenue
      Blair, NE 68008

    or such other representative at such address as either party may designate by written notice to the other party in accordance with Paragraph 18. All notices, requests, demands, or other communications under this Agreement shall be in writing and shall be deemed to have been given the date of service if served personally on the party to whom notice is given; or, on the fourth (4th) day after mailing if mailed to the party to whom notice is to be given, by first class mail, registered mail, or certified mail, with postage prepaid and properly addressed as shown above.

20. **DEFAULT:** City and Lessee(s) agree that every condition, covenant, and provision of this Lease is material and reasonable. Any breach by Lessee(s) of a condition, covenant, or provision of this Lease will constitute a material breach and a default of Lessee(s)'s obligations under this Lease, including, but not limited to:

    (A) Failure of Lessee(s) to abide by any provision(s) of this Lease.
    (B) Abandonment of the property by Lessee(s).

(C) Failure of Lessee(s) to make the rental payment as required under this Lease.
(D) Failure of Lessee(s) to keep current or provide proof of aircraft ownership and registration.
(E) Lessee(s), for any reason, fails to maintain insurance coverage which is required pursuant to this Agreement.
(F) Lessee(s) files a voluntary petition under the Bankruptcy Act of the United States, or is judged bankrupt under such act, or is the subject of a petition filed in federal or state court for the appointment of a trustee or receiver in bankruptcy or insolvency, or makes a general assignment for the benefit of creditors.
(G) Violation of any of the Rules and Regulations of Columbus Municipal Airport by Lessee(s).
(H) Discovery by City that any material information provided by Lessee(s) related to this Lease is/was materially false.
(I) Unapproved or unauthorized transfer of any interest acquired under this Agreement by Lessee(s).
(J) Use of Premises for unlawful purposes by Lessee(s).
(K) Maintaining, committing, or permitting the maintenance or commission of a nuisance on the Premises by Lessee(s).
(L) Occurrence of any other event described as constituting an "Event of Default" listed elsewhere in this Lease.

Upon a material breach and default, Lessee(s) shall be provided with written notice and demand to cure said material default(s). Said notice shall give the Lessee(s) fifteen (15) days after receipt of written notice to cure the material default(s).

21. **TERMINATION OF AGREEMENT:** This Agreement may be terminated either for cause by City or by the election of either party as follows:

(A) **TERMINATION FOR CAUSE:** In the event the Lessee(s) is in material default of this Lease as set forth in Paragraph 19, and such default is not cured within fifteen (15) days after receipt of written notice of default from City, then City at its sole discretion, may terminate this Lease effective immediately by written notice to Lessee(s). If Lessee(s) violates paragraph 5(A) regarding hazardous materials, and Lessee(s) does not immediately remove or cure such violations, then Lessee(s) is in immediate material breach and default of the Lease and the Lease is subject to immediate termination at City's sole discretion.

(B) **TERMINATION AT ELECTION OF THE PARTIES:** Either party may terminate this Agreement by providing to the other party at least thirty (30) days written notice of intent to terminate. This time frame may be waived by City at its sole discretion.

In the event of the termination as provided herein during a year in which the Lessee(s) has prepaid, the Lessee(s) shall receive a refund of a prorated portion of the advanced payment made under Paragraph 2.

Upon the Date of Termination, Lessee(s) shall vacate the Premises and immediately remove all property (including aircraft, aeronautical equipment, and all other property) from the Premises. If Lessee fails to vacate the Premises or fails to remove any and all property from the Premises, City may seek to reenter and recover possession of the Premises by any lawful means. City may also, at its election, dispose of any remaining property in the appropriate manner provided for by law, and charge all costs associated with such disposal to Lessee(s). City will deem any property remaining on the Premises as having been abandoned by Lessee(s).

22. **ASSIGNMENT OF LEASE:** Lessee(s) shall not have the right to sub-let, assign, transfer, or in any manner re-lease any part of the described Premises. Any attempts to do so without City's expressed written approval shall be null and void.

23. **GOVERNING LAW:** This Lease shall be governed by and construed in accordance with the laws of the City of Columbus, the State of Nebraska, and federal law. Lessee(s) shall comply with all said laws. By signing this Lease, City and Lessee(s) hereby submit to personal and subject matter jurisdiction of the State of Nebraska in Platte County of any dispute between City and Lessee(s). To the extent possible, the parties waive their rights to a jury trial.

24. **BINDING EFFECT:** This Agreement shall extend to and be binding upon any heirs, personal representatives, successors, and assigns of the parties hereto.

25. **NON-WAIVER:** No waiver by City of any default or breach of this Agreement shall operate as a waiver of any other default or of the same default on a future occasion.

26. **SURVIVABILITY:** Invalidation of any one or more of the provisions of this Agreement by judgment or court order shall in no way affect any other provision(s) of the Agreement and all which other provisions shall remain in full force and effect.

27. **CAPTION HEADINGS:** Caption Headings in this Agreement are for convenience only and are not to be used to interpret or define the provisions of the Agreement.

28. **AUTHORIZATION:** Lessee(s)'s execution, delivery, and performance of this Agreement has been duly authorized by all necessary action by the Lessee(s) and does not conflict with, result in a violation of, or constitute a default under any provision of any agreement or other instrument binding upon the Lessee(s), with any law, regulation, or court order that is applicable to the Lessee(s) in any way.

29. **FULL INTEGRATION:** This is a fully integrated Agreement and supersedes any and all prior agreements, whether oral or written, between the parties; and, this Agreement embodies a full and complete understanding of the parties.

Recommended by:

COLUMBUS MUNICIPAL AIRPORT

Airport Manager Date

BOARD OF AIRPORT COMMISSIONERS

Chair Date

Executed by:

CITY OF COLUMBUS, NEBRASKA

Mayor Date

Attest:

City Clerk

LESSEE(S)

Loren Loerzel 1-2-26
Signature Date

Loren Loerzel
Printed Name

1192 S 13 17th., Blair Nebraska
Address

217 620 4203
Phone Number

Loren.Loerzel@Yahoo.com
Email

Signature Date

Printed Name

Address

Phone Number

Email

APPROVED AS TO FORM:

CITY ATTORNEY

4.D. Resolution No. R26-43 authorizing payment of various improvement projects.

DRAFT

RESOLUTION NO. R26-43

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF COLUMBUS, NEBRASKA, TO AUTHORIZE AND DIRECT THAT A CHECK BE ISSUED AND MADE PAYABLE TO THE RESPECTIVE CONTRACTOR(S) FOR LABOR, EQUIPMENT, AND MATERIALS FURNISHED FOR IMPROVEMENTS IN THE FOLLOWING DESIGNATED DISTRICTS AND PROJECTS WITHIN THE CITY OF COLUMBUS, ALL AS SET FORTH ON THE ATTACHED CERTIFICATES OF PROGRESS PREPARED BY THE RESPECTIVE SPECIAL ENGINEER TO WIT: B-D CONSTRUCTION, INC., ROSELAWN CEMETERY MAINTENANCE BUILDING ADDITION, $5,472.41.

WHEREAS, the mayor and council of the City of Columbus, Nebraska, hereby find and determine that pursuant to contract, labor, equipment, and materials have been furnished for improvements in the following designated districts and projects within said City, to wit:

B-D Construction, Inc. Roselawn Cemetery Maint. Bldg $ 5,472.41

that the respective special engineer has prepared and filed with the city clerk a certificate of progress respecting said improvements, copies of which are attached and are hereby incorporated herein by reference and made a part hereof as if fully set forth herein; and that pursuant to said contract, the plans, specifications, and said certificate of progress, there is due the respective contractor on account the amount as set forth in the attached.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF COLUMBUS, NEBRASKA, that the said improvements in the aforesaid districts and projects and the respective certificate of progress be and are hereby accepted and adopted; that a check be issued and made payable to the respective contractor in the amount and in the manner as set forth in the respective certificate of progress; that each check shall be drawn on the appropriate and respective fund; that each check shall be redeemed and paid upon collection of special assessments and sale of various purpose bonds at the completion of each of said districts and projects.

INTRODUCED BY COUNCIL MEMBER_____

PASSED AND ADOPTED THIS _____ DAY OF _____, 2026.

_____
MAYOR

APPROVED AS TO FORM:

_____
CITY ATTORNEY

ATTEST:

_____
CITY CLERK

100-140-57200-20038 - 5,472.41

AIA Type Document

Application and Certification for Payment

TO (OWNER): City Of Columbus
2500 14th Street
Suite 3
Columbus, NE 68601

PROJECT: ROSELAWN CEMETARY MAINT BLDG

APPLICATION NO: 7-Final
PERIOD TO: 2/27/2026

DISTRIBUTION TO:
X OWNER
_ ARCHITECT
_ CONTRACTOR

FROM (CONTRACTOR): B-D Construction, Inc.
2154 East 32nd Avenue
Columbus, NE 68601

VIA (ARCHITECT): 1x2 Architecture
18410 Meredith Ave.
Omaha, NE 68022

ARCHITECT'S PROJECT NO: 25027

CONTRACT FOR: Roselawn Cemetery

CONTRACT DATE: 6/17/2025

CONTRACTOR'S APPLICATION FOR PAYMENT

Application is made for Payment, as shown below, in connection with the Contract.
Continuation Sheet, AIA Type Document is attached.

1. ORIGINAL CONTRACT SUM	$	237,688.00
2. Net Change by Change Orders	$	6,099.61
3. CONTRACT SUM TO DATE (Line 1 + 2)	$	243,787.61
4. TOTAL COMPLETED AND STORED TO DATE	$	243,787.61
5. RETAINAGE:		
a. 0.00 % of Completed Work	$	0.00
b. 0.00 % of Stored Material	$	0.00
Total retainage (Line 5a + 5b)	$	0.00
6. TOTAL EARNED LESS RETAINAGE (Line 4 less Line 5 Total)	$	243,787.61
7. LESS PREVIOUS CERTIFICATES FOR PAYMENT (Line 6 from prior Certificate)	$	238,315.20
8. CURRENT PAYMENT DUE	$	5,472.41
9. BALANCE TO FINISH, INCLUDING RETAINAGE (Line 3 less Line 6)	$	0.00

CHANGE ORDER SUMMARY	ADDITIONS	DEDUCTIONS
Total changes approved in previous months by Owner	6,099.61	0.00
Total approved this Month	0.00	0.00
TOTALS	6,099.61	0.00
NET CHANGES by Change Order	6,099.61	

The Undersigned Contractor certifies that to the best of the Contractor's knowledge, information and belief the work covered by this application for Payment has been completed in accordance with the Contract Documents, that all amounts have been paid by the Contractor for Work for which previous Certificates for Payment were issued and payments received from the owner, and that current payment shown herein is now due.

CONTRACTOR: B-D Construction, Inc.
2154 East 32nd Avenue Columbus, NE 68601

By: Bryan L. Kearney Date: 2.27.26
Bryan L. Kearney / Project Manager

State of: NE

County of: Platte

Subscribed and Sworn to before me this 27th Day of Febr. 20 26

Notary Public: Cheryl L Brewer

My Commission Expires: May 19, 2029

GENERAL NOTARY - State of Nebraska
CHERYL L BREWER
My Comm. Exp. May 19, 2029

ARCHITECT'S CERTIFICATE FOR PAYMENT

In Accordance with the Contract Documents, based on on-site observations and the data comprising the above application, the Architect certifies to owner that to the best of the Architect's knowledge, information and belief the Work has progressed as indicated, the quality of the work is in accordance with the Contract Documents, and the Contractor is entitled to payment of the AMOUNT CERTIFIED.

AMOUNT CERTIFIED $ 5,472.41

(Attach explanation if amount certified differs from the amount applied. Initial all figures on this Application and on the Continuation Sheet that are changed to conform to the amount certified.)

ARCHITECT:
By: Richard J Bazis Date: 3-10-2026

This Certificate is not negotiable. The AMOUNT CERTIFIED is payable only to the Contractor named herein. Issuance, Payment and acceptance of payment are without prejudice to any rights of the Owner or Contractor under this Contract.

AIA Type Document
Application and Certification for Payment

TO (OWNER): City Of Columbus
2500 14th Street
Suite 3
Columbus, NE 68601

PROJECT: ROSELAWN CEMETARY MAINT BLDG

APPLICATION NO: 7
PERIOD TO: 2/27/2026

DISTRIBUTION TO:
_ OWNER
_ ARCHITECT
_ CONTRACTOR

FROM (CONTRACTOR): B-D Construction, Inc.
2154 East 32nd Avenue
Columbus, NE 68601

VIA (ARCHITECT): 1x2 Architecture
18410 Meredith Ave.
Omaha, NE 68022

ARCHITECT'S PROJECT NO: 25027

CONTRACT FOR: Roselawn Cemetery

CONTRACT DATE: 6/17/2025

ITEM	DESCRIPTION	SCHEDULE VALUE	PREVIOUS APPLICATIONS	COMPLETED THIS PERIOD	STORED MATERIAL	COMPLETED STORED	%	BALANCE	RETAINAGE
1	General Conditions	11,582.00	11,582.00	0.00	0.00	11,582.00	100.00	0.00	0.00
2	Professional Design	29,050.00	29,050.00	0.00	0.00	29,050.00	100.00	0.00	0.00
3	Demoliton	1,200.00	1,200.00	0.00	0.00	1,200.00	100.00	0.00	0.00
4	Reinforcing Steel	2,973.00	2,973.00	0.00	0.00	2,973.00	100.00	0.00	0.00
5	Concrete Foundations	10,800.00	10,800.00	0.00	0.00	10,800.00	100.00	0.00	0.00
6	Concrete Flatwork	11,456.00	11,456.00	0.00	0.00	11,456.00	100.00	0.00	0.00
7	Rough Carpentry	2,888.00	2,888.00	0.00	0.00	2,888.00	100.00	0.00	0.00
8	Thermal Insulation	5,087.00	5,087.00	0.00	0.00	5,087.00	100.00	0.00	0.00
9	Metal Doors & Hardware	6,259.00	6,259.00	0.00	0.00	6,259.00	100.00	0.00	0.00
10	Overhead Doors	7,936.00	7,936.00	0.00	0.00	7,936.00	100.00	0.00	0.00
11	Gypsum Board	2,450.00	2,450.00	0.00	0.00	2,450.00	100.00	0.00	0.00
12	Painting	2,007.00	2,007.00	0.00	0.00	2,007.00	100.00	0.00	0.00
13	Pre-Engineered Steel	48,768.00	48,768.00	0.00	0.00	48,768.00	100.00	0.00	0.00
14	Plumbing | Trench Drains	19,494.00	19,494.00	0.00	0.00	19,494.00	100.00	0.00	0.00
15	HVAC	33,416.00	33,416.00	0.00	0.00	33,416.00	100.00	0.00	0.00
16	Electrical	25,502.00	25,502.00	0.00	0.00	25,502.00	100.00	0.00	0.00
17	Earthwork	8,904.00	8,904.00	0.00	0.00	8,904.00	100.00	0.00	0.00
18	Performance Bond	3,571.00	3,571.00	0.00	0.00	3,571.00	100.00	0.00	0.00
19	Code Review	555.00	555.00	0.00	0.00	555.00	100.00	0.00	0.00
20	Overhead & Profit	15,990.00	15,990.00	0.00	0.00	15,990.00	100.00	0.00	0.00
21	Design Already Invoiced For Prior to GMP Amdendment	-12,200.00	-12,200.00	0.00	0.00	-12,200.00	100.00	0.00	0.00

TO (OWNER): City Of Columbus
2500 14th Street
Suite 3
Columbus, NE 68601

PROJECT: ROSELAWN CEMETARY MAINT BLDG

APPLICATION NO: 7
PERIOD TO: 2/27/2026

DISTRIBUTION TO:
_ OWNER
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VIA (ARCHITECT): 1x2 Architecture
18410 Meredith Ave.
Omaha, NE 68022

ARCHITECT'S PROJECT NO: 25027

CONTRACT FOR: Roselawn Cemetery

CONTRACT DATE: 6/17/2025

ITEM	DESCRIPTION	SCHEDULE VALUE	PREVIOUS APPLICATIONS	COMPLETED THIS PERIOD	STORED MATERIAL	COMPLETED STORED	%	BALANCE	RETAINAGE
22	Paint Existing Restroom Walls	627.20	627.20	0.00	0.00	627.20	100.00	0.00	0.00
23	Replace Electrical Panel	3,165.28	0.00	3,165.28	0.00	3,165.28	100.00	0.00	0.00
24	Replace Steel Entrance Door	2,307.13	0.00	2,307.13	0.00	2,307.13	100.00	0.00	0.00
	REPORT TOTALS	$243,787.61	$238,315.20	$5,472.41	$0.00	$243,787.61	100.00	$0.00	$0.00

4.E. Payroll and bills on file.

Vendor Code / Post Date	Vendor Name / Activity	Inv/Check #	Description	Invoice Amt	Check Amt
11467	7M CLEANING SOLUTIONS LLC				
03/17/2026	INVOICE	1025	CLEANING CENTRAL MAINTENANCE	400.00	
			Total:	400.00	
			Net of 1 Invoices / 0 Checks	400.00	
02359	911 CUSTOM LLC				
03/17/2026	INVOICE	63318	SURVIVAL ARMOR PALADIN	875.00	
03/17/2026	INVOICE	63705	BLACKINTON B736 BADGE	145.00	
			Total:	1,020.00	
			Net of 2 Invoices / 0 Checks	1,020.00	
02057	A TO Z MESSAGING				
03/17/2026	INVOICE	20964	ANSWERING SERVICE	148.50	
			Total:	148.50	
			Net of 1 Invoices / 0 Checks	148.50	
11323	ABDO BOOKS				
03/17/2026	INVOICE	0089259	MATERIALS	1,099.95	
03/17/2026	INVOICE	0089261	MATERIALS	1,191.55	
03/17/2026	INVOICE	0089263	MATERIALS	6,300.15	
			Total:	8,591.65	
			Net of 3 Invoices / 0 Checks	8,591.65	
00116	ACE HARDWARE & GARDEN CNT				
03/17/2026	INVOICE	217907/5	ROLLER COVER	9.98	
03/17/2026	INVOICE	217921/5	NUTS, BOLTS, SCREWS	2.04	
03/17/2026	INVOICE	217922/5	NUTS, BOLTS, SCREWS	2.58	
03/17/2026	INVOICE	217963/5	PAPER TOWELS	3.89	
03/17/2026	INVOICE	217979/5	GARDEN SPRAYER, CLEANER, NUTS, BOLTS, SCREW	38.47	
03/17/2026	INVOICE	217984/5	DUAL AIR CHUCK, AIR PLUG	12.58	
03/17/2026	INVOICE	217985/5	SF CONSTRACTOR 3/4IN 50FT	54.99	
03/17/2026	INVOICE	218010/5	AUTO THREADLOCKER	9.67	
03/17/2026	INVOICE	218023/5	WOOD GLUE, DRY ERASE MARKER	21.98	
03/17/2026	INVOICE	218030/5	ELEC TAPE	3.99	
03/17/2026	INVOICE	218043/5	FLAT WASHERS	35.96	
03/17/2026	INVOICE	218062/5	HACKSAW	12.99	
03/17/2026	INVOICE	218122/5	SOLDER PLUMBERS KIT, AJAX, 90D ELBOW	41.76	
03/17/2026	INVOICE	218123/5	PHILIP PN SMS	27.48	
03/17/2026	INVOICE	218124/5	COMPRSN SLEEVE, VINYL TUBING	5.76	
			Total:	284.12	
			Net of 15 Invoices / 0 Checks	284.12	
00294	AMERITAS LIFE INSURANCE CORP				
03/17/2026	INVOICE	56020260310094044	RECORDKEEPING	750.00	
			Total:	750.00	
			Net of 1 Invoices / 0 Checks	750.00	
00587	AQUA-PURE INC				
03/17/2026	INVOICE	COLNE022826	MONTHLY SERVICE CONTRACT - SOUTH & NORTH WE	7,761.95	

Vendor Code / Post Date	Vendor Name / Activity	Inv/Check #	Description	Invoice Amt	Check Amt
			Total:	7,761.95	
			Net of 1 Invoices / 0 Checks	7,761.95	
11180	ARMOR EQUIPMENT				
03/17/2026	INVOICE	0065742-IN	ADAPTER, CLOSE NIPPLE, BALL VALVE	145.80	
			Total:	145.80	
			Net of 1 Invoices / 0 Checks	145.80	
10561	ARNOLD MOTOR SUPPLY				
03/17/2026	INVOICE	78NV176072	AIR FILTER	32.66	
03/17/2026	INVOICE	78NV176344	OIL & CABIN FILTER, PM 5W30 SYN	67.60	
03/17/2026	INVOICE	78NV175961	CABIN AIR FILTER	13.27	
03/17/2026	INVOICE	78NV175964	AIR FILTER	59.05	
03/17/2026	INVOICE	78NV177070	DISC BRAKE PADS	62.95	
03/17/2026	INVOICE	78NV176707	GUNK ENGINE BRITE	17.97	
03/17/2026	INVOICE	78NV176586	12V 775 SERIES AUTO BATTERY	353.16	
03/17/2026	INVOICE	78NV176754	FUEL FILTER	74.70	
03/17/2026	INVOICE	78NV176683	OIL,CABIN AIR, AIR & HYDRAULIC FILTERS	277.76	
03/17/2026	INVOICE	78NV176661	AIR & FUEL FILTERS	121.79	
03/17/2026	INVOICE	78NV176695	F/W SEPARATOR FILTER	74.58	
03/17/2026	INVOICE	78NV176929	OIL, AIR & FUEL FILTERS, PM 5W20 SYN	60.60	
03/17/2026	INVOICE	78CR021005	CREDIT - F/W SEPARATOR FILTER, FUEL FILTER	(152.04)	
03/17/2026	INVOICE	78NV177191	PRIME 50/50 55 GAL	484.30	
03/17/2026	INVOICE	78NV177361	AIR FILTER	33.59	
03/17/2026	INVOICE	78NV177600	ALUMA-KLEAN SOAP	150.00	
03/17/2026	INVOICE	78NV177618	PM 5W20 SYN, OIL FILTER	50.00	
03/17/2026	INVOICE	78NV177457	IRIDIUM FINE WIRE	73.68	
			Total:	1,855.62	
			Net of 18 Invoices / 0 Checks	1,855.62	
00107	AT&T MOBILITY				
03/17/2026	INVOICE	287354145770X02282	CELL PHONE JAN 22 - FEB 21	201.59	
03/17/2026	INVOICE	287358635002X02282	CELL PHONE JAN 22 - FEB 21	91.22	
03/17/2026	INVOICE	287358632498X02282	CELL PHONE JAN 22 - FEB 21	221.28	
03/17/2026	INVOICE	287358544960X02282	CELL PHONES JAN 22 - FEB 21	1,075.36	
			Total:	1,589.45	
			Net of 4 Invoices / 0 Checks	1,589.45	
11463	AT&T MOBILITY-CC				
03/17/2026	INVOICE	GGH022026	TABLETS 2/05/26 - 3/04/26	446.60	
03/17/2026	INVOICE	GGV022026	TABLETS 2/05/26 - 3/04/26	1,234.50	
			Total:	1,681.10	
			Net of 2 Invoices / 0 Checks	1,681.10	
10663	AUXIANT				
03/17/2026	INVOICE	3122026FLEX	FLEX FUNDING	4,459.99	
03/17/2026	INVOICE	3132026HEALTH	HEALTH FUNDING	47,742.12	
03/17/2026	INVOICE	3052026FLEX	FLEX FUNDING	5,288.83	
03/17/2026	INVOICE	3052026HEALTH	HEALTH FUNDING	114,243.92	
			Total:	171,734.86	
			Net of 4 Invoices / 0 Checks	171,734.86	

Vendor Code / Post Date	Vendor Name / Activity	Inv/Check #	Description	Invoice Amt	Check Amt
02344	BAIRD HOLM LLP				
03/17/2026	INVOICE	352495	TAX INCREMENT FINANCE	324.00	
			Total:	324.00	
			Net of 1 Invoices / 0 Checks	324.00	
03119	B-D CONSTRUCTION INC				
03/17/2026	INVOICE	7 FINAL	ROSELAWN CEMETARY MAINT BLDG	5,472.41	
			Total:	5,472.41	
			Net of 1 Invoices / 0 Checks	5,472.41	
00461	BEHLEN TOWING LLC				
03/17/2026	INVOICE	34463	TOWING	150.00	
03/17/2026	INVOICE	34492	TOWING	150.00	
03/17/2026	INVOICE	34495	TOWING	150.00	
03/17/2026	INVOICE	31013	TOWING	150.00	
			Total:	600.00	
			Net of 4 Invoices / 0 Checks	600.00	
11324	BENCHMARK GOVERNMENT SOLUTIONS LLC				
03/17/2026	INVOICE	23546	MEALS - POPPE	529.85	
			Total:	529.85	
			Net of 1 Invoices / 0 Checks	529.85	
11132	BERGANKDV LLC				
03/17/2026	INVOICE	1278544	PROGRESS BILLING FOR AUDIT	30,000.00	
			Total:	30,000.00	
			Net of 1 Invoices / 0 Checks	30,000.00	
03256	BLACK HILLS ENERGY				
03/17/2026	INVOICE	0778 7198 98 MAR 2	NATURAL GAS	147.75	
03/17/2026	INVOICE	0815 1921 72 MAR 2	NATURAL GAS	518.78	
03/17/2026	INVOICE	0975 7626 75 MAR 2	NATURAL GAS	931.13	
03/17/2026	INVOICE	1450 5796 12 MAR 2	NATURAL GAS	170.70	
03/17/2026	INVOICE	2278 6168 20 MAR 2	NATURAL GAS	92.88	
03/17/2026	INVOICE	3343 6679 78 MAR 2	NATURAL GAS	74.00	
03/17/2026	INVOICE	4086 6115 74 MAR 2	NATURAL GAS	74.00	
03/17/2026	INVOICE	4447 5106 07 MAR 2	NATURAL GAS	188.96	
03/17/2026	INVOICE	4665 9615 35 MAR 2	NATURAL GAS	72.03	
03/17/2026	INVOICE	5048 9157 09 MAR 2	NATURAL GAS	81.27	
03/17/2026	INVOICE	5317 1214 84 MAR 2	NATURAL GAS	82.00	
03/17/2026	INVOICE	5389 9420 88 MAR 2	NATURAL GAS	106.19	
03/17/2026	INVOICE	5431 5180 01 MAR 2	NATURAL GAS	149.57	
03/17/2026	INVOICE	5915 3548 20 MAR 2	NATURAL GAS	102.95	
03/17/2026	INVOICE	6007 1329 48 MAR 2	NATURAL GAS	1,778.54	
03/17/2026	INVOICE	6310 3990 85 MAR 2	NATURAL GAS	464.14	
03/17/2026	INVOICE	6942 7542 63 MAR 2	NATURAL GAS	166.58	
03/17/2026	INVOICE	7226 0844 98 MAR 2	NATURAL GAS	251.80	
03/17/2026	INVOICE	7504 0422 35 MAR 2	NATURAL GAS	96.75	
03/17/2026	INVOICE	8429 6210 02 MAR 2	NATURAL GAS	715.31	
03/17/2026	INVOICE	9767 8260 47 MAR 2	NATURAL GAS	64.14	

Vendor Code / Post Date	Vendor Name / Activity	Inv/Check #	Description	Invoice Amt	Check Amt
			Total:	6,329.47	
			Net of 21 Invoices / 0 Checks	6,329.47	
11515	BLOEBAUM JANA				
03/17/2026	INVOICE	3.17.2026	REFUND OVER PAYMENT FOR LIFEGUARD TRAINING	125.00	
			Total:	125.00	
			Net of 1 Invoices / 0 Checks	125.00	
00240	BOUND TREE MEDICAL LLC				
03/17/2026	INVOICE	86121560	QUICK CLOT GAUZE	783.80	
03/17/2026	INVOICE	86119058	SENSOR, MASIMO	839.90	
03/17/2026	INVOICE	86119059	LANCETS, I-GEL O2 RESUS PACK	334.24	
			Total:	1,957.94	
			Net of 3 Invoices / 0 Checks	1,957.94	
02513	BULKLEY JIM				
03/17/2026	INVOICE	2.26.2026	REIMBURSE MILEAGE & PARKING LARM CONFERENCE	105.25	
			Total:	105.25	
			Net of 1 Invoices / 0 Checks	105.25	
10604	CASEY'S MAIL SERVICE LLC				
03/17/2026	INVOICE	5495	WATER STATEMENTS, EXTRA POSTAGE	5,408.75	
03/17/2026	INVOICE	5498	LIBRARY/MEDIA MAIL	824.32	
			Total:	6,233.07	
			Net of 2 Invoices / 0 Checks	6,233.07	
11387	CENGAGE LEARNING INC				
03/17/2026	INVOICE	999102408795	MATERIALS	56.23	
			Total:	56.23	
			Net of 1 Invoices / 0 Checks	56.23	
10919	CENTRAL PROGRAMS INC				
03/17/2026	INVOICE	PINV150153	MATERIALS	1,774.62	
			Total:	1,774.62	
			Net of 1 Invoices / 0 Checks	1,774.62	
10795	CHESTERMAN COMPANY				
03/17/2026	INVOICE	11966630	MONSTER, LEMONADE, POP	86.17	
			Total:	86.17	
			Net of 1 Invoices / 0 Checks	86.17	
11198	CHOAT SHURAYA				
03/17/2026	INVOICE	2.24.2026	REIMBURSE MILEAGE - MIDWINTER CONFERENCE	114.55	
			Total:	114.55	
			Net of 1 Invoices / 0 Checks	114.55	
10642	CHROME N' STEEL TRUCK & TRAILER LLC				
03/17/2026	INVOICE	13117	RADIATOR	1,550.00	

Vendor Code / Post Date	Vendor Name / Activity	Inv/Check #	Description	Invoice Amt	Check Amt
			Total:	1,550.00	
			Net of 1 Invoices / 0 Checks	1,550.00	
00567	CITY OF COLUMBUS				
03/17/2026	INVOICE	300-44995-00 MAR 2	WATER & SEWER	103.72	
03/17/2026	INVOICE	300-57934-00 MAR 2	WATER & SEWER	430.21	
03/17/2026	INVOICE	100-06700-03 MAR 2	WATER & SEWER	113.37	
03/17/2026	INVOICE	300-54059-00 MAR 2	WATER & SEWER	151.95	
03/17/2026	INVOICE	200-39575-00 MAR 2	WATER & SEWER	27.12	
03/17/2026	INVOICE	200-37998-00 MAR 2	WATER & SEWER	231.23	
03/17/2026	INVOICE	200-21982-00 MAR 2	WATER & SEWER	241.56	
03/17/2026	INVOICE	100-13650-01 MAR 2	WATER & SEWER	303.14	
03/17/2026	INVOICE	300-45762-00 MAR 2	WATER & SEWER	47.87	
03/17/2026	INVOICE	200-21960-05 MAR 2	WATER & SEWER	135.11	
03/17/2026	INVOICE	300-45761-00 MAR 2	WATER & SEWER	25.82	
03/17/2026	INVOICE	300-62105-00 MAR 2	WATER & SEWER	27.12	
03/17/2026	INVOICE	300-62155-00 MAR 2	WATER & SEWER	47.79	
03/17/2026	INVOICE	200-41055-00 MAR 2	WATER & SEWER	29.19	
03/17/2026	INVOICE	100-06690-02 MAR 2	WATER & SEWER	80.59	
03/17/2026	INVOICE	300-49615-00 MAR 2	WATER & SEWER	17.14	
03/17/2026	INVOICE	300-44985-02 MAR 2	WATER & SEWER	27.12	
03/17/2026	INVOICE	300-47518-00 MAR 2	WATER & SEWER	50.55	
03/17/2026	INVOICE	300-57935-00 MAR 2	WATER & SEWER	1,396.95	
03/17/2026	INVOICE	300-57936-00 MAR 2	WATER & SEWER	106.48	
03/17/2026	INVOICE	300-57937-00 MAR 2	WATER & SEWER	272.01	
03/17/2026	INVOICE	300-44986-00 MAR 2	WATER & SEWER	110.61	
03/17/2026	INVOICE	200-39615-01 MAR 2	WATER & SEWER	117.25	
03/17/2026	INVOICE	300-57938-00 MAR 2	WATER & SEWER	103.04	
03/17/2026	INVOICE	400-70005-01 MAR 2	WATER & SEWER	201.65	
			Total:	4,398.59	
			Net of 25 Invoices / 0 Checks	4,398.59	
00262	CLUB PROPHET SYSTEMS				
03/17/2026	INVOICE	INV3841342	MONTHLY TEE SHEET, ONLINE RESERVATION	517.00	
			Total:	517.00	
			Net of 1 Invoices / 0 Checks	517.00	
02542	CNC REPAIR LLC				
03/17/2026	INVOICE	8442	LOF, CABIN AIR FILTER, WIPER BLADES - VIN #:	184.04	
03/17/2026	INVOICE	8461	REPLACE EVAP PURGE SOLENOID - VIN #7979	357.30	
03/17/2026	INVOICE	8489	TRANSMISSION SERVICE, SPARK PLUGS - VIN #16:	894.98	
03/17/2026	INVOICE	8506	LOF - VIN #4596	58.55	
03/17/2026	INVOICE	8507	LOF, AIR FILTER - VIN #2269	76.79	
03/17/2026	INVOICE	8517	LOF, CABIN AIR FILTER, BRAKE PADS & ROTORS ·	637.39	
03/17/2026	INVOICE	8567	LOF, AIR FILTER - VIN #9729	74.27	
03/17/2026	INVOICE	8577	4 TIRES - VIN #9729	872.96	
03/17/2026	INVOICE	8590	REPLACE SEATBELT - VIN #0363	528.38	
03/17/2026	INVOICE	8608	LOF - VIN #9304	55.07	
03/17/2026	INVOICE	8206	LOF - VIN #1630	52.30	
03/17/2026	INVOICE	8207	LOF - VIN #4596	58.30	
03/17/2026	INVOICE	8210	TIRE - VIN #0363	229.71	
03/17/2026	INVOICE	8218	LOF - VIN #4677	52.30	
03/17/2026	INVOICE	8260	LOF, TIRE REPAIR - VIN #9729	78.05	
03/17/2026	INVOICE	8296	LOF - VIN #9304	58.55	

Vendor Code / Post Date	Vendor Name / Activity	Inv/Check #	Description	Invoice Amt	Check Amt
03/17/2026	INVOICE	8307	LOF - VIN #0363	58.55	
03/17/2026	INVOICE	8363	LOF, TPMS SENSOR	248.77	
03/17/2026	INVOICE	8378	LOF, SPARK PLUGS, IGNITION COIL BOOTS - VIN	499.40	
03/17/2026	INVOICE	8412	LOF, BATTERY - VIN #9974	313.30	
03/17/2026	INVOICE	8416	LOF - VIN #6325	52.55	
03/17/2026	INVOICE	8437	TIRE REPAIR - VIN #0363	39.00	
			Total:	5,480.51	
			Net of 22 Invoices / 0 Checks	5,480.51	
03141	COLUMBUS COMMUNITY HOSPITAL				
03/17/2026	INVOICE	ACLS2026	ACLS PROVIDER MANUAL	106.10	
03/17/2026	INVOICE	10002274	CLIENT BILLING	2,186.56	
			Total:	2,292.66	
			Net of 2 Invoices / 0 Checks	2,292.66	
10768	COLUMBUS CREDIT SERVICES				
03/17/2026	INVOICE	ACCTY150 FEBR 26	COLLECTIONS	500.68	
			Total:	500.68	
			Net of 1 Invoices / 0 Checks	500.68	
00036	COLUMBUS CUSTOM EMBROIDERY				
03/17/2026	INVOICE	60257	CLOTHING - LEVANDER QM	370.00	
			Total:	370.00	
			Net of 1 Invoices / 0 Checks	370.00	
01638	COLUMBUS FAMILY RESOURCE CTR				
03/17/2026	INVOICE	03/05/2026	MONTHLY LEASE PAYMENT	11,491.30	
03/17/2026	INVOICE	FEBRUARY ADJUSTMEN	ADJUSTMENT FOR COST OF LIVING INCREASE	225.32	
			Total:	11,716.62	
			Net of 2 Invoices / 0 Checks	11,716.62	
02011	COLUMBUS MOTOR COMPANY				
03/17/2026	INVOICE	80033	INSTALL SCR CAT	2,898.55	
			Total:	2,898.55	
			Net of 1 Invoices / 0 Checks	2,898.55	
11093	CONNER PSYCHOLOGICAL SERVICES PC				
03/17/2026	INVOICE	213	JAUNUARY WELLNESS EXAMS	1,568.90	
			Total:	1,568.90	
			Net of 1 Invoices / 0 Checks	1,568.90	
02718	CORE & MAIN LP				
03/17/2026	INVOICE	Y587291	20 - 510M M2 S/POINT WIRED	4,180.00	
03/17/2026	INVOICE	Y587292	20 - 510M M2 S/POINT WIRED	4,180.00	
03/17/2026	INVOICE	Y587293	20 - 510M M2 S/POINT WIRED	4,180.00	
03/17/2026	INVOICE	Y587295	20 - 510M M2 S/POINT WIRED	4,180.00	
03/17/2026	INVOICE	Y587297	20 - 510M M2 S/POINT WIRED	4,180.00	
03/17/2026	INVOICE	Y587298	8 - 510M M2 S/POINT WIRED	1,672.00	
03/17/2026	INVOICE	Y623533	OMNI+ 4 T2 100CF	3,413.40	

Vendor Code / Post Date	Vendor Name / Activity	Inv/Check #	Description	Invoice Amt	Check Amt
			Total:	25,985.40	
			Net of 7 Invoices / 0 Checks	25,985.40	
03147	CORNHUSKER PUBLIC POWER DIST				
03/17/2026	INVOICE	415030001 MAR 26	ELECTRICITY	76.02	
03/17/2026	INVOICE	415030005 MAR 26	ELECTRICITY	40.61	
03/17/2026	INVOICE	415030006 MAR 26	ELECTRICITY	208.00	
03/17/2026	INVOICE	415030008 MAR 26	ELECTRICITY	165.00	
			Total:	489.63	
			Net of 4 Invoices / 0 Checks	489.63	
03149	CULLIGAN OF COLUMBUS				
03/17/2026	INVOICE	302608	EQUIPMENT - REVERSE OSMOSIS	34.00	
03/17/2026	INVOICE	302612	EQUIPMENT - REVERSE OSMOSIS	67.50	
03/17/2026	INVOICE	302690	EQUIPMENT - COOLER	12.00	
			Total:	113.50	
			Net of 3 Invoices / 0 Checks	113.50	
03156	DRAIN SURGEON				
03/17/2026	INVOICE	11343	CLEAN MAIN SEWER	650.00	
			Total:	650.00	
			Net of 1 Invoices / 0 Checks	650.00	
00374	DUNBAR DOUGLAS				
03/17/2026	INVOICE	3.01.2026	MONTHLY CONTRACT	7,379.56	
03/17/2026	INVOICE	3.01.2026	MONTHLY COMMISSIONS - GREEN FEES & CART REN	10,082.65	
03/17/2026	INVOICE	3.01.2026	LIQUOR COMMISSIONS	1,176.26	
			Total:	18,638.47	
			Net of 3 Invoices / 0 Checks	18,638.47	
11420	DWEE				
03/17/2026	INVOICE	12289	WATER OPERATOR LICENSE ZACH BALDWIN	115.00	
			Total:	115.00	
			Net of 1 Invoices / 0 Checks	115.00	
03158	EAKES OFFICE SOLUTIONS				
03/17/2026	INVOICE	9291941-0	ENVELOPES - WINDOW	196.10	
03/17/2026	INVOICE	9293397-0	NAME PLATES	75.92	
03/17/2026	INVOICE	9293799-0	PEN REFILL	1.96	
03/17/2026	INVOICE	9293802-0	BUSINESS CARDS	26.19	
03/17/2026	INVOICE	9294566-0	PAPER	94.20	
03/17/2026	INVOICE	9295446-0	GEL PEN	4.29	
03/17/2026	INVOICE	9295448-0	AA BATTERIES	13.99	
			Total:	412.65	
			Net of 7 Invoices / 0 Checks	412.65	
10665	ECKHARDT, BETSY				
03/17/2026	INVOICE	3.06.2026	REIMBURSE - MILEAGE MID WINTER CONFERENCE	101.50	

Vendor Code / Post Date	Vendor Name / Activity	Inv/Check #	Description	Invoice Amt	Check Amt
			Total:	101.50	
			Net of 1 Invoices / 0 Checks	101.50	
02762	EDISON LIGHTING SUPPLY &				
03/17/2026	INVOICE	47651	24 - FI-T8-4FT-18W-AB (5000K)	506.55	
			Total:	506.55	
			Net of 1 Invoices / 0 Checks	506.55	
11244	EGAN SUPPLY CO				
03/17/2026	INVOICE	412195	ODOR ELIMINATOR, ABSOLUTE H2ORANGE	559.48	
			Total:	559.48	
			Net of 1 Invoices / 0 Checks	559.48	
03161	ELECTRICAL ENGINEERING &				
03/17/2026	INVOICE	9088977-00	REVERSING CONTACTOR	891.24	
03/17/2026	INVOICE	9100863-00	600V CC TD FUSE	281.95	
			Total:	1,173.19	
			Net of 2 Invoices / 0 Checks	1,173.19	
00771	ENVISIONWARE, INC				
03/17/2026	INVOICE	INV-US-80462	ANNUAL SUBSCRIPTION	4,473.50	
			Total:	4,473.50	
			Net of 1 Invoices / 0 Checks	4,473.50	
MISC	EYRICH MARK J & HORNE JESSE R				
03/17/2026	INVOICE	03/06/2026	UB refund for account: 200-27900-19	43.40	
			Total:	43.40	
			Net of 1 Invoices / 0 Checks	43.40	
00242	FIRST NATIONAL BANK OMAHA				
03/17/2026	INVOICE	L5024556800	HERTZ CAR RENTAL	201.35	
03/17/2026	INVOICE	574738	CUPS, COFFEE, DONUTS	66.38	
03/17/2026	INVOICE	263306	DONUTS, WATER	39.62	
03/17/2026	INVOICE	5BXR0XKXH	FIRE MAUL - FIRE WRAP	350.00	
03/17/2026	INVOICE	1782517	NATIONAL REGISTRY OF EMT	25.00	
03/17/2026	INVOICE	590060	FBI NATIONAL ACADEMY DUES	150.00	
03/17/2026	INVOICE	102180989	INTERNATIONAL CODE COUNCIL - 2024 INT PROPE	396.00	
03/17/2026	INVOICE	639401	THE TABLE GROUP - TRAINING DEPARTMENT HEADS	225.00	
03/17/2026	INVOICE	639863	THE TABLE GROUP - TRAINING	175.00	
03/17/2026	INVOICE	639867	THE TABLE GROUP - TRAINING JEAN, MATT S & M	75.00	
03/17/2026	INVOICE	640029	THE TABLE GROUP - TRAINING	175.00	
03/17/2026	INVOICE	640033	THE TABLE GROUP - TRAINING	75.00	
03/17/2026	INVOICE	16	HONEST ABE'S LINCOLN NE	74.81	
03/17/2026	INVOICE	4209	THE MARRIOTT - DINER	66.97	
03/17/2026	INVOICE	2.12.2026	BHM WORLD HERALD NEWSPAPER SUBSCRIPTION	35.99	
03/17/2026	INVOICE	26104	HAVEN TECHNOLOGY CORP - REPAIR SC-100	272.79	
03/17/2026	INVOICE	113-9345926-881860	AMAZON - KYDEX HOLSTER QM	33.99	
03/17/2026	INVOICE	113-5659360-536901	AMAZON - RECHARGEABLE FLASHLIGHT - QM ROMSH	109.99	
03/17/2026	INVOICE	247520	ZERO 9 - TRADITIONAL DOUBLE MAG CASE - UHL (	58.02	
03/17/2026	INVOICE	20102175084	5.11 STRYKE MEN'S CARGO PANT	90.68	
03/17/2026	INVOICE	113-2000343-734261	AMAZON - ZIP BOOT - ZARATE QM	144.99	
03/17/2026	INVOICE	BBY01-807150867817	BEST BUY - 3D PRINTER	919.96	

Vendor Code / Post Date	Vendor Name / Activity	Inv/Check #	Description	Invoice Amt	Check Amt
03/17/2026	INVOICE	2282026	CONSTANT CONTACT	30.40	
03/17/2026	INVOICE	113-5120886-159462	REFUND - FINAL FANTASY	(46.24)	
03/17/2026	INVOICE	111-0842528-943305	REFUND - AMAZON	(7.99)	
03/17/2026	INVOICE	553407	FIVE BELOW	217.00	
03/17/2026	INVOICE	111-0842528-943305	AMAZON - DVD'S	55.83	
03/17/2026	INVOICE	112-2904446-593624	AMAZON - AVERY LABELS	14.17	
03/17/2026	INVOICE	112-2993820-499300	AMAZON - BOOK REPAIR TAPE	41.60	
03/17/2026	INVOICE	112-3069664-909623	AMAZON - STAPLER, LAMINATING SHEETS, GAME C	70.32	
03/17/2026	INVOICE	112-3294733-358986	AMAZON - BOOK STAND, TAPE SQUARES, TONER CA	574.10	
03/17/2026	INVOICE	112-5113887-979544	BUBBLE MAILERS	34.16	
03/17/2026	INVOICE	112-5818300-461140	AMAZON - LAUNDRY DETERGENT SHEETS	9.97	
03/17/2026	INVOICE	113-1030327-656666	AMAZON - BOOK	24.94	
03/17/2026	INVOICE	113-1284820-346986	AMAZON - BOOK	30.03	
03/17/2026	INVOICE	113-1635546-470661	AMAZON - BOOKS	214.10	
03/17/2026	INVOICE	113-1852066-954745	AMAZON - BOOK	10.99	
03/17/2026	INVOICE	113-3092781-551380	AMAZON - BOOK	19.67	
03/17/2026	INVOICE	113-3399484-539142	AMAZON - BOOKS	39.21	
03/17/2026	INVOICE	113-4226282-675060	AMAZON - SOUL RIDER'S	13.99	
03/17/2026	INVOICE	113-4642233-639782	AMAZON - CRICUT VINYL, BULLETIN BOARD TILES	240.46	
03/17/2026	INVOICE	113-6883947-545706	AMAZON - TONER CARTRIDGE, TABLE RUNNER	99.54	
03/17/2026	INVOICE	113-7748891-170342	AMAZON - BALLOONS	45.84	
03/17/2026	INVOICE	113-7875421-614506	AMAZON - BOOK	13.19	
03/17/2026	INVOICE	113-8025062-935781	AMAZON - FLOOR PILLOWS, NINTENDO SWITCH 2, I	659.45	
03/17/2026	INVOICE	113-9262354-383625	AMAZON - TALES FROM THE PACK	17.80	
03/17/2026	INVOICE	7512244357	TONIES - AUDIOBOOKS	519.35	
03/17/2026	INVOICE	325411	USPS - STAMPS	78.00	
03/17/2026	INVOICE	113-5120886-159462	AMAZON - FINAL FANTASY	46.24	
03/17/2026	INVOICE	190364	WALMART -- POP, MLW BIT	10.34	
03/17/2026	INVOICE	1222135377	KRAKEN BOOKS	47.40	
03/17/2026	INVOICE	113-2250842-390742	AMAZON - FIVE NIGHTS AT FREDDY'S DVD, AA BA	121.81	
03/17/2026	INVOICE	113-6473105-827065	AMAZON - BOOK	15.49	
03/17/2026	INVOICE	113-9544854-963465	AMAZON - BOOK	37.99	
03/17/2026	INVOICE	45781567	PIZZA RANCH GIFT CARD	20.00	
03/17/2026	INVOICE	906240	WALMART	12.06	
03/17/2026	INVOICE	000142	TWO LANE TACTICS	179.99	
03/17/2026	INVOICE	113-0557927-072022	AMAZON - BATTERIES, THERMAL LAMINATOR, LAMI	257.77	
03/17/2026	INVOICE	113-9445448-623063	AMAZON - SUBGLASSES POUCH, BADGE HOLDERS, B	68.71	
03/17/2026	INVOICE	113-8950588-589065	AMAZON - AIRSOFT 250ML GREEN GAS	57.22	
03/17/2026	INVOICE	968566718	HOLIDAY INN EXPRESS NASHVILLE	1,494.00	
03/17/2026	INVOICE	3.03.2026	NEBRASKA NOTARY	107.00	
03/17/2026	INVOICE	113-7008629-192986	AMAZON - USB 3.0 EXT HARD DRIVE, STAPLES, C	291.49	
03/17/2026	INVOICE	2.24.2026	HOMEFRONT PROTECTIVE GROUP	95.00	
03/17/2026	INVOICE	SO64481D	AMERICAN LOCKER - LOCKER PARTS	231.12	
03/17/2026	INVOICE	820944	NE RECREATION & PARK ASSOC - AQUATICS WORKS	10.00	
03/17/2026	INVOICE	00196984	NEVCO - LED SCOREBOARD	4,942.94	
03/17/2026	INVOICE	180628785	CORNHUSKER GARAGE	21.00	
03/17/2026	INVOICE	114-2093749-179464	AMAZON - CARBURETOR KIT	35.99	
03/17/2026	INVOICE	114-3643122-323463	AMAZON - ACRYLIC SIGN HOLDER	49.95	
03/17/2026	INVOICE	114-1723345-904343	AMAZON - ACRYLIC SIGN HOLDERS	67.83	
03/17/2026	INVOICE	114-4082298-264500	AMAZON - ACRYLIC SIGN HOLDER	195.86	
03/17/2026	INVOICE	114-7999419-438500	AMAZON - SPANNER WRENCH	37.95	
03/17/2026	INVOICE	112-8333545-607624	AMAZON - FRITO-LAY VARIETY PACK, KEVLAR COR	32.78	
03/17/2026	INVOICE	639963	TABLE GROUP	25.00	
03/17/2026	INVOICE	114-5074491-323781	AMAZON - SCREEN CAST 4K WIRELESS ADAPTER	74.99	
03/17/2026	INVOICE	BBLUS2670XC70G50	BAMBU LAB P2S	799.00	
03/17/2026	INVOICE	114-3303978-943061	CREDIT - AMAZON ACRYLIC SIGNS	(139.93)	
03/17/2026	INVOICE	112-7285123-517225	AMAZON - RESIN ANIMALS, PIRATE COINS, BLACK	163.54	

Vendor Code / Post Date	Vendor Name / Activity	Inv/Check #	Description	Invoice Amt	Check Amt
03/17/2026	INVOICE	2000142	WAKMART - FUIT SNACKS, GOLDFISH, ANIMAL COOI	121.96	
03/17/2026	INVOICE	232819	WALMART - DUM DUMS	15.72	
03/17/2026	INVOICE	112-0931818-541064	AMAZON - GOLF CART LOWER YOKE	72.00	
03/17/2026	INVOICE	112-2459748-385860	AMAZON - THE QUEST TO SOLVE PROBLEMS	48.18	
03/17/2026	INVOICE	112-2494727-303305	AMAZON - DRY ERASE BOARD	239.99	
03/17/2026	INVOICE	112-2971149-192423	AMAZON - WEBCAM FOR MEETINGS	36.96	
03/17/2026	INVOICE	112-4019167-054902	AMAZON - TONER CARTRIDGES	544.66	
03/17/2026	INVOICE	112-4262638-184660	AMAZON - - BLACK INK CATRIDGE	58.89	
03/17/2026	INVOICE	112-4445343-462422	AMAZON - MAHJONG TILE SET	133.98	
03/17/2026	INVOICE	112-4969531-987622	AMAZON - TONER CARTRIDGE	149.89	
03/17/2026	INVOICE	112-5704963-952266	AMAZON - LAPTOP STAND	59.97	
03/17/2026	INVOICE	112-5954251-974025	AMAZON - DOOR STAY VINYL STICKERS	17.90	
03/17/2026	INVOICE	112-7932635-936021	AMAZON - BASIC ARRHYTHMIAS	261.98	
03/17/2026	INVOICE	112-8350555-842023	AMAZON - TABLET MOUNT	37.00	
03/17/2026	INVOICE	112-8575961-971700	AMAZON - EXTERNAL HARD DRIVE USB	74.00	
03/17/2026	INVOICE	114-0216679-292504	AMAZON - DUPLEX PRINTER	957.75	
03/17/2026	INVOICE	114-1180550-496346	AMAZON - LED LIGHT BAR	197.00	
03/17/2026	INVOICE	114-1715962-473462	AMAZON - DRIED CHOPPED ONION	39.19	
03/17/2026	INVOICE	114-2090113-201464	AMAZON - ALUMINUM POP RIVETS	87.54	
03/17/2026	INVOICE	114-3858194-307785	AMAZON - TABLECLOTH	56.98	
03/17/2026	INVOICE	114-6600135-003862	AMAZON - POPCORN OIL	31.58	
03/17/2026	INVOICE	114-7159028-320426	AMAZON - DRINK DISPENSERS	180.20	
03/17/2026	INVOICE	114-8490589-228903	AMAZON - FLAVACOL POPCORN SEASONING	10.69	
03/17/2026	INVOICE	5501900835	GOOGLE WORKSPACE	12.00	
03/17/2026	INVOICE	1305997901	NEWEGG - SUPER SPEED GIG ETHERNET	198.85	
03/17/2026	INVOICE	1227504	APCO INTERNATIONAL	35.00	
03/17/2026	INVOICE	1228745	APCO INTERNATIONAL	50.00	
03/17/2026	INVOICE	1227454	APCO INTERNATIONAL	35.00	
03/17/2026	INVOICE	1226055	APCO INTERNATIONAL	35.00	
03/17/2026	INVOICE	114-8850575-568505	AMAZON - WALL MOUNTED MAILBOX, PUFFS TISSUES	65.86	
03/17/2026	INVOICE	1114-7725701-38850	AMAZON - MICRODUSTER, DUSTER REFILLS	37.71	
03/17/2026	INVOICE	D01-0788928-668824	AMAZON PRIME MEMBERSHIP FEE FOR FREE SHIPPI	139.00	
03/17/2026	INVOICE	SO824081	BUSHNELL - T-SERIES GLOCK W/STREAMLIGHT	188.18	
03/17/2026	INVOICE	101-0305-380228	OPTICS PLANET - WEAPON MOUNTED LIGHT, 4 IN	177.11	
03/17/2026	INVOICE	5123	LINCOLN MARRIOTT CORNHUSKER	962.26	
03/17/2026	INVOICE	127507-55043	UNIV NEBRASKA - NON-COMMERCIAL PESTICIDE TRA	123.54	
03/17/2026	INVOICE	1225209	APCO INTERNATIONAL	35.00	
03/17/2026	INVOICE	02272026-3072	UNL - PESTICIDE SAFETY EDUCATION	95.00	
03/17/2026	INVOICE	02272026-3071	UNL - PESTICIDE SAFETY EDUCATION	95.00	
03/17/2026	INVOICE	02272026-3073	UNL - PESTICIDE SAFETY EDUCATION	95.00	
03/17/2026	INVOICE	2078555	UNL PESTICIDE CLASS	123.54	
03/17/2026	INVOICE	73055	OUTDOOR SOLAR - SOLAR STREET LIGHT	527.90	
03/17/2026	INVOICE	2.26.2026	MEALS - SUPERVISOR TRAINING IN GRAND ISLAND	74.06	
03/17/2026	INVOICE	170224	WALMART - SEAGATE ONE	170.13	
03/17/2026	INVOICE	1772707	NATIONAL REGISTRY OF EMT'S	32.00	
03/17/2026	INVOICE	B5R7F502QPQYM	TECHNICUFF	165.00	
03/17/2026	INVOICE	1824975	NATIONAL REGISTRY OF EMT'S	175.00	
03/17/2026	INVOICE	2.14.2026	COLUMBUS TELEGRAM SUBSCRIPTION	37.99	
03/17/2026	INVOICE	07309	GLADE, CREAMER, CALENDAR, CUPS, TEA,	141.04	
03/17/2026	INVOICE	2080218	UNIV OF NEBRASKA - NON-COMMERCIAL PESTICIDE	123.54	
03/17/2026	INVOICE	2.26.2026	UNO - 2026 NE MUNICIPAL CLERK INSTITUTE & A	273.00	
03/17/2026	INVOICE	30003	RAISING CANES	10.18	
03/17/2026	INVOICE	000030909	STARBUCKS & CORNHUSKER GARAGE	38.62	
03/17/2026	INVOICE	49779	IIMC - ANNUAL MEMBERSHIP FEE	235.00	
03/17/2026	INVOICE	2.18.2026	MAGNET USER SUMMIT 2026 CONFERENCE PASS	249.00	
03/17/2026	INVOICE	2585	KIRBY K9 - TRAINING BITE SUIT, ARM CUFF	1,875.00	

Vendor Code / Post Date	Vendor Name / Activity	Inv/Check #	Description	Invoice Amt	Check Amt
			Total:	26,256.47	
			Net of 135 Invoices / 0 Checks	26,256.47	
00169	FRONTIER				
03/17/2026	INVOICE	30818802060523942	E911 PHONE CHARGES 3/01/26 TO 3/29/26	89.84	
03/17/2026	INVOICE	30818801750912722	PHONE/INTERNET/FAX LINES	2,094.68	
03/17/2026	INVOICE	402-562-7785-02090	NWP 3/01 - 3/29	129.53	
			Total:	2,314.05	
			Net of 3 Invoices / 0 Checks	2,314.05	
11413	FRONTLINE COUNSELING LLC				
03/17/2026	INVOICE	2.06.2026	OFFICER WELLNESS/MENTAL HEALTH CHECK	1,805.00	
			Total:	1,805.00	
			Net of 1 Invoices / 0 Checks	1,805.00	
01789	GAVER TIRE & AUTO CENTER INC				
03/17/2026	INVOICE	99893	FLAT REPAIR - YELLOW TRUCK	62.75	
			Total:	62.75	
			Net of 1 Invoices / 0 Checks	62.75	
03174	GEHRING CONSTRUCTION &				
03/17/2026	INVOICE	89066	24TH AVE & 14TH ST	792.00	
03/17/2026	INVOICE	89081	1/2" REBAR	45.00	
03/17/2026	INVOICE	89026	DICKIE DOODLES	243.00	
03/17/2026	INVOICE	89073	PAWNEE PARK - WEST SIDE	591.88	
03/17/2026	INVOICE	24432	34TH STREET REPAIR	6,120.00	
			Total:	7,791.88	
			Net of 5 Invoices / 0 Checks	7,791.88	
00303	GENE STEFFY FORD				
03/17/2026	INVOICE	232251	LOF, WIPER BLADES	125.30	
			Total:	125.30	
			Net of 1 Invoices / 0 Checks	125.30	
03177	GENERAL TRAFFIC CONTROLS INC				
03/17/2026	INVOICE	27280	EDGE LIGHT STOP SIGN	3,853.00	
03/17/2026	INVOICE	27261	PASSPORT PED PUSHBUTTON ASSY	856.00	
			Total:	4,709.00	
			Net of 2 Invoices / 0 Checks	4,709.00	
MISC	GRANVILLE CUSTOM HOMES INC				
03/17/2026	INVOICE	03/06/2026	UB refund for account: 400-81322-00	372.32	
			Total:	372.32	
			Net of 1 Invoices / 0 Checks	372.32	
02594	GREAT PLAINS BUILDING SUPPLY				
03/17/2026	INVOICE	2603-550873	ATHLETIC FIELD MARKER	608.16	
03/17/2026	INVOICE	2603-550803	2X6-16 SPF	54.45	
03/17/2026	INVOICE	2602-550722	FIBERGLASS REBAR	73.50	

Vendor Code / Post Date	Vendor Name / Activity	Inv/Check #	Description	Invoice Amt	Check Amt
			Total:	736.11	
			Net of 3 Invoices / 0 Checks	736.11	
02075	GREAT PLAINS COMMUNICATIONS				
03/17/2026	INVOICE	139461 4025624220	PHONE/INTERNET	1,568.67	
			Total:	1,568.67	
			Net of 1 Invoices / 0 Checks	1,568.67	
01424	HEARTLAND NATURAL GAS LLC				
03/17/2026	INVOICE	169947	NATURAL GAS	456.83	
03/17/2026	INVOICE	169948	NATURAL GAS	2,138.25	
03/17/2026	INVOICE	169949	NATURAL GAS	583.68	
03/17/2026	INVOICE	169950	NATURAL GAS	341.24	
03/17/2026	INVOICE	169951	NATURAL GAS	89.85	
03/17/2026	INVOICE	169952	NATURAL GAS	93.75	
03/17/2026	INVOICE	169953	NATURAL GAS	466.95	
03/17/2026	INVOICE	169954	NATURAL GAS	209.34	
03/17/2026	INVOICE	169955	NATURAL GAS	1,094.98	
03/17/2026	INVOICE	169956	NATURAL GAS	3,932.02	
03/17/2026	INVOICE	169957	NATURAL GAS	2,616.45	
03/17/2026	INVOICE	169960	NATURAL GAS	175.11	
03/17/2026	INVOICE	169961	NATURAL GAS	3,224.26	
03/17/2026	INVOICE	169962	NATURAL GAS	1,836.30	
			Total:	17,259.01	
			Net of 14 Invoices / 0 Checks	17,259.01	
10975	HEARTLAND OFFICE CLEANERS				
03/17/2026	INVOICE	25633	MARCH CLEANING SERVICE	535.00	
			Total:	535.00	
			Net of 1 Invoices / 0 Checks	535.00	
01724	HOBBY LOBBY				
03/17/2026	INVOICE	151991049	WEARABLE ART, PAPER CRAFTS	42.47	
03/17/2026	INVOICE	152131875	CUSTOM FARMES, HOME DECOR	7.14	
03/17/2026	INVOICE	152173222	CRAFTS	23.97	
			Total:	73.58	
			Net of 3 Invoices / 0 Checks	73.58	
00403	HOWERTER MD MARK S				
03/17/2026	INVOICE	3.17.2026	EMERGENCY MEDICAL DIRECTOR - JCC	616.00	
03/17/2026	INVOICE	3.17.2026	EMERGENCY MEDICAL DIRECTOR	687.75	
			Total:	1,303.75	
			Net of 2 Invoices / 0 Checks	1,303.75	
02200	IALEFI				
03/17/2026	INVOICE	47780	MEMBERSHIP 4/04/26 - 4/04/27	60.00	
			Total:	60.00	
			Net of 1 Invoices / 0 Checks	60.00	
10910	INDUSTRIAL REPAIR SERVICE INC				

Vendor Code / Post Date	Vendor Name / Activity	Inv/Check #	Description	Invoice Amt	Check Amt
03/17/2026	INVOICE	400682	BALLAST	505.88	
			Total:	505.88	
			Net of 1 Invoices / 0 Checks	505.88	
03199	JACKSON SERVICES INC				
03/17/2026	INVOICE	5761041	UNIFORMS	82.53	
03/17/2026	INVOICE	5761042	MAT	27.94	
03/17/2026	INVOICE	5763132	UNIFORMS	302.21	
03/17/2026	INVOICE	5763141	UNIFORMS	161.33	
03/17/2026	INVOICE	5763143	UNIFORMS	29.11	
03/17/2026	INVOICE	5763144	UNIFORMS	84.64	
03/17/2026	INVOICE	5763145	UNIFORMS	107.30	
03/17/2026	INVOICE	5763146	MAT	3.30	
03/17/2026	INVOICE	5763147	UNIFORMS	45.13	
03/17/2026	INVOICE	5761038	BAR MOP, MICROFIBER TOWEL, APRON	58.17	
03/17/2026	INVOICE	5755814	MATS	90.56	
03/17/2026	INVOICE	5755821	UNIFORMS	82.41	
03/17/2026	INVOICE	5757913	MATS, MOPS, POLISH TOWEL, WINDSHIELD WIPE, S	148.45	
03/17/2026	INVOICE	5757928	UNIFORMS	161.22	
03/17/2026	INVOICE	5757930	UNIFORMS	33.94	
03/17/2026	INVOICE	5757933	MATS, ROLLER TOWELS, UNIFORMS	123.39	
03/17/2026	INVOICE	5757934	UNIFORMS	107.19	
03/17/2026	INVOICE	5757935	SOAP FOAM, MAT, BAR TOWEL, SHOP TOWEL	44.70	
03/17/2026	INVOICE	5757936	UNIFORMS	45.02	
03/17/2026	INVOICE	5757942	MOPS, MATS	64.00	
03/17/2026	INVOICE	5762147	MATS	48.57	
03/17/2026	INVOICE	5757918	SHOP TOWELS, UNIFORMS	311.00	
			Total:	2,162.11	
			Net of 22 Invoices / 0 Checks	2,162.11	
01761	JOHNSON SERVICE COMPANY				
03/17/2026	INVOICE	18096	MANHOLE REHAB	1,625.00	
			Total:	1,625.00	
			Net of 1 Invoices / 0 Checks	1,625.00	
03202	KELLY SUPPLY COMPANY				
03/17/2026	INVOICE	S12311032-0	COUPLINGS, GATES STEM. HYD HOSE, PLIERS	147.73	
03/17/2026	INVOICE	S12311226-0	O-RING	1.08	
			Total:	148.81	
			Net of 2 Invoices / 0 Checks	148.81	
10417	KIDWELL INC.				
03/17/2026	INVOICE	290893	WORK ORDER 290893 - HUMMING IN PAGING SYSTEI	930.00	
			Total:	930.00	
			Net of 1 Invoices / 0 Checks	930.00	
03206	KOCH EXCAVATING CO INC				
03/17/2026	INVOICE	40720	RIVER ROCK	174.02	
03/17/2026	INVOICE	40686	RIP RAP TO CITY YARD	3,641.95	
			Total:	3,815.97	

Vendor Code / Post Date	Vendor Name / Activity	Inv/Check #	Description	Invoice Amt	Check Amt
			Net of 2 Invoices / 0 Checks	3,815.97	
02236	LANGUAGE LINE SERVICES INC				
03/17/2026	INVOICE	11861736	OVER THE PHONE INTERPRETATION	103.01	
03/17/2026	INVOICE	11852863	OVER THE PHONE INTERPRETATION	64.31	
			Total:	167.32	
			Net of 2 Invoices / 0 Checks	167.32	
02596	LAWSON PRODUCTS				
03/17/2026	INVOICE	9313249905	FLAP DISC 4-1/2"	151.60	
03/17/2026	INVOICE	9313267412	TOGGLE SWITCH, PRIM WIRE, SOLDER SEAL	81.54	
			Total:	233.14	
			Net of 2 Invoices / 0 Checks	233.14	
10929	LIBRARY MARKET				
03/17/2026	INVOICE	5080	LIBRARY CALENDAR ANNUAL SUBSCRIPTION	1,500.00	
			Total:	1,500.00	
			Net of 1 Invoices / 0 Checks	1,500.00	
00103	LINCOLN JOURNAL STAR				
03/17/2026	INVOICE	118-60106294	ADVERTISING	252.62	
			Total:	252.62	
			Net of 1 Invoices / 0 Checks	252.62	
00822	LINCOLN WINWATER WORKS				
03/17/2026	INVOICE	11686801	MANHOLE COVERS	3,519.20	
			Total:	3,519.20	
			Net of 1 Invoices / 0 Checks	3,519.20	
11121	LOCABLE				
03/17/2026	INVOICE	2026	CONTRACT RENEWAL THE SERVER THAT HOSTS OUR I	1,188.00	
			Total:	1,188.00	
			Net of 1 Invoices / 0 Checks	1,188.00	
00013	LOGAN CONTRACTORS SUPPLY INC				
03/17/2026	INVOICE	U00748	REPAIR CRACK SEALER	1,829.55	
			Total:	1,829.55	
			Net of 1 Invoices / 0 Checks	1,829.55	
03214	LOUP POWER DISTRICT				
03/17/2026	INVOICE	169004 MAR 26	ELECTRICITY	1,545.00	
03/17/2026	INVOICE	169005 MAR 26	ELECTRICITY	503.16	
03/17/2026	INVOICE	169009 MAR 26	ELECTRICITY	34.36	
03/17/2026	INVOICE	169016 MAR 26	ELECTRICITY	217.54	
03/17/2026	INVOICE	169017 MAR 26	ELECTRICITY	30.00	
03/17/2026	INVOICE	169018 MAR 26	ELECTRICITY	3.08	
03/17/2026	INVOICE	169019 MAR 26	ELECTRICITY	74.76	
03/17/2026	INVOICE	169020 MAR 26	ELECTRICITY	5.86	
03/17/2026	INVOICE	169022 MAR 26	ELECTRICITY	30.44	

Vendor Code / Post Date	Vendor Name / Activity	Inv/Check #	Description	Invoice Amt	Check Amt
03/17/2026	INVOICE	169023 MAR 26	ELECTRICITY	290.51	
03/17/2026	INVOICE	169024 MAR 26	ELECTRICITY	3,080.00	
03/17/2026	INVOICE	169026 MAR 26	ELECTRICITY	98.86	
03/17/2026	INVOICE	169027 MAR 26	ELECTRICITY	12.91	
03/17/2026	INVOICE	169028 MAR 26	ELECTRICITY	639.22	
03/17/2026	INVOICE	169029 MAR 26	ELECTRICITY	783.09	
03/17/2026	INVOICE	169030 MAR 26	ELECTRICITY	327.33	
03/17/2026	INVOICE	169031 MAR 26	ELECTRICITY	46.71	
03/17/2026	INVOICE	169033 MAR 26	ELECTRICITY	41.25	
03/17/2026	INVOICE	169036 MAR 26	ELECTRICITY	344.43	
03/17/2026	INVOICE	169038 MAR 26	ELECTRICITY	5,688.16	
03/17/2026	INVOICE	169039 MAR 26	ELECTRICITY	43.42	
03/17/2026	INVOICE	169041 MAR 26	ELECTRICITY	39.68	
03/17/2026	INVOICE	169043 MAR 26	ELECTRICITY	46.39	
03/17/2026	INVOICE	169044 MAR 26	ELECTRICITY	47.60	
03/17/2026	INVOICE	169048 MAR 26	ELECTRICITY	42.98	
03/17/2026	INVOICE	169050 MAR 26	ELECTRICITY	99.37	
03/17/2026	INVOICE	169053 MAR 26	ELECTRICITY	45.22	
03/17/2026	INVOICE	169056 MAR 26	ELECTRICITY	44.30	
03/17/2026	INVOICE	169058 MAR 26	ELECTRICITY	48.04	
03/17/2026	INVOICE	169061 MAR 26	ELECTRICITY	37.04	
03/17/2026	INVOICE	169062 MAR 26	ELECTRICITY	158.76	
03/17/2026	INVOICE	169064 MAR 26	ELECTRICITY	39.46	
03/17/2026	INVOICE	169065 MAR 26	ELECTRICITY	1,499.68	
03/17/2026	INVOICE	169066 MAR 26	ELECTRICITY	46.39	
03/17/2026	INVOICE	169069 MAR 26	ELECTRICITY	42.86	
03/17/2026	INVOICE	169072 MAR 26	ELECTRICITY	250.00	
03/17/2026	INVOICE	169073 MAR 26	ELECTRICITY	43.09	
03/17/2026	INVOICE	169074 MAR 26	ELECTRICITY	34.95	
03/17/2026	INVOICE	169077 MAR 26	ELECTRICITY	30.88	
03/17/2026	INVOICE	169080 MAR 26	ELECTRICITY	274.70	
03/17/2026	INVOICE	169081 MAR 26	ELECTRICITY	42.43	
03/17/2026	INVOICE	169082 MAR 26	ELECTRICITY	92.14	
03/17/2026	INVOICE	169083 MAR 26	ELECTRICITY	1,199.66	
03/17/2026	INVOICE	169084 MAR 26	ELECTRICITY	1,450.02	
03/17/2026	INVOICE	169085 MAR 26	ELECTRICITY	1,773.41	
03/17/2026	INVOICE	169086 MAR 26	ELECTRICITY	2,055.08	
03/17/2026	INVOICE	169087 MAR 26	ELECTRICITY	109.04	
03/17/2026	INVOICE	169089 MAR 26	ELECTRICITY	39.24	
03/17/2026	INVOICE	169090 MAR 26	ELECTRICITY	41.77	
03/17/2026	INVOICE	169091 MAR 26	ELECTRICITY	67.50	
03/17/2026	INVOICE	169092 MAR 26	ELECTRICITY	61.12	
03/17/2026	INVOICE	169093 MAR 26	ELECTRICITY	66.61	
03/17/2026	INVOICE	169094 MAR 26	ELECTRICITY	57.75	
03/17/2026	INVOICE	169096 MAR 26	ELECTRICITY	612.91	
03/17/2026	INVOICE	169097 MAR 26	ELECTRICITY	34.29	
03/17/2026	INVOICE	169098 MAR 26	ELECTRICITY	33.52	
03/17/2026	INVOICE	169107 MAR 26	ELECTRICITY	70.23	
03/17/2026	INVOICE	169112 MAR 26	ELECTRICITY	105.46	
03/17/2026	INVOICE	169116 MAR 26	ELECTRICITY	41.23	
03/17/2026	INVOICE	169118 MAR 26	ELECTRICITY	47.71	
03/17/2026	INVOICE	169120 MAR 26	ELECTRICITY	4,738.00	
03/17/2026	INVOICE	169121 MAR 26	ELECTRICITY	3,526.22	
03/17/2026	INVOICE	169122 MAR 26	ELECTRICITY	2,366.94	
03/17/2026	INVOICE	169123 MAR 26	ELECTRICITY	59.37	
03/17/2026	INVOICE	169124 MAR 26	ELECTRICITY	75.65	
03/17/2026	INVOICE	126125 MAR 26	ELECTRICITY	50.12	

Vendor Code / Post Date	Vendor Name / Activity	Inv/Check #	Description	Invoice Amt	Check Amt
03/17/2026	INVOICE	169126 MAR 26	ELECTRICITY	103.92	
03/17/2026	INVOICE	169127 MAR 26	ELECTRICITY	61.56	
03/17/2026	INVOICE	169130 MAR 26	ELECTRICITY	57.38	
03/17/2026	INVOICE	169131 MAR 26	ELECTRICITY	4.15	
03/17/2026	INVOICE	169132 MAR 26	ELECTRICITY	67.18	
03/17/2026	INVOICE	169133 MAR 26	ELECTRICITY	5,343.44	
03/17/2026	INVOICE	169135 MAR 26	ELECTRICITY	2,203.16	
03/17/2026	INVOICE	169136 MAR 26	ELECTRICITY	113.71	
03/17/2026	INVOICE	169137 MAR 26	ELECTRICITY	111.96	
03/17/2026	INVOICE	169138 MAR 26	ELECTRICITY	79.28	
03/17/2026	INVOICE	169139 MAR 26	ELECTRICITY	190.34	
03/17/2026	INVOICE	169140 MAR 26	ELECTRICITY	98.75	
03/17/2026	INVOICE	169141 MAR 26	ELECTRICITY	94.68	
03/17/2026	INVOICE	169142 MAR 26	ELECTRICITY	143.17	
03/17/2026	INVOICE	169144 MAR 26	ELECTRICITY	57.38	
03/17/2026	INVOICE	400001 MAR 26	ELECTRICITY	440.84	
03/17/2026	INVOICE	400002 MAR 26	ELECTRICITY	892.59	
03/17/2026	INVOICE	400003 MAR 26	ELECTRICITY	386.17	
03/17/2026	INVOICE	400004 MAR 26	ELECTRICITY	888.73	
03/17/2026	INVOICE	400005 MAR 26	ELECTRICITY	32.64	
03/17/2026	INVOICE	400006 MAR 26	ELECTRICITY	30.00	
03/17/2026	INVOICE	400008 MAR 26	ELECTRICITY	30.66	
03/17/2026	INVOICE	400009 MAR 26	ELECTRICITY	61.46	
03/17/2026	INVOICE	400010 MAR 26	ELECTRICITY	58.27	
03/17/2026	INVOICE	400011 MAR 26	ELECTRICITY	34.18	
03/17/2026	INVOICE	400012 MAR 26	ELECTRICITY	54.75	
03/17/2026	INVOICE	400013 MAR 26	ELECTRICITY	53.21	
03/17/2026	INVOICE	400015 MAR 26	ELECTRICITY	554.90	
03/17/2026	INVOICE	400016 MAR 26	ELECTRICITY	63.43	
03/17/2026	INVOICE	400017 MAR 26	ELECTRICITY	49.47	
03/17/2026	INVOICE	400018 MAR 26	ELECTRICITY	51.01	
03/17/2026	INVOICE	400019 MAR 26	ELECTRICITY	138.49	
03/17/2026	INVOICE	400020 MAR 26	ELECTRICITY	1,153.60	
03/17/2026	INVOICE	400023 MAR 26	ELECTRICITY	95.74	
03/17/2026	INVOICE	400024 MAR 26	ELECTRICITY	35.94	
03/17/2026	INVOICE	400025 MAR 26	ELECTRICITY	86.98	
03/17/2026	INVOICE	400026 MAR 26	ELECTRICITY	30.55	
03/17/2026	INVOICE	400028 MAR 26	ELECTRICITY	46.69	
03/17/2026	INVOICE	400029 MAR 26	ELECTRICITY	89.06	
03/17/2026	INVOICE	400030 MAR 26	ELECTRICITY	35.28	
03/17/2026	INVOICE	400031 MAR 26	ELECTRICITY	93.91	
03/17/2026	INVOICE	400032 MAR 26	ELECTRICITY	91.14	
03/17/2026	INVOICE	400033 MAR 26	ELECTRICITY	119.79	
03/17/2026	INVOICE	400034 MAR 26	ELECTRICITY	32.75	
03/17/2026	INVOICE	400036 MAR 26	ELECTRICITY	380.89	
03/17/2026	INVOICE	400037 MAR 26	ELECTRICITY	50.79	
03/17/2026	INVOICE	400039 MAR 26	ELECTRICITY	64.28	
03/17/2026	INVOICE	400040 MAR 26	ELECTRICITY	24,873.37	
03/17/2026	INVOICE	400041 MAR 26	ELECTRICITY	211.61	
03/17/2026	INVOICE	400042 MAR 26	ELECTRICITY	38.91	
03/17/2026	INVOICE	400044 MAR 26	ELECTRICITY	99.88	
03/17/2026	INVOICE	400046 MAR 26	ELECTRICITY	31.65	
03/17/2026	INVOICE	400047 MAR 26	ELECTRICITY	844.98	
03/17/2026	INVOICE	400048 MAR 26	ELECTRICITY	42.50	
03/17/2026	INVOICE	400049 MAR 26	ELECTRICITY	50.00	
03/17/2026	INVOICE	400051 MAR 26	ELECTRICITY	32.86	
03/17/2026	INVOICE	400052 MAR 26	ELECTRICITY	33.30	

Vendor Code / Post Date	Vendor Name / Activity	Inv/Check #	Description	Invoice Amt	Check Amt
03/17/2026	INVOICE	400055 MAR 26	ELECTRICITY	30.00	
03/17/2026	INVOICE	400057 MAR 26	ELECTRICITY	58.70	
03/17/2026	INVOICE	400059 MAR 26	ELECTRICITY	97.00	
03/17/2026	INVOICE	400060 MAR 26	ELECTRICITY	12,310.72	
03/17/2026	INVOICE	400061 MAR 26	ELECTRICITY	457.22	
03/17/2026	INVOICE	400062 MAR 26	ELECTRICITY	39.68	
03/17/2026	INVOICE	400063 MAR 26	ELECTRICITY	46.72	
03/17/2026	INVOICE	400065 MAR 26	ELECTRICITY	4,000.47	
03/17/2026	INVOICE	400068 MAR 26	ELECTRICITY	72.02	
03/17/2026	INVOICE	400069 MAR 26	ELECTRICITY	47.27	
03/17/2026	INVOICE	400070 MAR 26	ELECTRICITY	1,770.12	
03/17/2026	INVOICE	400071 MAR 26	ELECTRICITY	55.74	
03/17/2026	INVOICE	400072 MAR 26	ELECTRICITY	46.61	
03/17/2026	INVOICE	400073 MAR 26	ELECTRICITY	34.73	
03/17/2026	INVOICE	400075 MAR 26	ELECTRICITY	46.83	
03/17/2026	INVOICE	400076 MAR 26	ELECTRICITY	37.48	
03/17/2026	INVOICE	400077 MAR 26	ELECTRICITY	58.93	
03/17/2026	INVOICE	400079 MAR 26	ELECTRICITY	207.88	
03/17/2026	INVOICE	400081 MAR 26	ELECTRICITY	82.02	
03/17/2026	INVOICE	400083 MAR 26	ELECTRICITY	72.68	
03/17/2026	INVOICE	400084 MAR 26	ELECTRICITY	155.12	
03/17/2026	INVOICE	400085 MAR 26	ELECTRICITY	33.63	
03/17/2026	INVOICE	400088 MAR 26	ELECTRICITY	38.44	
03/17/2026	INVOICE	400089 MAR 26	ELECTRICITY	88.40	
03/17/2026	INVOICE	400090 MAR 26	ELECTRICITY	64.42	
03/17/2026	INVOICE	400091 MAR 26	ELECTRICITY	332.08	
03/17/2026	INVOICE	400092 MAR 26	ELECTRICITY	32.97	
03/17/2026	INVOICE	400093 MAR 26	ELECTRICITY	43.75	
03/17/2026	INVOICE	400094 MAR 26	ELECTRICITY	166.24	
03/17/2026	INVOICE	400095 MAR 26	ELECTRICITY	122.88	
03/17/2026	INVOICE	400096 MAR 26	ELECTRICITY	1,277.20	
03/17/2026	INVOICE	400097 MAR 26	ELECTRICITY	432.03	
03/17/2026	INVOICE	400098 MAR 26	ELECTRICITY	661.26	
03/17/2026	INVOICE	400099 MAR 26	ELECTRICITY	346.08	
03/17/2026	INVOICE	400100 MAR 26	ELECTRICITY	54.96	
03/17/2026	INVOICE	400101 MAR 26	ELECTRICITY	71.68	
03/17/2026	INVOICE	400102 MAR 26	ELECTRICITY	50.02	
03/17/2026	INVOICE	400103 MAR 26	ELECTRICITY	67.07	
03/17/2026	INVOICE	400106 MAR 26	ELECTRICITY	30.00	
03/17/2026	INVOICE	400105 MAR 26	ELECTRICITY	47.15	
03/17/2026	INVOICE	400104 MAR 26	ELECTRICITY	467.08	
			Total:	100,901.49	
			Net of 164 Invoices / 0 Checks	100,901.49	
10685	LOWER LOUP NATURAL RESOURCES DISTRI				
03/17/2026	INVOICE	007863	R18-76 AGREEMENT 20 YR O&M	935.08	
			Total:	935.08	
			Net of 1 Invoices / 0 Checks	935.08	
03217	MAILBOX				
03/17/2026	INVOICE	123425	NEBRASKA PUBLIC HEALTH	14.98	
03/17/2026	INVOICE	123436	NEBRASKA PUBLIC HEALTH	15.01	
03/17/2026	INVOICE	123541	NEBRASKA PUBLIC HEALTH	14.76	
03/17/2026	INVOICE	123561	NEBRASKA PUBLIC HEALTH	14.76	

Vendor Code / Post Date	Vendor Name / Activity	Inv/Check #	Description	Invoice Amt	Check Amt
			Total:	59.51	
			Net of 4 Invoices / 0 Checks	59.51	
02101	MD SOLUTIONS INC				
03/17/2026	INVOICE	0064095	CROSS PIECE, 24" CANTILEVER ARM BRACKET	1,670.00	
			Total:	1,670.00	
			Net of 1 Invoices / 0 Checks	1,670.00	
03220	MENARDS				
03/17/2026	INVOICE	43829	CHLORINE TABLETS, 10" & 20' CORD, DUST CONTI	232.63	
03/17/2026	INVOICE	43842	100 CT VENOM NITRILE, TACKY GREASE	101.76	
03/17/2026	INVOICE	43833	DIAL SOAP, SCOTT CMFRT PLUS	22.55	
03/17/2026	INVOICE	43830	HEX BOLT, LOCK NUT, CNCTR	24.41	
03/17/2026	INVOICE	43875	CONNCTR, GRND BAR, WINGNUT, CABLE TIE	39.45	
03/17/2026	INVOICE	43883	FLIPTOGGLE, GOLD BEAR CLAW 10 PACK	27.89	
03/17/2026	INVOICE	43884	DEGREASER, HYDROFLEX HOSE	38.48	
03/17/2026	INVOICE	43945	BLOW GUN KIT, SCOOP, PVC COUPLING, CLEANOUT	66.28	
03/17/2026	INVOICE	44014	REBAR LOOP TIES	49.98	
03/17/2026	INVOICE	44065	BOUNTY, 13G 25CT DRST FLEX	35.79	
03/17/2026	INVOICE	44055	CONCRETE MIX, CONCRETE FORMING, PAINT TRYA,	151.45	
03/17/2026	INVOICE	43709	HINGE PIN, CABLE CLAMP, GATE PULL, CABLE	41.46	
03/17/2026	INVOICE	43645	SHOP TOWEL, MOP HEAD, ENDURA REACH UPRIGHT	92.94	
03/17/2026	INVOICE	43642	2X4, 4X8, 4X4, CONSTR SCREWS	328.89	
03/17/2026	INVOICE	43710	3/8DR 12PT DOCKET, KLEENEX, PAPER TOWELS	45.54	
03/17/2026	INVOICE	43647	PLTD PERF TUBE	130.96	
03/17/2026	INVOICE	43604	DEEP CLIP BOX, LARGE CLIP BOX	64.40	
03/17/2026	INVOICE	43611	ANGLE PLUG, PEX TEE, CRIMP RING, PEX ELBOW	38.06	
03/17/2026	INVOICE	43600	DURAEAVE GEOTEXTILES, TAPCON 3/8 X 1-3/4	93.87	
03/17/2026	INVOICE	43559	SPLASH -35, 7OZ BELT DRESSING	15.58	
03/17/2026	INVOICE	43544	DURACELL D, TORCH LIGHTER, WATER COOLER, SHI	444.95	
03/17/2026	INVOICE	43546	PAINT BRUSH SET, LATCH BOX	26.99	
03/17/2026	INVOICE	43714	HOSECLAMP, EXT LADDER	213.99	
03/17/2026	INVOICE	43786	FINAL CHARGE 50/50	57.08	
			Total:	2,385.38	
			Net of 24 Invoices / 0 Checks	2,385.38	
02735	METROPOLITAN COMMUNITY COLLEGE				
03/17/2026	INVOICE	1165557	PARAMEDIC TUITION - PATRICIA HAWTHORNE	1,618.76	
			Total:	1,618.76	
			Net of 1 Invoices / 0 Checks	1,618.76	
03224	MIDWEST LABORATORIES INC				
03/17/2026	INVOICE	1276254	TESTING & SUPPLIES	188.59	
			Total:	188.59	
			Net of 1 Invoices / 0 Checks	188.59	
00192	MIDWEST MACHINE & TOOL INC				
03/17/2026	INVOICE	24840	GOLF CART LABELS	1,237.50	
			Total:	1,237.50	
			Net of 1 Invoices / 0 Checks	1,237.50	
00487	MIDWEST TAPE LLC				

Vendor Code / Post Date	Vendor Name / Activity	Inv/Check #	Description	Invoice Amt	Check Amt
03/17/2026	INVOICE	508534634	DVD	11.24	
03/17/2026	INVOICE	508513530	DIGITAL AUDIOBOOK, BINGEPASS, COMICS, EBOOK	540.56	
03/17/2026	INVOICE	508132255	DVD	15.74	
			Total:	567.54	
			Net of 3 Invoices / 0 Checks	567.54	
00463	MIKE'S TOWING				
03/17/2026	INVOICE	40572	TOWING	150.00	
03/17/2026	INVOICE	40575	TOWING	150.00	
03/17/2026	INVOICE	40579	TOWING	150.00	
03/17/2026	INVOICE	40749	TOWING	150.00	
03/17/2026	INVOICE	40586	TOWING	150.00	
03/17/2026	INVOICE	40587	TOWING	150.00	
03/17/2026	INVOICE	40592	TOWING	150.00	
03/17/2026	INVOICE	40593	TOWING	150.00	
			Total:	1,200.00	
			Net of 8 Invoices / 0 Checks	1,200.00	
11519	MISSION COMMUNICATIONS LLC				
03/17/2026	INVOICE	2005770	SERVICE PERIOD: 4/1/2025 FOR 12 MONTHS	2,779.20	
			Total:	2,779.20	
			Net of 1 Invoices / 0 Checks	2,779.20	
10225	NAPA AUTO PARTS OF COLUMBUS				
03/17/2026	INVOICE	773281	INSPECTOR 500+	69.98	
03/17/2026	INVOICE	772987	BATTERIES	672.64	
03/17/2026	INVOICE	773021	CREDIT - CORE	(144.00)	
03/17/2026	INVOICE	772929	TRAILER HITCH	200.99	
			Total:	799.61	
			Net of 4 Invoices / 0 Checks	799.61	
00920	NAPE				
03/17/2026	INVOICE	2026	2026 MEMBERSHIP - TRACI HAPP	30.00	
03/17/2026	INVOICE	2026	2026 MEMEBRSHIP - ANGELICA LOPEZ	30.00	
03/17/2026	INVOICE	2026	2026 MEMEBRSHIP - BOBBY PENSICK	30.00	
			Total:	90.00	
			Net of 3 Invoices / 0 Checks	90.00	
11517	NEBRASKA ARBORIST ASSOCIATION				
03/17/2026	INVOICE	9550	ARBORISTS CERTIFICATION STUDY GUIDE	145.00	
03/17/2026	INVOICE	9551	ARBORISTS CERTIFICATION STUDY GUIDE	145.00	
			Total:	290.00	
			Net of 2 Invoices / 0 Checks	290.00	
00239	NEBRASKA HARVESTORE SYSTEMS				
03/17/2026	INVOICE	28689	HD CONV BRUSHES, BRISTLE POLY HD	892.60	
			Total:	892.60	
			Net of 1 Invoices / 0 Checks	892.60	

Vendor Code / Post Date	Vendor Name / Activity	Inv/Check #	Description	Invoice Amt	Check Amt
00444	NEBRASKA PUBLIC HEALTH				
03/17/2026	INVOICE	600532	WATER TESTING	106.00	
			Total:	106.00	
			Net of 1 Invoices / 0 Checks	106.00	
10263	NEBRASKA STATE PATROL				
03/17/2026	INVOICE	1513403	2026 TRACS LICENSES	1,612.50	
			Total:	1,612.50	
			Net of 1 Invoices / 0 Checks	1,612.50	
11326	NELSON SYSTEMS INC				
03/17/2026	INVOICE	86201-01	NELSON SYSTEMS SUPPORT & DX SUS UPDATE	6,540.88	
			Total:	6,540.88	
			Net of 1 Invoices / 0 Checks	6,540.88	
03241	NEWMAN SIGNS INC.				
03/17/2026	INVOICE	TRFINV065864	SIGNS	1,524.76	
			Total:	1,524.76	
			Net of 1 Invoices / 0 Checks	1,524.76	
10993	NIEDBALSKI ROSS				
03/17/2026	INVOICE	1.29.2026	REIMBURSE MILEAGE - NE AVIATION SYMPOSIUM	165.30	
			Total:	165.30	
			Net of 1 Invoices / 0 Checks	165.30	
03246	NORTHEAST NEBRASKA ECONOMIC				
03/17/2026	INVOICE	26405	CDBG REHAB REUSE JANUARY 2026 ADMIN SERVICES	261.25	
03/17/2026	INVOICE	26409	JANUARY 2026 ADMIN SERVICES	95.00	
			Total:	356.25	
			Net of 2 Invoices / 0 Checks	356.25	
03245	NORTHEAST NEBRASKA SOLID				
03/17/2026	INVOICE	2282026	LANDFILL CHARGES	55,360.05	
			Total:	55,360.05	
			Net of 1 Invoices / 0 Checks	55,360.05	
03247	NORTHWEST ELECTRIC LLC				
03/17/2026	INVOICE	722919	MOTOR REPAIR	2,355.71	
			Total:	2,355.71	
			Net of 1 Invoices / 0 Checks	2,355.71	
00350	NOSWETT FENCING INC				
03/17/2026	INVOICE	17329	FENCE FRONTIER PARK GARDEN	2,640.00	
			Total:	2,640.00	
			Net of 1 Invoices / 0 Checks	2,640.00	
03249	OCCUPATIONAL HEALTH SERV				

Vendor Code / Post Date	Vendor Name / Activity	Inv/Check #	Description	Invoice Amt	Check Amt
03/17/2026	INVOICE	84861	PRE-EMPLOYMENT, DRUG SCREEN	2,230.00	
03/17/2026	INVOICE	84860	VACCINATION, DRUG SCREEN, PHYSICAL CAPACITY	315.00	
			Total:	2,545.00	
			Net of 2 Invoices / 0 Checks	2,545.00	
00761	OLIVER PACKAGING & EQUIPMENT				
03/17/2026	INVOICE	272050	FILM ROLLS-REPLACE 3 DEFECTIVE ROLLS	91.92	
			Total:	91.92	
			Net of 1 Invoices / 0 Checks	91.92	
02852	OLSON'S PEST TECHNICIANS				
03/17/2026	INVOICE	508789	PEST CONTROL	85.00	
03/17/2026	INVOICE	508790	PEST CONTROL	55.00	
03/17/2026	INVOICE	508791	PEST CONTROL	90.00	
03/17/2026	INVOICE	508792	PEST CONTROL	60.00	
03/17/2026	INVOICE	508793	PEST CONTROL	75.00	
03/17/2026	INVOICE	510383	PEST CONTROL	63.00	
03/17/2026	INVOICE	508967	PEST CONTROL	75.00	
			Total:	503.00	
			Net of 7 Invoices / 0 Checks	503.00	
01307	ONE SOURCE				
03/17/2026	INVOICE	2022200045	BACKGROUND CHECK	59.00	
			Total:	59.00	
			Net of 1 Invoices / 0 Checks	59.00	
00176	O'REILLY AUTOMOTIVE INC				
03/17/2026	INVOICE	0681-388784	STARTER	281.05	
03/17/2026	INVOICE	0681-389128	TOWELS	5.49	
03/17/2026	INVOICE	0681-388993	OIL, FUEL & HD AIR FILTERS, 2.5 GAL MTR OIL	84.05	
03/17/2026	INVOICE	0681-388389	OIL DRAIN PLUG	4.88	
03/17/2026	INVOICE	0681-388764	DISCNCT TOOL	11.49	
03/17/2026	INVOICE	0681-387955	DIRT BUSTER	365.68	
03/17/2026	INVOICE	0681-389446	HSSSTCTN 16OZ	39.98	
03/17/2026	INVOICE	0681-389095	SEALING WASHER, TECH TRAY	82.78	
03/17/2026	INVOICE	0681-389344	HTR HOSE ASY	154.46	
03/17/2026	INVOICE	0681-389193	V/C GASKET	52.86	
03/17/2026	INVOICE	0681-389274	SPRAY GREASE	25.98	
03/17/2026	INVOICE	0681-389094	A/C WASH KIT	9.06	
			Total:	1,117.76	
			Net of 12 Invoices / 0 Checks	1,117.76	
01350	OTTE ELECTRIC				
03/17/2026	INVOICE	13856	REPLACE UNDERGROUND SPLICE BOX 18TH ST & 33	2,073.49	
03/17/2026	INVOICE	13854	REPLACE UNDERGROUND SPLIC BOX 18TH AVE & PA	907.68	
03/17/2026	INVOICE	13855	RAPLACE UNDERGROUND SPLICE BOX 48TH AVE & P	996.18	
			Total:	3,977.35	
			Net of 3 Invoices / 0 Checks	3,977.35	
10411	PAPER TIGER SHREDDING				

Vendor Code / Post Date	Vendor Name / Activity	Inv/Check #	Description	Invoice Amt	Check Amt
03/17/2026	INVOICE	232910	PURGE SERVICE	263.16	
03/17/2026	INVOICE	232874	64 GALLON CONTAINER	35.00	
			Total:	298.16	
			Net of 2 Invoices / 0 Checks	298.16	
00345	PETE LIEN & SONS INC.				
03/17/2026	INVOICE	CD99394455	QUICKLIME FINES	8,317.90	
03/17/2026	INVOICE	CD99391736	QUICKLIME FINES	6,914.39	
			Total:	15,232.29	
			Net of 2 Invoices / 0 Checks	15,232.29	
10865	PINNACLE OPERATIONS CENTER				
03/17/2026	INVOICE	29	SUBPOENA #29	5.00	
03/17/2026	INVOICE	28	SUBPOENA #28	5.00	
			Total:	10.00	
			Net of 2 Invoices / 0 Checks	10.00	
00155	PLATTE COUNTY				
03/17/2026	INVOICE	MONTHLY	COUNTY ATTORNEY SERVICES	4,267.54	
			Total:	4,267.54	
			Net of 1 Invoices / 0 Checks	4,267.54	
01077	PLATTE VALLEY COMMUNICATIONS				
03/17/2026	INVOICE	092500137	INSTALL RADIOS & EQUIPMENT AT NEW WASTE WAT	4,083.75	
			Total:	4,083.75	
			Net of 1 Invoices / 0 Checks	4,083.75	
10658	PRINCIPAL LIFE INSURANCE COMPANY				
03/17/2026	INVOICE	1211689	SELF FUNDED DENTAL	8,724.80	
			Total:	8,724.80	
			Net of 1 Invoices / 0 Checks	8,724.80	
00138	R & R PRODUCTS INC				
03/17/2026	INVOICE	CD3122787	MASTERS GAUGE, SPLICE KIT	713.85	
			Total:	713.85	
			Net of 1 Invoices / 0 Checks	713.85	
01920	RDO TRUCK CENTERS				
03/17/2026	INVOICE	44235N	GLASS	175.00	
			Total:	175.00	
			Net of 1 Invoices / 0 Checks	175.00	
10977	ROTH PRENT				
03/17/2026	INVOICE	2.27.2026	REIMBURSE MILEAGE & PARKING - MIDWINTER CON	141.55	
			Total:	141.55	
			Net of 1 Invoices / 0 Checks	141.55	

Vendor Code / Post Date	Vendor Name / Activity	Inv/Check #	Description	Invoice Amt	Check Amt
11516	ROWE DANIKA				
03/17/2026	INVOICE	3.17.2026	WINTER MARKET	168.00	
			Total:	168.00	
			Net of 1 Invoices / 0 Checks	168.00	
03270	SAPP BROS COLUMBUS INC				
03/17/2026	INVOICE	IN4951485	FUEL	9,315.00	
03/17/2026	INVOICE	IN4952930	FUEL	4,818.00	
03/17/2026	INVOICE	IN4953850	FUEL	7,508.15	
03/17/2026	INVOICE	CP0163208	FUEL	77.41	
			Total:	21,718.56	
			Net of 4 Invoices / 0 Checks	21,718.56	
11184	SCP DISTRIBUTORS LLC				
03/17/2026	INVOICE	540476	COMMERCIAL POOL CLEANER	1,999.00	
			Total:	1,999.00	
			Net of 1 Invoices / 0 Checks	1,999.00	
00465	SERVICEMASTER BY SHEVLIN				
03/17/2026	INVOICE	12665	MONTHLY JANITORIAL SERVICES	2,661.00	
			Total:	2,661.00	
			Net of 1 Invoices / 0 Checks	2,661.00	
00171	SETTJE PLUMBING				
03/17/2026	INVOICE	16470	DUG UP SEWER LINE BEHIND CLUB HOUSE & FOUND	170.00	
03/17/2026	INVOICE	16471	REPLACE TANK TO BOWL KIT ON WOMEN'S HANDICA	101.19	
			Total:	271.19	
			Net of 2 Invoices / 0 Checks	271.19	
03276	SHERWIN-WILLIAMS CO				
03/17/2026	INVOICE	1056-8	PAINT, PAIL LINER, PAINT PAIL	154.35	
			Total:	154.35	
			Net of 1 Invoices / 0 Checks	154.35	
03280	STATE OF NEBR DEPT OF REVENUE				
03/17/2026	INVOICE	2282026GOLF	SALES TAX - FEBRUARY 2026 GOLF	4,562.86	
03/17/2026	INVOICE	2282026POOLS	SALES TAX - FEBRUARY 2026 POOLS	154.60	
03/17/2026	INVOICE	2282026UTILITY	SALES TAX - FEBRUARY 2026 UTILITY	55,071.60	
			Total:	59,789.06	
			Net of 3 Invoices / 0 Checks	59,789.06	
00105	SUPER SAVER				
03/17/2026	INVOICE	131902	GROCERIES, MAGIC ERASERS, OVEN CLEANER	35.07	
03/17/2026	INVOICE	132085	GROCERIES	25.01	
03/17/2026	INVOICE	132123	GROCERIES	17.98	
			Total:	78.06	
			Net of 3 Invoices / 0 Checks	78.06	

Vendor Code / Post Date	Vendor Name / Activity	Inv/Check #	Description	Invoice Amt	Check Amt
11518	SYNCRETIC PRESS LLC				
03/17/2026	INVOICE	26237	MATERIALS	519.40	
			Total:	519.40	
			Net of 1 Invoices / 0 Checks	519.40	
00110	SYSCO LINCOLN				
03/17/2026	INVOICE	661786933	GROCERIES, FOAM CUPS, PAN LINER, COFFE	2,030.61	
03/17/2026	INVOICE	661790114	GROCERIES	90.48	
03/17/2026	INVOICE	661798263	GROCERIES, FOAM CUPS, TOWEL ROLL, SANITIZER	3,504.50	
03/17/2026	INVOICE	661812391	GROCERIES	820.23	
03/17/2026	INVOICE	661820906	GROCERIES	2,042.39	
03/17/2026	INVOICE	16191693P	CREDIT - TOWEL ROLL	(58.95)	
03/17/2026	INVOICE	16191694P	CREDIT - UNACCEPTABLE SUBSTITUTE-CINNAMON	(25.55)	
03/17/2026	INVOICE	661813631	KEYSTONE DETERGENT	151.69	
			Total:	8,555.40	
			Net of 8 Invoices / 0 Checks	8,555.40	
00313	T-BONE FUEL DELIVERY				
03/17/2026	INVOICE	12611	FUEL	9,644.50	
			Total:	9,644.50	
			Net of 1 Invoices / 0 Checks	9,644.50	
11266	TERRACAST PRODUCTS LLC				
03/17/2026	INVOICE	7066	PLANTERS	8,086.05	
			Total:	8,086.05	
			Net of 1 Invoices / 0 Checks	8,086.05	
10987	THE GOLF SHOP				
03/17/2026	INVOICE	532	MONTHLY TERMINAL USAGE FEE FEBRUARY 2026	1,425.05	
			Total:	1,425.05	
			Net of 1 Invoices / 0 Checks	1,425.05	
03128	TIRE OUTLET INC				
03/17/2026	INVOICE	263867	USED TIRES, REPAIRS, SWAPS	970.00	
03/17/2026	INVOICE	263880	REPAIRS	70.00	
03/17/2026	INVOICE	263819	MOUNT	25.00	
			Total:	1,065.00	
			Net of 3 Invoices / 0 Checks	1,065.00	
10589	TK ELEVATOR CORPORATION				
03/17/2026	INVOICE	3009314677	FULL MAINTENANCE	272.17	
			Total:	272.17	
			Net of 1 Invoices / 0 Checks	272.17	
03283	TRACTOR SUPPLY CREDIT PLAN				
03/17/2026	INVOICE	425780	HOSE 3/8X50 PR WASH	114.99	
			Total:	114.99	
			Net of 1 Invoices / 0 Checks	114.99	

Vendor Code / Post Date	Vendor Name / Activity	Inv/Check #	Description	Invoice Amt	Check Amt
01413	TWIN RIVERS VETERINARY CLINIC				
03/17/2026	INVOICE	207228	VETERINARY CARE	363.00	
			Total:	363.00	
			Net of 1 Invoices / 0 Checks	363.00	
02035	ULINE				
03/17/2026	INVOICE	204337029	RED SHOPPING BASKET W/RACK	149.50	
			Total:	149.50	
			Net of 1 Invoices / 0 Checks	149.50	
00298	UPS STORE				
03/17/2026	INVOICE	1ZV828880343148542	NEBRASKA PUBLIC HEALTH	15.16	
			Total:	15.16	
			Net of 1 Invoices / 0 Checks	15.16	
10948	VAN DYKE CARROLL				
03/17/2026	INVOICE	3.17.2026	OPEN/CLOSE CEMETERY GATES	175.00	
			Total:	175.00	
			Net of 1 Invoices / 0 Checks	175.00	
11066	VAN IPEREN JEAN				
03/17/2026	INVOICE	3.06.2026	REIMBURSE MILEAGE & MEAL KEARNEY MEETING	177.83	
			Total:	177.83	
			Net of 1 Invoices / 0 Checks	177.83	
11146	VANDENBERG ELE & COMMUNICATIONS LLC				
03/17/2026	INVOICE	11093	CHANGE OUT OUTSIDE BUILDING FIXTURES	2,415.05	
			Total:	2,415.05	
			Net of 1 Invoices / 0 Checks	2,415.05	
02628	VANDER HAAGS INC.				
03/17/2026	INVOICE	5-248927	FUEL TANK	1,305.17	
			Total:	1,305.17	
			Net of 1 Invoices / 0 Checks	1,305.17	
02560	VASICEK TARA L				
03/17/2026	INVOICE	3.01.2026	REIMBURSE MILEAGE	487.20	
			Total:	487.20	
			Net of 1 Invoices / 0 Checks	487.20	
11160	WAGNER CINDY				
03/17/2026	INVOICE	1634-46	2 PATCHES - ALDRICH QM	16.00	
03/17/2026	INVOICE	1634-42	PATCHES SEWN ON SHIRTS - WIELGUS QM	32.00	
			Total:	48.00	
			Net of 2 Invoices / 0 Checks	48.00	
03154	WASTE CONNECTIONS OF NEBRASKA				

Vendor Code / Post Date	Vendor Name / Activity	Inv/Check #	Description	Invoice Amt	Check Amt
03/17/2026	INVOICE	7539928T054	GARBAGE SERVICE	691.53	
			Total:	691.53	
			Net of 1 Invoices / 0 Checks	691.53	
11509	WESTMOR FLUID SOLUTIONS LLC				
03/17/2026	INVOICE	2474123	ELEMENT	475.02	
			Total:	475.02	
			Net of 1 Invoices / 0 Checks	475.02	
02598	WINTER EQUIPMENT COMPANY				
03/17/2026	INVOICE	IV65817	HEAVY DUTY CURBCAST 6 SHP	926.15	
			Total:	926.15	
			Net of 1 Invoices / 0 Checks	926.15	
11506	WOODRIVER ENERGY LLC				
03/17/2026	INVOICE	489729	NATURAL GAS	1,799.84	
			Total:	1,799.84	
			Net of 1 Invoices / 0 Checks	1,799.84	
			invoices and 0 checks for 144 vendors:	770,845.79	

VENDOR ACTIVITY REPORT FOR CITY OF COLUMBUS, NE

VENDOR RANGE: 01785 TO 01785

Activity From 03/17/2026 To 03/17/2026

Vendor Code / Post Date	Vendor Name / Activity	Inv/Check #	Description	Invoice Amt	Check Amt
01785	BOKF NA				
03/17/2026	INVOICE	CITYOF COLUMBUS	BOND PAYMENT	208,546.75	
			Total:	208,546.75	
			Net of 1 Invoices / 0 Checks	208,546.75	
			al 1 invoice and 0 checks for 1 vendor:	208,546.75	

INVOICE REGISTER REPORT FOR CITY OF COLUMBUS, NE
EXP CHECK RUN DATES 03/17/2026 - 03/17/2026
BOTH JOURNALIZED AND UNJOURNALIZED
OPEN

Inv Ref#	Vendor	Inv Date	Due Date	Inv Amt	Amt Due	Status	Jrnlized
123989	LOUP POWER DISTRICT	03/02/2026	03/17/2026	5,688.16	5,688.16	Open	N
124041	LOUP POWER DISTRICT	03/02/2026	03/17/2026	5,343.44	5,343.44	Open	N
124203	T-BONE FUEL DELIVERY	02/27/2026	03/17/2026	9,644.50	9,644.50	Open	N
124231	AQUA-PURE INC	02/28/2026	03/17/2026	7,761.95	7,761.95	Open	N
124248	DUNBAR DOUGLAS	03/17/2026	03/17/2026	7,379.56	7,379.56	Open	N
124266	SAPP BROS COLUMBUS INC	02/05/2026	03/17/2026	9,315.00	9,315.00	Open	N
124268	SAPP BROS COLUMBUS INC	02/09/2026	03/17/2026	7,508.15	7,508.15	Open	N
124271	AUXIANT	03/05/2026	03/17/2026	5,288.83	5,288.83	Open	N
124286	PETE LIEN & SONS INC.	03/05/2026	03/17/2026	8,317.90	8,317.90	Open	N
124326	CASEY'S MAIL SERVICE LLC	03/02/2026	03/17/2026	5,408.75	5,408.75	Open	N
124327	PRINCIPAL LIFE INSURANCE COMPANY	03/04/2026	03/17/2026	8,724.80	8,724.80	Open	N
124381	ABDO BOOKS	02/13/2026	03/17/2026	6,300.15	6,300.15	Open	N
124481	PETE LIEN & SONS INC.	02/24/2026	03/17/2026	6,914.39	6,914.39	Open	N
124525	TERRACAST PRODUCTS LLC	02/25/2026	03/17/2026	8,086.05	8,086.05	Open	N
124541	GEHRING CONSTRUCTION &	03/05/2026	03/17/2026	6,120.00	6,120.00	Open	N
124542	B-D CONSTRUCTION INC	03/10/2026	03/17/2026	5,472.41	5,472.41	Open	N
124666	NELSON SYSTEMS INC	03/11/2026	03/17/2026	6,540.88	6,540.88	Open	N

# of Invoices:	17	# Due: 17	Totals:	119,814.92	119,814.92
# of Credit Memos:	0	# Due: 0	Totals:	0.00	0.00
Net of Invoices and Credit Memos:				119,814.92	119,814.92

INVOICE REGISTER REPORT FOR CITY OF COLUMBUS, NE
EXP CHECK RUN DATES 03/17/2026 - 03/17/2026
BOTH JOURNALIZED AND UNJOURNALIZED
OPEN

Inv Ref#	Vendor	Inv Date	Due Date	Inv Amt	Amt Due	Status	Jrnlized
--- TOTALS BY FUND ---							
	100 - GENERAL FUND			30,193.60	30,193.60		
	200 - STREETS/ENGINEERING			25,079.50	25,079.50		
	206 - DOWNTOWN BID			8,086.05	8,086.05		
	220 - COMMUNICATIONS - E911			6,540.88	6,540.88		
	500 - UTILITY SERVICE			17,931.73	17,931.73		
	520 - WATER			10,461.38	10,461.38		
	570 - SOLID WASTE DIVISION			7,508.15	7,508.15		
	999 - PAYROLL CLEARING			14,013.63	14,013.63		
--- TOTALS BY DEPT/ACTIVITY ---							
	000 -			14,013.63	14,013.63		
	100 - GENERAL ADMINISTRATION			9.88	9.88		
	130 - LIBRARY			11,643.59	11,643.59		
	140 - CEMETERY			5,472.41	5,472.41		
	152 - AQUATIC CENTER POOL			5,688.16	5,688.16		
	155 - VAN BERG GOLF COURSE			2,435.31	2,435.31		
	156 - QUAIL RUN GOLF COURSE			4,944.25	4,944.25		
	200 - STREETS			25,079.50	25,079.50		
	206 - DOWNTOWN BID			8,086.05	8,086.05		
	220 - E911			6,540.88	6,540.88		
	500 - WASTEWATER COLLECTION			2,699.44	2,699.44		
	501 - WASTEWATER TREATMENT FAC			15,232.29	15,232.29		
	520 - WATER			10,461.38	10,461.38		
	570 - TRANSFER STATION			7,508.15	7,508.15		

INVOICE REGISTER REPORT FOR CITY OF COLUMBUS, NE
EXP CHECK RUN DATES 03/17/2026 - 03/17/2026
BOTH JOURNALIZED AND UNJOURNALIZED
BOTH OPEN AND PAID

Inv Ref#	Vendor	Inv Date	Due Date	Inv Amt	Amt Due	Status	Jrnlized
124083	LOUP POWER DISTRICT	03/02/2026	03/17/2026	24,873.37	24,873.37	Open	N
124096	LOUP POWER DISTRICT	03/02/2026	03/17/2026	12,310.72	12,310.72	Open	N
124245	COLUMBUS FAMILY RESOURCE CTR	03/05/2026	03/17/2026	11,491.30	11,491.30	Open	N
124254	DUNBAR DOUGLAS	03/01/2026	03/17/2026	10,082.65	10,082.65	Open	N

# of Invoices:	4	# Due: 4	Totals:	58,758.04	58,758.04
# of Credit Memos:	0	# Due: 0	Totals:	0.00	0.00
Net of Invoices and Credit Memos:				58,758.04	58,758.04

--- TOTALS BY FUND ---

100 - GENERAL FUND	21,573.95	21,573.95
200 - STREETS/ENGINEERING	24,873.37	24,873.37
500 - UTILITY SERVICE	12,310.72	12,310.72

--- TOTALS BY DEPT/ACTIVITY ---

103 - COLUMBUS SENIOR CENTER	11,491.30	11,491.30
155 - VAN BERG GOLF COURSE	4,035.31	4,035.31
156 - QUAIL RUN GOLF COURSE	6,047.34	6,047.34
200 - STREETS	24,873.37	24,873.37
501 - WASTEWATER TREATMENT FAC	12,310.72	12,310.72

GL Number	Invoice Line Desc	Vendor	Invoice Description	Amount	Check #
Fund 100 GENERAL FUND					
Dept 100 GENERAL ADMINISTRATION					
100-100-52700	TRAINING AND TUITION	FIRST NATIONAL BANK OMAHA	THE TABLE GROUP - TRAINING DEPARTMENT F	514.96	
100-100-52700	TRAINING AND TUITION	VAN IPEREN JEAN	REIMBURSE MILEAGE & MEAL KEARNEY MEETIN	177.83	
100-100-52710	EMPLOYEE RECRUITMENT/RETENTION	FIRST NATIONAL BANK OMAHA	AMAZON - DRY ERASE BOARD	239.99	
100-100-52710	EMPLOYEE RECRUITMENT/RETENTION	ONE SOURCE	BACKGROUND CHECK	19.00	
100-100-53200	PROFESSIONAL SERVICES	AMERITAS LIFE INSURANCE CO	RECORDKEEPING	750.00	
100-100-53200	PROFESSIONAL SERVICES	BAIRD HOLM LLP	TAX INCREMENT FINANCE	324.00	
100-100-53200	PROFESSIONAL SERVICES	BERGANKDV LLC	PROGRESS BILLING FOR AUDIT	30,000.00	
100-100-53200	PROFESSIONAL SERVICES	LOWER LOUP NATURAL RESOURC	R18-76 AGREEMENT 20 YR O&M	935.08	
100-100-53200-CREAT	PROFESSIONAL SERVICES	FIRST NATIONAL BANK OMAHA	GOOGLE WORKSPACE	6.00	
100-100-53200-CREAT	PROFESSIONAL SERVICES	LOCABLE	CONTRACT RENEWAL THE SERVER THAT HOSTS	1,188.00	
100-100-53200-CREAT	PROFESSIONAL SERVICES	ROWE DANIKA	WINTER MARKET	168.00	
100-100-53400	COMPUTER SUPPORT/MAINT	FIRST NATIONAL BANK OMAHA	AMAZON - WEBCAM FOR MEETINGS	110.96	
100-100-54310	BUILDING MAINTENANCE	FIRST NATIONAL BANK OMAHA	HAVEN TECHNOLOGY CORP - REPAIR SC-100	272.79	
100-100-54310	BUILDING MAINTENANCE	JACKSON SERVICES INC	MATS	90.56	
100-100-54310	BUILDING MAINTENANCE	MENARDS	FLIPTOGGLE, GOLD BEAR CLAW 10 PACK	27.89	
100-100-54310	BUILDING MAINTENANCE	OLSON'S PEST TECHNICIANS	PEST CONTROL	85.00	
100-100-55900	MISCELLANEOUS	FIRST NATIONAL BANK OMAHA	AMAZON - ACRYLIC SIGN HOLDER	173.71	
100-100-56020	OFFICE SUPPLIES	EAKES OFFICE SOLUTIONS	ENVELOPES - WINDOW	318.45	
100-100-56020	OFFICE SUPPLIES	FIRST NATIONAL BANK OMAHA	AMAZON - TONER CARTRIDGE	149.89	
100-100-56040	POSTAGE AND FREIGHT	CASEY'S MAIL SERVICE LLC	WATER STATEMENTS, EXTRA POSTAGE	9.88	
100-100-56220	ELECTRICITY	LOUP POWER DISTRICT	ELECTRICITY	2,203.16	
100-100-56230	WATER AND SEWER	CITY OF COLUMBUS	WATER & SEWER	120.78	
100-100-56240	TELEPHONE	AT&T MOBILITY	CELL PHONES JAN 22 - FEB 21	187.62	
100-100-56240	TELEPHONE	AT&T MOBILITY-CC	TABLETS 2/05/26 - 3/04/26	37.50	
100-100-56240	TELEPHONE	FRONTIER	PHONE/INTERNET/FAX LINES	366.40	
100-100-56240	TELEPHONE	GREAT PLAINS COMMUNICATION	PHONE/INTERNET	162.15	
100-100-56250	REFUSE	PAPER TIGER SHREDDING	64 GALLON CONTAINER	35.00	
100-100-56250	REFUSE	WASTE CONNECTIONS OF NEBRA	GARBAGE SERVICE	149.74	
100-100-56410	BOOKS AND PUBLICATIONS	FIRST NATIONAL BANK OMAHA	BHM WORLD HERALD NEWSPAPER SUBSCRIPTION	73.98	
100-100-56620	EMERGENCY MANAGEMENT	BLACK HILLS ENERGY	NATURAL GAS	102.95	
100-100-56620	EMERGENCY MANAGEMENT	HEARTLAND NATURAL GAS LLC	NATURAL GAS	209.34	
100-100-56620	EMERGENCY MANAGEMENT	LOUP POWER DISTRICT	ELECTRICITY	377.08	
		Total For Dept 100 GENERAL ADMINISTRATION		39,587.69	
Dept 102 COLUMBUS AREA TRANSIT					
100-102-54310	BUILDING & GROUNDS MAINT	OLSON'S PEST TECHNICIANS	PEST CONTROL	55.00	
100-102-56030	CLEANING SUPPLIES/SERVICE	JACKSON SERVICES INC	MAT	27.94	
100-102-56210	NATURAL GAS	BLACK HILLS ENERGY	NATURAL GAS	96.75	
100-102-56210	NATURAL GAS	HEARTLAND NATURAL GAS LLC	NATURAL GAS	175.11	
100-102-56220	ELECTRICITY	LOUP POWER DISTRICT	ELECTRICITY	105.46	
100-102-56230	WATER AND SEWER	CITY OF COLUMBUS	WATER & SEWER	103.72	
100-102-56240	TELEPHONE	AT&T MOBILITY	CELL PHONES JAN 22 - FEB 21	32.38	
100-102-56240	TELEPHONE	AT&T MOBILITY-CC	TABLETS 2/05/26 - 3/04/26	75.00	
100-102-56240	TELEPHONE	FRONTIER	PHONE/INTERNET/FAX LINES	19.25	
100-102-56240	TELEPHONE	GREAT PLAINS COMMUNICATION	PHONE/INTERNET	34.92	
		Total For Dept 102 COLUMBUS AREA TRANSIT		725.53	
Dept 103 COLUMBUS SENIOR CENTER					
100-103-53400-III-B	COMPUTER SUPPORT/MAINT	FIRST NATIONAL BANK OMAHA	AMAZON - DUPLEX PRINTER	430.99	
100-103-53400-III-C	COMPUTER SUPPORT/MAINT	FIRST NATIONAL BANK OMAHA	AMAZON - DUPLEX PRINTER	430.99	
100-103-53400-III-E	COMPUTER SUPPORT/MAINT	FIRST NATIONAL BANK OMAHA	AMAZON - DUPLEX PRINTER	95.77	
100-103-54510-III-B	BUILDING RENTAL/LEASE	COLUMBUS FAMILY RESOURCE C	MONTHLY LEASE PAYMENT	8,084.47	
100-103-54510-III-C	BUILDING RENTAL/LEASE	COLUMBUS FAMILY RESOURCE C	MONTHLY LEASE PAYMENT	3,632.15	

GL Number	Invoice Line Desc	Vendor	Invoice Description	Amount	Check #
Fund 100 GENERAL FUND					
Dept 103 COLUMBUS SENIOR CENTER					
100-103-55900	MISCELLANEOUS	FIRST NATIONAL BANK OMAHA	AMAZON - TABLECLOTH	56.98	
100-103-56010-III-B	SUPPLIES	CULLIGAN OF COLUMBUS	EQUIPMENT - REVERSE OSMOSIS	33.75	
100-103-56010-III-B	SUPPLIES	FIRST NATIONAL BANK OMAHA	AMAZON - DOOR STAY VINYL STICKERS	56.41	
100-103-56010-III-B	SUPPLIES	MENARDS	DURACELL D, TORCH LIGHTER, WATER COOLEF	458.99	
100-103-56010-III-B	SUPPLIES	SYSCO LINCOLN	GROCERIES, FOAM CUPS, PAN LINER, COFFE	36.75	
100-103-56010-III-C	SUPPLIES	CULLIGAN OF COLUMBUS	EQUIPMENT - REVERSE OSMOSIS	33.75	
100-103-56010-III-C	SUPPLIES	FIRST NATIONAL BANK OMAHA	AMAZON - DOOR STAY VINYL STICKERS	236.61	
100-103-56010-III-C	SUPPLIES	JACKSON SERVICES INC	BAR MOP, MICROFIBER TOWEL, APRON	27.54	
100-103-56010-III-C	SUPPLIES	MENARDS	DURACELL D, TORCH LIGHTER, WATER COOLEF	12.95	
100-103-56010-III-C	SUPPLIES	OLIVER PACKAGING & EQUIPME	FILM ROLLS-REPLACE 3 DEFECTIVE ROLLS	91.92	
100-103-56010-III-C	SUPPLIES	SYSCO LINCOLN	GROCERIES, FOAM CUPS, PAN LINER, COFFE	224.78	
100-103-56030-III-C	CLEANING SUPPLIES/SERVICE	JACKSON SERVICES INC	BAR MOP, MICROFIBER TOWEL, APRON	30.63	
100-103-56030-III-C	CLEANING SUPPLIES/SERVICE	SUPER SAVER	GROCERIES, MAGIC ERASERS, OVEN CLEANER	12.12	
100-103-56030-III-C	CLEANING SUPPLIES/SERVICE	SYSCO LINCOLN	GROCERIES, FOAM CUPS, TOWEL ROLL, SANIT	351.61	
100-103-56240	TELEPHONE	GREAT PLAINS COMMUNICATION	PHONE/INTERNET	30.26	
100-103-56300-III-C	FOOD COSTS	FIRST NATIONAL BANK OMAHA	AMAZON - DRIED CHOPPED ONION	39.19	
100-103-56300-III-C	FOOD COSTS	SUPER SAVER	GROCERIES, MAGIC ERASERS, OVEN CLEANER	65.94	
100-103-56300-III-C	FOOD COSTS	SYSCO LINCOLN	GROCERIES, FOAM CUPS, PAN LINER, COFFE	7,829.78	
100-103-56400-III-B	PROGRAMS	FIRST NATIONAL BANK OMAHA	AMAZON - MAHJONG TILE SET	222.37	
100-103-56400-III-B	PROGRAMS	SYSCO LINCOLN	GROCERIES, FOAM CUPS, PAN LINER, COFFE	112.48	
		Total For Dept 103 COLUMBUS SENIOR CENTER		22,639.18	
Dept 104 CITY ADMINISTRATOR					
100-104-52700	TRAINING AND TUITION	ECKHARDT, BETSY	REIMBURSE - MILEAGE MID WINTER CONFEREN	101.50	
100-104-52700	TRAINING AND TUITION	FIRST NATIONAL BANK OMAHA	CORNHUSKER GARAGE	270.13	
100-104-52700	TRAINING AND TUITION	VASICEK TARA L	REIMBURSE MILEAGE	487.20	
		Total For Dept 104 CITY ADMINISTRATOR		858.83	
Dept 105 FINANCE					
100-105-52710	EMPLOYEE RECRUITMENT/RETENTION	OCCUPATIONAL HEALTH SERV	VACCINATION, DRUG SCREEN, PHYSICAL CAPA	260.00	
100-105-56240	TELEPHONE	AT&T MOBILITY	CELL PHONES JAN 22 - FEB 21	32.38	
100-105-56240	TELEPHONE	GREAT PLAINS COMMUNICATION	PHONE/INTERNET	39.58	
		Total For Dept 105 FINANCE		331.96	
Dept 106 CITY CLERK					
100-106-52700	TRAINING AND TUITION	FIRST NATIONAL BANK OMAHA	UNO - 2026 NE MUNICIPAL CLERK INSTITUTE	273.00	
100-106-55800	TRAVEL	CHOAT SHURAYA	REIMBURSE MILEAGE - MIDWINTER CONFERENC	114.55	
100-106-55800	TRAVEL	FIRST NATIONAL BANK OMAHA	LINCOLN MARRIOTT CORNHUSKER	181.93	
100-106-56240	TELEPHONE	GREAT PLAINS COMMUNICATION	PHONE/INTERNET	45.01	
100-106-56650	MEMBERSHIP DUES	FIRST NATIONAL BANK OMAHA	IIMC - ANNUAL MEMBERSHIP FEE	235.00	
		Total For Dept 106 CITY CLERK		849.49	
Dept 107 MAYOR/COUNCIL					
100-107-55800	TRAVEL	BULKLEY JIM	REIMBURSE MILEAGE & PARKING LARM CONFEF	105.25	
100-107-55800	TRAVEL	FIRST NATIONAL BANK OMAHA	LINCOLN MARRIOTT CORNHUSKER	580.00	
100-107-55800	TRAVEL	ROTH PRENT	REIMBURSE MILEAGE & PARKING - MIDWINTEF	141.55	
		Total For Dept 107 MAYOR/COUNCIL		826.80	
Dept 108 HUMAN RESOURCES					
100-108-56240	TELEPHONE	FRONTIER	PHONE/INTERNET/FAX LINES	134.70	
100-108-56240	TELEPHONE	GREAT PLAINS COMMUNICATION	PHONE/INTERNET	14.75	
		Total For Dept 108 HUMAN RESOURCES		149.45	

GL Number	Invoice Line Desc	Vendor	Invoice Description	Amount	Check #
Fund 100 GENERAL FUND					
Dept 110 POLICE					
100-110-52700	TRAINING AND TUITION	BENCHMARK GOVERNMENT SOLUT	MEALS - POPPE	529.85	
100-110-52700	TRAINING AND TUITION	FIRST NATIONAL BANK OMAHA	INTERNATIONAL CODE COUNCIL - 2024 INT F	2,770.05	
100-110-52710	EMPLOYEE RECRUITMENT/RETENTION	OCCUPATIONAL HEALTH SERV	PRE-EMPLOYMENT, DRUG SCREEN	2,230.00	
100-110-52800	UNIFORMS	911 CUSTOM LLC	BLACKINTON B736 BADGE	145.00	
100-110-52800	UNIFORMS	FIRST NATIONAL BANK OMAHA	BUSHNELL - T-SERIES GLOCK W/STREAMLIGHT	188.18	
100-110-52810	UNIFORMS-QUARTERMASTER	COLUMBUS CUSTOM EMBROIDERY	CLOTHING - LEVANDER QM	370.00	
100-110-52810	UNIFORMS-QUARTERMASTER	FIRST NATIONAL BANK OMAHA	AMAZON - KYDEX HOLSTER QM	614.78	
100-110-52810	UNIFORMS-QUARTERMASTER	WAGNER CINDY	2 PATCHES - ALDRICH QM	48.00	
100-110-53200	PROFESSIONAL SERVICES	CONNER PSYCHOLOGICAL SERVI	JAUNUARY WELLNESS EXAMS	1,568.90	
100-110-53200	PROFESSIONAL SERVICES	FRONTLINE COUNSELING LLC	OFFICER WELLNESS/MENTAL HEALTH CHECK	1,805.00	
100-110-53200	PROFESSIONAL SERVICES	LANGUAGE LINE SERVICES INC	OVER THE PHONE INTERPRETATION	103.01	
100-110-53200	PROFESSIONAL SERVICES	PINNACLE OPERATIONS CENTEF	SUBPOENA #29	10.00	
100-110-53200	PROFESSIONAL SERVICES	PLATTE COUNTY	COUNTY ATTORNEY SERVICES	4,267.54	
100-110-53200	PROFESSIONAL SERVICES	TWIN RIVERS VETERINARY CLI	VETERINARY CARE	363.00	
100-110-53400	COMPUTER SUPPORT/MAINT	FIRST NATIONAL BANK OMAHA	NEWEGG - SUPER SPEED GIG ETHERNET	198.85	
100-110-54330	VEHICLE MAINTENANCE	CNC REPAIR LLC	LOF, CABIN AIR FILTER, WIPER BLADES - V	5,480.51	
100-110-54380	MAINTENANCE AGREEMENTS	NEBRASKA STATE PATROL	2026 TRACS LICENSES	1,612.50	
100-110-54380	MAINTENANCE AGREEMENTS	OLSON'S PEST TECHNICIANS	PEST CONTROL	90.00	
100-110-54380	MAINTENANCE AGREEMENTS	TK ELEVATOR CORPORATION	FULL MAINTENANCE	272.17	
100-110-54530	VEHICLE TOWING	BEHLEN TOWING LLC	TOWING	600.00	
100-110-54530	VEHICLE TOWING	MIKE'S TOWING	TOWING	1,200.00	
100-110-56010	SUPPLIES	FIRST NATIONAL BANK OMAHA	AMAZON - BATTERIES, THERMAL LAMINATOR,	288.14	
100-110-56010	SUPPLIES	MENARDS	DEEP CLIP BOX, LARGE CLIP BOX	64.40	
100-110-56020	OFFICE SUPPLIES	FIRST NATIONAL BANK OMAHA	AMAZON - BATTERIES, THERMAL LAMINATOR,	931.71	
100-110-56030	CLEANING SUPPLIES/SERVICE	SERVICEMASTER BY SHEVLIN	MONTHLY JANITORIAL SERVICES	2,661.00	
100-110-56165	K9 PROGRAM	FIRST NATIONAL BANK OMAHA	KIRBY K9 - TRAINING BITE SUIT, ARM CUFF	1,875.00	
100-110-56190-20015	PERSONAL PROTECTIVE SUPP	911 CUSTOM LLC	SURVIVAL ARMOR PALADIN	875.00	
100-110-56210	NATURAL GAS	BLACK HILLS ENERGY	NATURAL GAS	441.66	
100-110-56210	NATURAL GAS	HEARTLAND NATURAL GAS LLC	NATURAL GAS	1,018.67	
100-110-56220	ELECTRICITY	LOUP POWER DISTRICT	ELECTRICITY	5,070.68	
100-110-56230	WATER AND SEWER	CITY OF COLUMBUS	WATER & SEWER	208.80	
100-110-56240	TELEPHONE	AT&T MOBILITY	CELL PHONE JAN 22 - FEB 21	201.59	
100-110-56240	TELEPHONE	AT&T MOBILITY-CC	TABLETS 2/05/26 - 3/04/26	764.30	
100-110-56240	TELEPHONE	FRONTIER	PHONE/INTERNET/FAX LINES	320.32	
100-110-56240	TELEPHONE	GREAT PLAINS COMMUNICATION	PHONE/INTERNET	386.71	
100-110-56250	REFUSE	PAPER TIGER SHREDDING	PURGE SERVICE	263.16	
100-110-56250	REFUSE	WASTE CONNECTIONS OF NEBRA	GARBAGE SERVICE	48.40	
100-110-56650	MEMBERSHIP DUES	FIRST NATIONAL BANK OMAHA	FBI NATIONAL ACADEMY DUES	150.00	
100-110-56650	MEMBERSHIP DUES	IALEFI	MEMBERSHIP 4/04/26 - 4/04/27	60.00	
100-110-56650	MEMBERSHIP DUES	NAPE	2026 MEMBERSHIP - TRACI HAPP	90.00	
		Total For Dept 110 POLICE		40,186.88	
Dept 120 FIRE					
100-120-52700	TRAINING AND TUITION	FIRST NATIONAL BANK OMAHA	HERTZ CAR RENTAL	241.18	
100-120-54310	BUILDING MAINTENANCE	KIDWELL INC.	WORK ORDER 290893 - HUMMING IN PAGING S	465.00	
100-120-54310	BUILDING MAINTENANCE	WASTE CONNECTIONS OF NEBRA	GARBAGE SERVICE	70.34	
100-120-54320	EQUIPMENT MAINTENANCE	FIRST NATIONAL BANK OMAHA	FIRE MAUL - FIRE WRAP	350.00	
100-120-54330	VEHICLE MAINTENANCE	GAVER TIRE & AUTO CENTER I	FLAT REPAIR - YELLOW TRUCK	62.75	
100-120-54330	VEHICLE MAINTENANCE	GENE STEFFY FORD	LOF, WIPER BLADES	125.30	
100-120-54330	VEHICLE MAINTENANCE	MENARDS	FINAL CHARGE 50/50	28.54	
100-120-54330	VEHICLE MAINTENANCE	NAPA AUTO PARTS OF COLUMBU	BATTERIES	528.64	
100-120-56020	OFFICE SUPPLIES	FIRST NATIONAL BANK OMAHA	AMAZON - LAPTOP STAND	29.99	

GL Number	Invoice Line Desc	Vendor	Invoice Description	Amount	Check #
Fund 100 GENERAL FUND					
Dept 120 FIRE					
100-120-56030	CLEANING SUPPLIES/SERVICE	JACKSON SERVICES INC	MATS, MOPS, POLISH TOWEL, WINDSHIELD WI	106.23	
100-120-56050	FUEL	SAPP BROS COLUMBUS INC	FUEL	38.70	
100-120-56210	NATURAL GAS	BLACK HILLS ENERGY	NATURAL GAS	333.26	
100-120-56210	NATURAL GAS	HEARTLAND NATURAL GAS LLC	NATURAL GAS	1,297.54	
100-120-56220	ELECTRICITY	LOUP POWER DISTRICT	ELECTRICITY	1,535.59	
100-120-56230	WATER AND SEWER	CITY OF COLUMBUS	WATER & SEWER	176.81	
100-120-56240	TELEPHONE	AT&T MOBILITY	CELL PHONE JAN 22 - FEB 21	110.64	
100-120-56240	TELEPHONE	AT&T MOBILITY-CC	TABLETS 2/05/26 - 3/04/26	198.30	
100-120-56240	TELEPHONE	FRONTIER	PHONE/INTERNET/FAX LINES	64.11	
100-120-56240	TELEPHONE	GREAT PLAINS COMMUNICATION	PHONE/INTERNET	49.67	
		Total For Dept 120 FIRE		5,812.59	
Dept 121 RESCUE					
100-121-52700	TRAINING AND TUITION	COLUMBUS COMMUNITY HOSPITA	ACLS PROVIDER MANUAL	106.10	
100-121-52700	TRAINING AND TUITION	FIRST NATIONAL BANK OMAHA	HERTZ CAR RENTAL	735.15	
100-121-52700	TRAINING AND TUITION	METROPOLITAN COMMUNITY COI	PARAMEDIC TUITION - PATRICIA HAWTHORNE	1,618.76	
100-121-53200	PROFESSIONAL SERVICES	HOWERTER MD MARK S	EMERGENCY MEDICAL DIRECTOR	687.75	
100-121-54310	BUILDING MAINTENANCE	KIDWELL INC.	WORK ORDER 290893 - HUMMING IN PAGING S	465.00	
100-121-54310	BUILDING MAINTENANCE	WASTE CONNECTIONS OF NEBRA	GARBAGE SERVICE	70.33	
100-121-54330	VEHICLE MAINTENANCE	MENARDS	FINAL CHARGE 50/50	28.54	
100-121-55930	REFUNDS	COLUMBUS CREDIT SERVICES	COLLECTIONS	500.68	
100-121-56010	SUPPLIES	BOUND TREE MEDICAL LLC	SENSOR, MASIMO	1,174.14	
100-121-56010	SUPPLIES	COLUMBUS COMMUNITY HOSPITA	CLIENT BILLING	2,186.56	
100-121-56010	SUPPLIES	FIRST NATIONAL BANK OMAHA	TECHNICUFF	165.00	
100-121-56020	OFFICE SUPPLIES	FIRST NATIONAL BANK OMAHA	AMAZON - LAPTOP STAND	29.98	
100-121-56030	CLEANING SUPPLIES/SERVICE	JACKSON SERVICES INC	MATS, MOPS, POLISH TOWEL, WINDSHIELD WI	106.22	
100-121-56050	FUEL	SAPP BROS COLUMBUS INC	FUEL	38.71	
100-121-56190	PERSONAL PROTECTIVE SUPP	BOUND TREE MEDICAL LLC	QUICK CLOT GAUZE	783.80	
100-121-56210	NATURAL GAS	BLACK HILLS ENERGY	NATURAL GAS	333.27	
100-121-56210	NATURAL GAS	HEARTLAND NATURAL GAS LLC	NATURAL GAS	1,297.54	
100-121-56220	ELECTRICITY	LOUP POWER DISTRICT	ELECTRICITY	1,535.59	
100-121-56230	WATER AND SEWER	CITY OF COLUMBUS	WATER & SEWER	176.79	
100-121-56240	TELEPHONE	AT&T MOBILITY	CELL PHONE JAN 22 - FEB 21	110.64	
100-121-56240	TELEPHONE	AT&T MOBILITY-CC	TABLETS 2/05/26 - 3/04/26	198.30	
100-121-56240	TELEPHONE	FRONTIER	PHONE/INTERNET/FAX LINES	64.10	
100-121-56240	TELEPHONE	GREAT PLAINS COMMUNICATION	PHONE/INTERNET	49.67	
		Total For Dept 121 RESCUE		12,462.62	
Dept 130 LIBRARY					
100-130-53400-PATRN	COMPUTER SUPPORT/MAINT	LIBRARY MARKET	LIBRARY CALENDAR ANNUAL SUBSCRIPTION	1,500.00	
100-130-53400-PCLAB	COMPUTER SUPPORT/MAINT	FIRST NATIONAL BANK OMAHA	AMAZON - BOOK STAND, TAPE SQUARES, TONE	539.62	
100-130-53400-STAFF	COMPUTER SUPPORT/MAINT	FIRST NATIONAL BANK OMAHA	AMAZON - TONER CARTRIDGE, TABLE RUNNER	71.95	
100-130-54320-PATRN	EQUIPMENT MAINTENANCE	ENVISIONWARE, INC	ANNUAL SUBSCRIPTION	4,473.50	
100-130-55400	ADVERTISING AND PROMOTION	FIRST NATIONAL BANK OMAHA	CONSTANT CONTACT	73.83	
100-130-55400	ADVERTISING AND PROMOTION	LINCOLN JOURNAL STAR	ADVERTISING	252.62	
100-130-56010-BUILD	SUPPLIES	FIRST NATIONAL BANK OMAHA	AMAZON - CRICUT VINYL, BULLETIN BOARD T	242.19	
100-130-56010-MTRLS	SUPPLIES	FIRST NATIONAL BANK OMAHA	AMAZON - AVERY LABELS	136.99	
100-130-56010-PATRN	SUPPLIES	ULINE	RED SHOPPING BASKET W/RACK	149.50	
100-130-56020	OFFICE SUPPLIES	EAKES OFFICE SOLUTIONS	PAPER	94.20	
100-130-56020	OFFICE SUPPLIES	FIRST NATIONAL BANK OMAHA	AMAZON - STAPLER, LAMINATING SHEETS, GA	43.96	
100-130-56030	CLEANING SUPPLIES/SERVICE	FIRST NATIONAL BANK OMAHA	AMAZON - LAUNDRY DETERGENT SHEETS	9.97	
100-130-56040	POSTAGE AND FREIGHT	FIRST NATIONAL BANK OMAHA	USPS - STAMPS	78.00	
100-130-56040-ILILO	POSTAGE AND FREIGHT	CASEY'S MAIL SERVICE LLC	LIBRARY/MEDIA MAIL	824.32	

GL Number	Invoice Line Desc	Vendor	Invoice Description	Amount	Check #
Fund 100 GENERAL FUND					
Dept 130 LIBRARY					
100-130-56220	ELECTRICITY	LOUP POWER DISTRICT	ELECTRICITY	5,343.44	
100-130-56230	WATER AND SEWER	CITY OF COLUMBUS	WATER & SEWER	120.78	
100-130-56240	TELEPHONE	AT&T MOBILITY	CELL PHONES JAN 22 - FEB 21	32.38	
100-130-56240	TELEPHONE	GREAT PLAINS COMMUNICATION	PHONE/INTERNET	156.01	
100-130-56250	REFUSE	WASTE CONNECTIONS OF NEBRA	GARBAGE SERVICE	149.74	
100-130-56400-ADULT	PROGRAMS	FIRST NATIONAL BANK OMAHA	AMAZON - BOOK STAND, TAPE SQUARES, TONE	15.99	
100-130-56400-CHILD	PROGRAMS	FIRST NATIONAL BANK OMAHA	AMAZON - BALLOONS	213.86	
100-130-56400-CHSRP	PROGRAMS	FIRST NATIONAL BANK OMAHA	AMAZON - FLOOR PILLOWS, NINTENDO SWITCH	99.99	
100-130-56400-CHSRP	PROGRAMS	HOBBY LOBBY	CUSTOM FARMES, HOME DECOR	7.14	
100-130-56400-MAKRS	PROGRAMS	FIRST NATIONAL BANK OMAHA	BEST BUY - 3D PRINTER	919.96	
100-130-56400-MAKRS	PROGRAMS	HOBBY LOBBY	WEARABLE ART, PAPER CRAFTS	66.44	
100-130-56400-YASCH	PROGRAMS	FIRST NATIONAL BANK OMAHA	WALMART	12.06	
100-130-56400-YASRP	PROGRAMS	FIRST NATIONAL BANK OMAHA	FIVE BELOW	217.00	
100-130-56410-ADULT	BOOKS AND PUBLICATIONS	CENGAGE LEARNING INC	MATERIALS	56.23	
100-130-56410-ADULT	BOOKS AND PUBLICATIONS	FIRST NATIONAL BANK OMAHA	REFUND - AMAZON	148.77	
100-130-56410-ADULT	BOOKS AND PUBLICATIONS	MIDWEST TAPE LLC	DVD	26.98	
100-130-56410-CHILD	BOOKS AND PUBLICATIONS	ABDO BOOKS	MATERIALS	7,491.70	
100-130-56410-CHILD	BOOKS AND PUBLICATIONS	CENTRAL PROGRAMS INC	MATERIALS	1,774.62	
100-130-56410-CHILD	BOOKS AND PUBLICATIONS	FIRST NATIONAL BANK OMAHA	AMAZON - BOOK	976.43	
100-130-56410-CHILD	BOOKS AND PUBLICATIONS	SYNCRETIC PRESS LLC	MATERIALS	519.40	
100-130-56410-SUBSC	BOOKS AND PUBLICATIONS	MIDWEST TAPE LLC	DIGITAL AUDIOBOOK, BINGEPASS, COMICS, E	540.56	
100-130-56410-YOUNG	BOOKS AND PUBLICATIONS	ABDO BOOKS	MATERIALS	1,099.95	
100-130-56410-YOUNG	BOOKS AND PUBLICATIONS	FIRST NATIONAL BANK OMAHA	REFUND - FINAL FANTASY	588.28	
		Total For Dept 130 LIBRARY		29,068.36	
Dept 140 CEMETERY					
100-140-53520	CONTRACT SERVICES	VAN DYKE CARROLL	OPEN/CLOSE CEMETERY GATES	175.00	
100-140-54320	EQUIPMENT MAINTENANCE	MENARDS	DEGREASER, HYDROFLEX HOSE	38.48	
100-140-56220	ELECTRICITY	LOUP POWER DISTRICT	ELECTRICITY	544.39	
100-140-56230	WATER AND SEWER	CITY OF COLUMBUS	WATER & SEWER	29.19	
100-140-56240	TELEPHONE	AT&T MOBILITY	CELL PHONES JAN 22 - FEB 21	31.37	
100-140-56240	TELEPHONE	GREAT PLAINS COMMUNICATION	PHONE/INTERNET	10.09	
100-140-57200-20038	CAPITAL-LAND & BUILDINGS	B-D CONSTRUCTION INC	ROSELAWN CEMETARY MAINT BLDG	5,472.41	
		Total For Dept 140 CEMETERY		6,300.93	
Dept 145 COMMUNITY DEVELOPMENT					
100-145-56240	TELEPHONE	AT&T MOBILITY	CELL PHONES JAN 22 - FEB 21	157.86	
100-145-56240	TELEPHONE	GREAT PLAINS COMMUNICATION	PHONE/INTERNET	34.92	
		Total For Dept 145 COMMUNITY DEVELOPMENT		192.78	
Dept 150 PARKS					
100-150-52710	EMPLOYEE RECRUITMENT/RETENTION	ONE SOURCE	BACKGROUND CHECK	40.00	
100-150-52800	UNIFORMS	JACKSON SERVICES INC	UNIFORMS	63.05	
100-150-53200	PROFESSIONAL SERVICES	NEBRASKA ARBORIST ASSOCIA	ARBORISTS CERTIFICATION STUDY GUIDE	290.00	
100-150-54310	BUILDING MAINTENANCE	GEHRING CONSTRUCTION &	PAWNEE PARK - WEST SIDE	591.88	
100-150-54310	BUILDING MAINTENANCE	GREAT PLAINS BUILDING SUPP	2X6-16 SPF	127.95	
100-150-54310	BUILDING MAINTENANCE	KELLY SUPPLY COMPANY	O-RING	1.08	
100-150-54310	BUILDING MAINTENANCE	MENARDS	REBAR LOOP TIES	49.98	
100-150-54320	EQUIPMENT MAINTENANCE	ARNOLD MOTOR SUPPLY	GUNK ENGINE BRITE	17.97	
100-150-54320	EQUIPMENT MAINTENANCE	FIRST NATIONAL BANK OMAHA	AMAZON - CARBURETOR KIT	35.99	
100-150-54320	EQUIPMENT MAINTENANCE	NORTHWEST ELECTRIC LLC	MOTOR REPAIR	1,177.85	
100-150-54320	EQUIPMENT MAINTENANCE	TRACTOR SUPPLY CREDIT PLAN	HOSE 3/8X50 PR WASH	114.99	
100-150-54330	VEHICLE MAINTENANCE	ACE HARDWARE & GARDEN CNT	PHILIP PN SMS	27.48	

GL Number	Invoice Line Desc	Vendor	Invoice Description	Amount	Check #
Fund 100 GENERAL FUND					
Dept 150 PARKS					
100-150-54330	VEHICLE MAINTENANCE	ARNOLD MOTOR SUPPLY	DISC BRAKE PADS	62.95	
100-150-54520	EQUIPMENT RENTAL/PURCHASE	FIRST NATIONAL BANK OMAHA	NEVCO - LED SCOREBOARD	4,980.89	
100-150-55920	MISC FEES	FIRST NATIONAL BANK OMAHA	AMAZON PRIME MEMBERSHIP FEE FOR FREE SH	139.00	
100-150-56010	SUPPLIES	ACE HARDWARE & GARDEN CNT	SOLDER PLUMBERS KIT, AJAX, 90D ELBOW	41.76	
100-150-56010	SUPPLIES	GREAT PLAINS BUILDING SUPI	ATHLETIC FIELD MARKER	608.16	
100-150-56020	OFFICE SUPPLIES	FIRST NATIONAL BANK OMAHA	AMAZON - - BLACK INK CATRIDGE	58.89	
100-150-56050	FUEL	SAPP BROS COLUMBUS INC	FUEL	4,818.00	
100-150-56210	NATURAL GAS	BLACK HILLS ENERGY	NATURAL GAS	465.57	
100-150-56210	NATURAL GAS	WOODRIVER ENERGY LLC	NATURAL GAS	899.92	
100-150-56220	ELECTRICITY	LOUP POWER DISTRICT	ELECTRICITY	4,001.16	
100-150-56230	WATER AND SEWER	CITY OF COLUMBUS	WATER & SEWER	113.37	
100-150-56240	TELEPHONE	AT&T MOBILITY	CELL PHONES JAN 22 - FEB 21	95.12	
100-150-56240	TELEPHONE	GREAT PLAINS COMMUNICATION	PHONE/INTERNET	39.58	
100-150-56400	PROGRAMS	NOSWETT FENCING INC	FENCE FRONTIER PARK GARDEN	2,640.00	
		Total For Dept 150 PARKS		21,502.59	
Dept 151 PAWNEE PLUNGE WATER PARK					
100-151-54310	BUILDING MAINTENANCE	ACE HARDWARE & GARDEN CNT	AUTO THREADLOCKER	9.67	
100-151-54310	BUILDING MAINTENANCE	FIRST NATIONAL BANK OMAHA	AMERICAN LOCKER - LOCKER PARTS	231.12	
100-151-54310	BUILDING MAINTENANCE	KOCH EXCAVATING CO INC	RIVER ROCK	174.02	
100-151-54310	BUILDING MAINTENANCE	MENARDS	DURAEAVE GEOTEXTILES, TAPCON 3/8 X 1-3/	93.87	
100-151-54520	EQUIPMENT RENTAL/PURCHASE	SCP DISTRIBUTORS LLC	COMMERCIAL POOL CLEANER	1,999.00	
100-151-56210	NATURAL GAS	BLACK HILLS ENERGY	NATURAL GAS	166.58	
100-151-56220	ELECTRICITY	LOUP POWER DISTRICT	ELECTRICITY	1,770.12	
100-151-56240	TELEPHONE	FRONTIER	PHONE/INTERNET/FAX LINES	123.98	
100-151-56240	TELEPHONE	GREAT PLAINS COMMUNICATION	PHONE/INTERNET	38.82	
100-151-56690	SALES TAX REMITTANCE	STATE OF NEBR DEPT OF REVE	SALES TAX - FEBRUARY 2026 POOLS	10.18	
		Total For Dept 151 PAWNEE	PLUNGE WATER PARK	4,617.36	
Dept 152 AQUATIC CENTER POOL					
100-152-52700	TRAINING AND TUITION	FIRST NATIONAL BANK OMAHA	NE RECREATION & PARK ASSOC - AQUATICS W	10.00	
100-152-53200	PROFESSIONAL SERVICES	OLSON'S PEST TECHNICIANS	PEST CONTROL	63.00	
100-152-54310	BUILDING MAINTENANCE	ACE HARDWARE & GARDEN CNT	COMPRSN SLEEVE, VINYL TUBING	5.76	
100-152-55930	REFUNDS	BLOEBAUM JANA	REFUND OVER PAYMENT FOR LIFEGUARD TRAIN	125.00	
100-152-56030	CLEANING SUPPLIES/SERVICE	EGAN SUPPLY CO	ODOR ELIMINATOR, ABSOLUTE H2ORANGE	559.48	
100-152-56030	CLEANING SUPPLIES/SERVICE	JACKSON SERVICES INC	MATS	48.57	
100-152-56210	NATURAL GAS	BLACK HILLS ENERGY	NATURAL GAS	715.31	
100-152-56210	NATURAL GAS	HEARTLAND NATURAL GAS LLC	NATURAL GAS	3,224.26	
100-152-56220	ELECTRICITY	LOUP POWER DISTRICT	ELECTRICITY	5,688.16	
100-152-56230	WATER AND SEWER	CITY OF COLUMBUS	WATER & SEWER	231.23	
100-152-56240	TELEPHONE	FRONTIER	PHONE/INTERNET/FAX LINES	127.70	
100-152-56240	TELEPHONE	GREAT PLAINS COMMUNICATION	PHONE/INTERNET	34.92	
100-152-56300	FOOD COSTS	CHESTERMAN COMPANY	MONSTER, LEMONADE, POP	86.17	
100-152-56300	FOOD COSTS	FIRST NATIONAL BANK OMAHA	AMAZON - FRITO-LAY VARIETY PACK, KEVLAF	32.78	
100-152-56400	PROGRAMS	FIRST NATIONAL BANK OMAHA	AMAZON - RESIN ANIMALS, PIRATE COINS, E	163.54	
100-152-56690	SALES TAX REMITTANCE	STATE OF NEBR DEPT OF REVE	SALES TAX - FEBRUARY 2026 POOLS	144.42	
		Total For Dept 152 AQUATIC	CENTER POOL	11,260.30	
Dept 155 VAN BERG GOLF COURSE					
100-155-53500	COMMISSION ON CARTS	DUNBAR DOUGLAS	MONTHLY COMMISSIONS - GREEN FEES & CART	1,146.32	
100-155-53510	COMMISSION ON LIQUOR	DUNBAR DOUGLAS	LIQUOR COMMISSIONS	1,176.26	
100-155-53520	CONTRACT SERVICES	DUNBAR DOUGLAS	MONTHLY CONTRACT	2,435.31	
100-155-53530	COMMISSION ON GREEN FEES	DUNBAR DOUGLAS	MONTHLY COMMISSIONS - GREEN FEES & CART	790.24	

GL Number	Invoice Line Desc	Vendor	Invoice Description	Amount	Check #
Fund 100 GENERAL FUND					
Dept 155 VAN BERG GOLF COURSE					
100-155-53540	COMMISSION ON PASSES	DUNBAR DOUGLAS	MONTHLY COMMISSIONS - GREEN FEES & CART	639.35	
100-155-53545	COMMISSION ON GOLF SIMULATOR	DUNBAR DOUGLAS	MONTHLY COMMISSIONS - GREEN FEES & CART	1,459.40	
100-155-54310	BUILDING MAINTENANCE	DRAIN SURGEON	CLEAN MAIN SEWER	650.00	
100-155-54310	BUILDING MAINTENANCE	SETTJE PLUMBING	DUG UP SEWER LINE BEHIND CLUB HOUSE & F	271.19	
100-155-54310	BUILDING MAINTENANCE	VANDENBERG ELE & COMMUNICA	CHANGE OUT OUTSIDE BUILDING FIXTURES	2,415.05	
100-155-54350	GOLF CART/COURSE MAINT	ACE HARDWARE & GARDEN CNT	SF CONSTRACTOR 3/4IN 50FT	54.99	
100-155-56010	SUPPLIES	ACE HARDWARE & GARDEN CNT	PAPER TOWELS	16.88	
100-155-56110	PRO-SHOP SUPPLIES	CULLIGAN OF COLUMBUS	EQUIPMENT - COOLER	12.00	
100-155-56210	NATURAL GAS	BLACK HILLS ENERGY	NATURAL GAS	149.57	
100-155-56210	NATURAL GAS	HEARTLAND NATURAL GAS LLC	NATURAL GAS	466.95	
100-155-56220	ELECTRICITY	LOUP POWER DISTRICT	ELECTRICITY	736.33	
100-155-56230	WATER AND SEWER	CITY OF COLUMBUS	WATER & SEWER	50.55	
100-155-56240	TELEPHONE	GREAT PLAINS COMMUNICATION	PHONE/INTERNET	19.41	
100-155-56690	SALES TAX REMITTANCE	STATE OF NEBR DEPT OF REVE	SALES TAX - FEBRUARY 2026 GOLF	1,723.39	
		Total For Dept 155 VAN BERG GOLF COURSE		14,213.19	
Dept 156 QUAIL RUN GOLF COURSE					
100-156-53200	PROFESSIONAL SERVICES	JACKSON SERVICES INC	UNIFORMS	90.15	
100-156-53200	PROFESSIONAL SERVICES	OLSON'S PEST TECHNICIANS	PEST CONTROL	75.00	
100-156-53400	COMPUTER SUPPORT/MAINT	FIRST NATIONAL BANK OMAHA	AMAZON - SCREEN CAST 4K WIRELESS ADAPTE	74.99	
100-156-53500	COMMISSION ON CARTS	DUNBAR DOUGLAS	MONTHLY COMMISSIONS - GREEN FEES & CART	2,268.69	
100-156-53520	CONTRACT SERVICES	DUNBAR DOUGLAS	MONTHLY CONTRACT	4,944.25	
100-156-53530	COMMISSION ON GREEN FEES	DUNBAR DOUGLAS	MONTHLY COMMISSIONS - GREEN FEES & CART	155.68	
100-156-53540	COMMISSION ON PASSES	DUNBAR DOUGLAS	MONTHLY COMMISSIONS - GREEN FEES & CART	3,622.97	
100-156-54310	BUILDING MAINTENANCE	SHERWIN-WILLIAMS CO	PAINT, PAIL LINER, PAINT PAIL	154.35	
100-156-54320	EQUIPMENT MAINTENANCE	FIRST NATIONAL BANK OMAHA	AMAZON - GOLF CART LOWER YOKE	356.54	
100-156-54320	EQUIPMENT MAINTENANCE	KELLY SUPPLY COMPANY	COUPLINGS, GATES STEM. HYD HOSE, PLIERS	147.73	
100-156-54320	EQUIPMENT MAINTENANCE	NAPA AUTO PARTS OF COLUMBU	INSPECTOR 500+	69.98	
100-156-54350	GOLF CART/COURSE MAINT	FIRST NATIONAL BANK OMAHA	BAMBU LAB P2S	799.00	
100-156-54350	GOLF CART/COURSE MAINT	MIDWEST MACHINE & TOOL INC	GOLF CART LABELS	1,237.50	
100-156-54490	IRRIGATION MAINTENANCE	R & R PRODUCTS INC	MASTERS GAUGE, SPLICE KIT	713.85	
100-156-55920	MISC FEES	THE GOLF SHOP	MONTHLY TERMINAL USAGE FEE FEBRUARY 202	1,425.05	
100-156-56010	SUPPLIES	ACE HARDWARE & GARDEN CNT	GARDEN SPRAYER, CLEANER, NUTS, BOLTS, S	51.05	
100-156-56010	SUPPLIES	MENARDS	100 CT VENOM NITRILE, TACKY GREASE	101.76	
100-156-56110	PRO-SHOP SUPPLIES	CLUB PROPHET SYSTEMS	MONTHLY TEE SHEET, ONLINE RESERVATION	517.00	
100-156-56210	NATURAL GAS	BLACK HILLS ENERGY	NATURAL GAS	81.27	
100-156-56210	NATURAL GAS	HEARTLAND NATURAL GAS LLC	NATURAL GAS	89.85	
100-156-56220	ELECTRICITY	LOUP POWER DISTRICT	ELECTRICITY	1,415.34	
100-156-56230	WATER AND SEWER	CITY OF COLUMBUS	WATER & SEWER	74.91	
100-156-56240	TELEPHONE	AT&T MOBILITY	CELL PHONES JAN 22 - FEB 21	31.37	
100-156-56240	TELEPHONE	AT&T MOBILITY-CC	TABLETS 2/05/26 - 3/04/26	27.00	
100-156-56240	TELEPHONE	FRONTIER	PHONE/INTERNET/FAX LINES	127.70	
100-156-56240	TELEPHONE	GREAT PLAINS COMMUNICATION	PHONE/INTERNET	38.82	
100-156-56650	MEMBERSHIP DUES	FIRST NATIONAL BANK OMAHA	UNIV NEBRASKA - NON-COMMERCIAL PESTICII	123.54	
100-156-56690	SALES TAX REMITTANCE	STATE OF NEBR DEPT OF REVE	SALES TAX - FEBRUARY 2026 GOLF	2,839.47	
		Total For Dept 156 QUAIL RUN GOLF COURSE		21,654.81	
		Total For Fund 100 GENERAL FUND		233,241.34	
Fund 200 STREETS/ENGINEERING					
Dept 200 STREETS					
200-200-52800	UNIFORMS	JACKSON SERVICES INC	UNIFORMS	533.09	
200-200-53200	PROFESSIONAL SERVICES	7M CLEANING SOLUTIONS LLC	CLEANING CENTRAL MAINTENANCE	133.34	

GL Number	Invoice Line Desc	Vendor	Invoice Description	Amount	Check #
Fund 200 STREETS/ENGINEERING					
Dept 200 STREETS					
200-200-54310	BUILDING MAINTENANCE	FIRST NATIONAL BANK OMAHA	OUTDOOR SOLAR - SOLAR STREET LIGHT	527.90	
200-200-54310	BUILDING MAINTENANCE	OLSON'S PEST TECHNICIANS	PEST CONTROL	20.00	
200-200-54320	EQUIPMENT MAINTENANCE	LOGAN CONTRACTORS SUPPLY]	REPAIR CRACK SEALER	1,829.55	
200-200-54320	EQUIPMENT MAINTENANCE	WINTER EQUIPMENT COMPANY	HEAVY DUTY CURBCAST 6 SHP	926.15	
200-200-54330	VEHICLE MAINTENANCE	COLUMBUS MOTOR COMPANY	INSTALL SCR CAT	2,898.55	
200-200-54450	STREET MAINTENANCE	GEHRING CONSTRUCTION &	1/2" REBAR	45.00	
200-200-54450	STREET MAINTENANCE	OTTE ELECTRIC	REPLACE UNDERGROUND SPLICE BOX 18TH ST	3,977.35	
200-200-56010	SUPPLIES	ACE HARDWARE & GARDEN CNT	NUTS, BOLTS, SCREWS	40.58	
200-200-56010	SUPPLIES	O'REILLY AUTOMOTIVE INC	DIRT BUSTER	365.68	
200-200-56050	FUEL	SAPP BROS COLUMBUS INC	FUEL	9,315.00	
200-200-56050	FUEL	T-BONE FUEL DELIVERY	FUEL	9,644.50	
200-200-56120	TRAFFIC SIGNS	GENERAL TRAFFIC CONTROLS]	EDGE LIGHT STOP SIGN	4,709.00	
200-200-56120	TRAFFIC SIGNS	MD SOLUTIONS INC	CROSS PIECE, 24" CANTILEVER ARM BRACKET	1,670.00	
200-200-56120	TRAFFIC SIGNS	MENARDS	PLTD PERF TUBE	130.96	
200-200-56120	TRAFFIC SIGNS	NEWMAN SIGNS INC.	SIGNS	1,524.76	
200-200-56210	NATURAL GAS	BLACK HILLS ENERGY	NATURAL GAS	324.90	
200-200-56210	NATURAL GAS	HEARTLAND NATURAL GAS LLC	NATURAL GAS	1,285.41	
200-200-56220	ELECTRICITY	CORNHUSKER PUBLIC POWER DI	ELECTRICITY	208.00	
200-200-56220	ELECTRICITY	LOUP POWER DISTRICT	ELECTRICITY	28,847.69	
200-200-56230	WATER AND SEWER	CITY OF COLUMBUS	WATER & SEWER	227.36	
200-200-56240	TELEPHONE	AT&T MOBILITY	CELL PHONES JAN 22 - FEB 21	94.11	
200-200-56240	TELEPHONE	AT&T MOBILITY-CC	TABLETS 2/05/26 - 3/04/26	36.80	
200-200-56240	TELEPHONE	GREAT PLAINS COMMUNICATION	PHONE/INTERNET	58.21	
200-200-56250	REFUSE	WASTE CONNECTIONS OF NEBRA	GARBAGE SERVICE	57.78	
200-200-57200-26010	CAPITAL-LAND & BUILDINGS	KOCH EXCAVATING CO INC	RIP RAP TO CITY YARD	3,641.95	
200-200-57300-20070	CAPITAL-NEW CONSTRUCTION	GEHRING CONSTRUCTION &	34TH STREET REPAIR	6,120.00	
		Total For Dept 200 STREETS		79,193.62	
Dept 202 MECHANICS SHOP					
200-202-52800	UNIFORMS	JACKSON SERVICES INC	UNIFORMS	80.12	
200-202-56010	SUPPLIES	ARNOLD MOTOR SUPPLY	ALUMA-KLEAN SOAP	150.00	
200-202-56010	SUPPLIES	LAWSON PRODUCTS	FLAP DISC 4-1/2"	151.60	
200-202-56010	SUPPLIES	O'REILLY AUTOMOTIVE INC	SPRAY GREASE	25.98	
200-202-56090	SMALL TOOLS	O'REILLY AUTOMOTIVE INC	DISCNCT TOOL	11.49	
200-202-56130	SUPPLIES FOR RESALE	ARMOR EQUIPMENT	ADAPTER, CLOSE NIPPLE, BALL VALVE	145.80	
200-202-56130	SUPPLIES FOR RESALE	ARNOLD MOTOR SUPPLY	AIR FILTER	1,624.70	
200-202-56130	SUPPLIES FOR RESALE	CHROME N' STEEL TRUCK & TF	RADIATOR	1,550.00	
200-202-56130	SUPPLIES FOR RESALE	LAWSON PRODUCTS	TOGGLE SWITCH, PRIM WIRE, SOLDER SEAL	81.54	
200-202-56130	SUPPLIES FOR RESALE	NAPA AUTO PARTS OF COLUMBU	TRAILER HITCH	200.99	
200-202-56130	SUPPLIES FOR RESALE	O'REILLY AUTOMOTIVE INC	OIL DRAIN PLUG	344.02	
200-202-56130	SUPPLIES FOR RESALE	VANDER HAAGS INC.	FUEL TANK	1,305.17	
		Total For Dept 202 MECHANICS SHOP		5,671.41	
		Total For Fund 200 STREETS/ENGINEERING		84,865.03	
Fund 205 AIRPORT					
Dept 205 AIRPORT					
205-205-52700	TRAINING AND TUITION	FIRST NATIONAL BANK OMAHA	UNIV OF NEBRASKA - NON-COMMERCIAL PESTI	123.54	
205-205-52700	TRAINING AND TUITION	NIEDBALSKI ROSS	REIMBURSE MILEAGE - NE AVIATION SYMPOSI	165.30	
205-205-54310	BUILDING MAINTENANCE	MENARDS	ANGLE PLUG, PEX TEE, CRIMP RING, PEX EI	38.06	
205-205-54440	RUNWAY MAINTENANCE	WESTMOR FLUID SOLUTIONS LI	ELEMENT	475.02	
205-205-56010	SUPPLIES	MENARDS	HEX BOLT, LOCK NUT, CNCTR	24.41	
205-205-56030	CLEANING SUPPLIES/SERVICE	HEARTLAND OFFICE CLEANERS	MARCH CLEANING SERVICE	267.50	

GL Number	Invoice Line Desc	Vendor	Invoice Description	Amount	Check #
Fund 205 AIRPORT					
Dept 205 AIRPORT					
205-205-56090	SMALL TOOLS	MENARDS	BLOW GUN KIT, SCOOP, PVC COUPLING, CLEA	66.28	
205-205-56220	ELECTRICITY	LOUP POWER DISTRICT	ELECTRICITY	836.18	
205-205-56230	WATER AND SEWER	CITY OF COLUMBUS	WATER & SEWER	27.12	
205-205-56240	TELEPHONE	AT&T MOBILITY	CELL PHONES JAN 22 - FEB 21	62.74	
205-205-56240	TELEPHONE	GREAT PLAINS COMMUNICATION	PHONE/INTERNET	20.18	
205-205-56260	UTILITIES - FSS BUILDING	CITY OF COLUMBUS	WATER & SEWER	58.63	
205-205-56260	UTILITIES - FSS BUILDING	LOUP POWER DISTRICT	ELECTRICITY	638.60	
205-205-56260	UTILITIES - FSS BUILDING	WASTE CONNECTIONS OF NEBRA	GARBAGE SERVICE	48.40	
		Total For Dept 205 AIRPORT		2,851.96	
		Total For Fund 205 AIRPORT		2,851.96	
Fund 206 DOWNTOWN BID					
Dept 206 DOWNTOWN BID					
206-206-53200	PROFESSIONAL SERVICES	FIRST NATIONAL BANK OMAHA	GOOGLE WORKSPACE	6.00	
206-206-56010	SUPPLIES	TERRACAST PRODUCTS LLC	PLANTERS	8,086.05	
		Total For Dept 206 DOWNTOWN BID		8,092.05	
		Total For Fund 206 DOWNTOWN BID		8,092.05	
Fund 220 COMMUNICATIONS - E911					
Dept 220 E911					
220-220-52700	TRAINING AND TUITION	FIRST NATIONAL BANK OMAHA	THE TABLE GROUP - TRAINING	265.00	
220-220-53200	PROFESSIONAL SERVICES	HOWERTER MD MARK S	EMERGENCY MEDICAL DIRECTOR - JCC	616.00	
220-220-53200	PROFESSIONAL SERVICES	LANGUAGE LINE SERVICES INC	OVER THE PHONE INTERPRETATION	64.31	
220-220-54380	MAINTENANCE AGREEMENTS	NELSON SYSTEMS INC	NELSON SYSTEMS SUPPORT & DX SUS UPDATE	6,540.88	
220-220-56010	SUPPLIES	CULLIGAN OF COLUMBUS	EQUIPMENT - REVERSE OSMOSIS	34.00	
220-220-56010	SUPPLIES	FIRST NATIONAL BANK OMAHA	AMAZON - WALL MOUNTED MAILBOX, PUFFS TI	65.86	
220-220-56030	CLEANING SUPPLIES/SERVICE	FIRST NATIONAL BANK OMAHA	AMAZON - MICRODUSTER, DUSTER REFILLS	37.71	
220-220-56030	CLEANING SUPPLIES/SERVICE	HEARTLAND OFFICE CLEANERS	MARCH CLEANING SERVICE	267.50	
220-220-56220	ELECTRICITY	LOUP POWER DISTRICT	ELECTRICITY	638.60	
220-220-56230	WATER AND SEWER	CITY OF COLUMBUS	WATER & SEWER	58.62	
220-220-56240	TELEPHONE	AT&T MOBILITY	CELL PHONE JAN 22 - FEB 21	91.22	
220-220-56240	TELEPHONE	AT&T MOBILITY-CC	TABLETS 2/05/26 - 3/04/26	73.60	
220-220-56240	TELEPHONE	FRONTIER	E911 PHONE CHARGES 3/01/26 TO 3/29/26	470.69	
220-220-56240	TELEPHONE	GREAT PLAINS COMMUNICATION	PHONE/INTERNET	86.89	
220-220-56250	REFUSE	WASTE CONNECTIONS OF NEBRA	GARBAGE SERVICE	48.40	
		Total For Dept 220 E911		9,359.28	
		Total For Fund 220 COMMUNICATIONS - E911		9,359.28	
Fund 240 HOUSING REHAB & LOANS					
Dept 243 CDBG REVOLVING REHAB LOAN					
240-243-56780	HOUSING LOANS & ADMIN	NORTHEAST NEBRASKA ECONOMI	CDBG REHAB REUSE JANUARY 2026 ADMIN SEF	356.25	
		Total For Dept 243 CDBG REVOLVING REHAB LOAN		356.25	
		Total For Fund 240 HOUSING REHAB & LOANS		356.25	
Fund 500 UTILITY SERVICE					
Dept 000					
500-000-20100	SAM-41	EYRICH MARK J & HORNE JESS	UB refund for account: 200-27900-19	393.97	
		Total For Dept 000		393.97	
Dept 500 WASTEWATER COLLECTION					

GL Number	Invoice Line Desc	Vendor	Invoice Description	Amount	Check #
Fund 500 UTILITY SERVICE					
Dept 500 WASTEWATER COLLECTION					
500-500-52700	TRAINING AND TUITION	FIRST NATIONAL BANK OMAHA	UNL - PESTICIDE SAFETY EDUCATION	408.54	
500-500-52710	EMPLOYEE RECRUITMENT/RETENTION	OCCUPATIONAL HEALTH SERV	VACCINATION, DRUG SCREEN, PHYSICAL CAPA	55.00	
500-500-52800	UNIFORMS	JACKSON SERVICES INC	UNIFORMS	322.55	
500-500-53200	PROFESSIONAL SERVICES	7M CLEANING SOLUTIONS LLC	CLEANING CENTRAL MAINTENANCE	133.33	
500-500-54310	BUILDING MAINTENANCE	OLSON'S PEST TECHNICIANS	PEST CONTROL	20.00	
500-500-54320	EQUIPMENT MAINTENANCE	FIRST NATIONAL BANK OMAHA	WALMART - SEAGATE ONE	170.13	
500-500-54320	EQUIPMENT MAINTENANCE	MENARDS	HINGE PIN, CABLE CLAMP, GATE PULL, CABI	370.35	
500-500-54320	EQUIPMENT MAINTENANCE	O'REILLY AUTOMOTIVE INC	OIL, FUEL & HD AIR FILTERS, 2.5 GAL MTF	84.05	
500-500-54390	SYSTEM MAINTENANCE	ACE HARDWARE & GARDEN CNT	ROLLER COVER	13.97	
500-500-54390	SYSTEM MAINTENANCE	CORE & MAIN LP	20 - 510M M2 S/POINT WIRED	4,180.00	
500-500-54390	SYSTEM MAINTENANCE	FIRST NATIONAL BANK OMAHA	AMAZON - TABLET MOUNT	37.00	
500-500-54390	SYSTEM MAINTENANCE	JOHNSON SERVICE COMPANY	MANHOLE REHAB	1,625.00	
500-500-54390	SYSTEM MAINTENANCE	LINCOLN WINWATER WORKS	MANHOLE COVERS	3,519.20	
500-500-54390	SYSTEM MAINTENANCE	MENARDS	HOSECLAMP, EXT LADDER	106.99	
500-500-54390	SYSTEM MAINTENANCE	MISSION COMMUNICATIONS LLC	SERVICE PERIOD: 4/1/2025 FOR 12 MONTHS	2,779.20	
500-500-54390	SYSTEM MAINTENANCE	NORTHWEST ELECTRIC LLC	MOTOR REPAIR	1,177.86	
500-500-54390	SYSTEM MAINTENANCE	PLATTE VALLEY COMMUNICATIC	INSTALL RADIOS & EQUIPMENT AT NEW WASTE	4,083.75	
500-500-56010	SUPPLIES	MENARDS	DIAL SOAP, SCOTT CMFRT PLUS	22.55	
500-500-56040	POSTAGE AND FREIGHT	CASEY'S MAIL SERVICE LLC	WATER STATEMENTS, EXTRA POSTAGE	2,699.44	
500-500-56220	ELECTRICITY	CORNHUSKER PUBLIC POWER DI	ELECTRICITY	281.63	
500-500-56220	ELECTRICITY	LOUP POWER DISTRICT	ELECTRICITY	6,264.54	
500-500-56230	WATER AND SEWER	CITY OF COLUMBUS	WATER & SEWER	118.48	
500-500-56240	TELEPHONE	A TO Z MESSAGING	ANSWERING SERVICE	74.25	
500-500-56240	TELEPHONE	AT&T MOBILITY	CELL PHONES JAN 22 - FEB 21	96.58	
500-500-56240	TELEPHONE	AT&T MOBILITY-CC	TABLETS 2/05/26 - 3/04/26	173.80	
500-500-56240	TELEPHONE	GREAT PLAINS COMMUNICATION	PHONE/INTERNET	79.55	
500-500-56250	REFUSE	WASTE CONNECTIONS OF NEBRA	GARBAGE SERVICE	24.20	
500-500-56690	SALES TAX REMITTANCE	STATE OF NEBR DEPT OF REVE	SALES TAX - FEBRUARY 2026 UTILITY	44,926.50	
		Total For Dept 500 WASTEWATER COLLECTION		73,848.44	
Dept 501 WASTEWATER TREATMENT FAC					
500-501-52800	UNIFORMS	JACKSON SERVICES INC	UNIFORMS	214.49	
500-501-54320	EQUIPMENT MAINTENANCE	ELECTRICAL ENGINEERING &	REVERSING CONTACTOR	1,173.19	
500-501-54320	EQUIPMENT MAINTENANCE	INDUSTRIAL REPAIR SERVICE	BALLAST	505.88	
500-501-54320	EQUIPMENT MAINTENANCE	MENARDS	CONNCTR, GRND BAR, WINGNUT, CABLE TIE	55.03	
500-501-55640	COMPLIANCE TESTING	MIDWEST LABORATORIES INC	TESTING & SUPPLIES	188.59	
500-501-56010	SUPPLIES	EDISON LIGHTING SUPPLY &	24 - FI-T8-4FT-18W-AB (5000K)	506.55	
500-501-56010	SUPPLIES	MENARDS	CHLORINE TABLETS, 10" & 20' CORD, DUST	278.17	
500-501-56030	CLEANING SUPPLIES/SERVICE	JACKSON SERVICES INC	MAT	48.00	
500-501-56060	CHEMICALS	PETE LIEN & SONS INC.	QUICKLIME FINES	15,232.29	
500-501-56210	NATURAL GAS	BLACK HILLS ENERGY	NATURAL GAS	1,778.54	
500-501-56210	NATURAL GAS	HEARTLAND NATURAL GAS LLC	NATURAL GAS	7,643.45	
500-501-56220	ELECTRICITY	LOUP POWER DISTRICT	ELECTRICITY	15,836.94	
500-501-56230	WATER AND SEWER	CITY OF COLUMBUS	WATER & SEWER	1,878.48	
500-501-56240	TELEPHONE	AT&T MOBILITY	CELL PHONES JAN 22 - FEB 21	62.74	
500-501-56240	TELEPHONE	FRONTIER	PHONE/INTERNET/FAX LINES	134.70	
500-501-56240	TELEPHONE	GREAT PLAINS COMMUNICATION	PHONE/INTERNET	24.84	
500-501-56250	REFUSE	NORTHEAST NEBRASKA SOLID	LANDFILL CHARGES	67.52	
		Total For Dept 501 WASTEWATER TREATMENT FAC		45,629.40	
		Total For Fund 500 UTILITY SERVICE		119,871.81	
Fund 520 WATER					

GL Number	Invoice Line Desc	Vendor	Invoice Description	Amount	Check #
Fund 520 WATER					
Dept 000					
520-000-20100	WAM-41	EYRICH MARK J & HORNE JESS	UB refund for account: 200-27900-19	13.70	
		Total For Dept 000		13.70	
Dept 520 WATER					
520-520-52700	TRAINING AND TUITION	DWEE	WATER OPERATOR LICENSE ZACH BALDWIN	115.00	
520-520-52800	UNIFORMS	JACKSON SERVICES INC	UNIFORMS	164.94	
520-520-53200	PROFESSIONAL SERVICES	7M CLEANING SOLUTIONS LLC	CLEANING CENTRAL MAINTENANCE	133.33	
520-520-54310	BUILDING MAINTENANCE	OLSON'S PEST TECHNICIANS	PEST CONTROL	20.00	
520-520-54320	EQUIPMENT MAINTENANCE	O'REILLY AUTOMOTIVE INC	STARTER	281.05	
520-520-54390	SYSTEM MAINTENANCE	GEHRING CONSTRUCTION &	24TH AVE & 14TH ST	1,035.00	
520-520-54390	SYSTEM MAINTENANCE	MENARDS	CONCRETE MIX, CONCRETE FORMING, PAINT T	258.45	
520-520-54390	SYSTEM MAINTENANCE	O'REILLY AUTOMOTIVE INC	TOWELS	5.49	
520-520-55640	COMPLIANCE TESTING	NEBRASKA PUBLIC HEALTH	WATER TESTING	106.00	
520-520-56040	POSTAGE AND FREIGHT	CASEY'S MAIL SERVICE LLC	WATER STATEMENTS, EXTRA POSTAGE	2,699.43	
520-520-56040	POSTAGE AND FREIGHT	MAILBOX	NEBRASKA PUBLIC HEALTH	59.51	
520-520-56040	POSTAGE AND FREIGHT	UPS STORE	NEBRASKA PUBLIC HEALTH	15.16	
520-520-56060	CHEMICALS	AQUA-PURE INC	MONTHLY SERVICE CONTRACT - SOUTH & NORT	7,761.95	
520-520-56130	SUPPLIES FOR RESALE	CORE & MAIN LP	OMNI+ 4 T2 100CF	3,413.40	
520-520-56135	AMR RADIO EXPENSE	CORE & MAIN LP	20 - 510M M2 S/POINT WIRED	18,392.00	
520-520-56210	NATURAL GAS	BLACK HILLS ENERGY	NATURAL GAS	1,339.84	
520-520-56210	NATURAL GAS	HEARTLAND NATURAL GAS LLC	NATURAL GAS	550.89	
520-520-56210	NATURAL GAS	WOODRIVER ENERGY LLC	NATURAL GAS	899.92	
520-520-56220	ELECTRICITY	LOUP POWER DISTRICT	ELECTRICITY	16,012.76	
520-520-56230	WATER AND SEWER	CITY OF COLUMBUS	WATER & SEWER	192.76	
520-520-56240	TELEPHONE	A TO Z MESSAGING	ANSWERING SERVICE	74.25	
520-520-56240	TELEPHONE	AT&T MOBILITY	CELL PHONES JAN 22 - FEB 21	31.37	
520-520-56240	TELEPHONE	AT&T MOBILITY-CC	TABLETS 2/05/26 - 3/04/26	96.50	
520-520-56240	TELEPHONE	FRONTIER	PHONE/INTERNET/FAX LINES	360.40	
520-520-56240	TELEPHONE	GREAT PLAINS COMMUNICATION	PHONE/INTERNET	84.21	
520-520-56250	REFUSE	WASTE CONNECTIONS OF NEBR	GARBAGE SERVICE	24.20	
520-520-56690	SALES TAX REMITTANCE	STATE OF NEBR DEPT OF REVE	SALES TAX - FEBRUARY 2026 UTILITY	8,017.39	
		Total For Dept 520 WATER		62,145.20	
		Total For Fund 520 WATER		62,158.90	
Fund 560 STORMWATER UTILITY					
Dept 000					
560-000-20100	SUF-6	EYRICH MARK J & HORNE JESS	UB refund for account: 200-27900-19	5.11	
		Total For Dept 000		5.11	
Dept 560 STORMWATER UTILITY					
560-560-53400	COMPUTER SUPPORT/MAINT	AT&T MOBILITY	CELL PHONES JAN 22 - FEB 21	95.97	
560-560-56690	SALES TAX REMITTANCE	STATE OF NEBR DEPT OF REVE	SALES TAX - FEBRUARY 2026 UTILITY	2,127.71	
		Total For Dept 560 STORMWATER UTILITY		2,223.68	
		Total For Fund 560 STORMWATER UTILITY		2,228.79	
Fund 570 SOLID WASTE DIVISION					
Dept 000					
570-000-20100	SWD-1	EYRICH MARK J & HORNE JESS	UB refund for account: 200-27900-19	2.94	
		Total For Dept 000		2.94	
Dept 570 TRANSFER STATION					

GL Number	Invoice Line Desc	Vendor	Invoice Description	Amount	Check #
Fund 570 SOLID WASTE DIVISION					
Dept 570 TRANSFER STATION					
570-570-52800	UNIFORMS	JACKSON SERVICES INC	UNIFORMS	208.03	
570-570-53200	PROFESSIONAL SERVICES	OLSON'S PEST TECHNICIANS	PEST CONTROL	75.00	
570-570-54310	BUILDING MAINTENANCE	ACE HARDWARE & GARDEN CNT	WOOD GLUE, DRY ERASE MARKER	21.98	
570-570-54320	EQUIPMENT MAINTENANCE	NEBRASKA HARVESTORE SYSTEM	HD CONV BRUSHES, BRISTLE POLY HD	892.60	
570-570-54330	VEHICLE MAINTENANCE	RDO TRUCK CENTERS	GLASS	175.00	
570-570-54330	VEHICLE MAINTENANCE	TIRE OUTLET INC	USED TIRES, REPAIRS, SWAPS	1,065.00	
570-570-54550	LANDFILL DISPOSAL	NORTHEAST NEBRASKA SOLID	LANDFILL CHARGES	55,292.53	
570-570-56030	CLEANING SUPPLIES/SERVICE	MENARDS	BOUNTY, 13G 25CT DRST FLEX	128.73	
570-570-56050	FUEL	SAPP BROS COLUMBUS INC	FUEL	7,508.15	
570-570-56220	ELECTRICITY	LOUP POWER DISTRICT	ELECTRICITY	1,499.68	
570-570-56230	WATER AND SEWER	CITY OF COLUMBUS	WATER & SEWER	430.21	
570-570-56240	TELEPHONE	AT&T MOBILITY	CELL PHONES JAN 22 - FEB 21	31.37	
570-570-56240	TELEPHONE	GREAT PLAINS COMMUNICATION	PHONE/INTERNET	29.50	
		Total For Dept 570 TRANSFER STATION		67,357.78	
		Total For Fund 570 SOLID WASTE DIVISION		67,360.72	
Fund 999 PAYROLL CLEARING					
Dept 000					
999-000-21510	HEALTH ACCOUNT PAYABLE	AUXIANT	HEALTH FUNDING	161,986.04	
999-000-21512	DENTAL INS PAYABLE	PRINCIPAL LIFE INSURANCE C	SELF FUNDED DENTAL	8,724.80	
999-000-21530	FLEXIBLE SPEND PAYABLE	AUXIANT	FLEX FUNDING	9,748.82	
		Total For Dept 000		180,459.66	
		Total For Fund 999 PAYROLL CLEARING		180,459.66	

GL Number	Invoice Line Desc	Vendor	Invoice Description	Amount	Check #

Fund Totals:

Fund 100	GENERAL FUND	233,241.34
Fund 200	STREETS/ENGINEI	84,865.03
Fund 205	AIRPORT	2,851.96
Fund 206	DOWNTOWN BID	8,092.05
Fund 220	COMMUNICATIONS	9,359.28
Fund 240	HOUSING REHAB &	356.25
Fund 500	UTILITY SERVICI	119,871.81
Fund 520	WATER	62,158.90
Fund 560	STORMWATER UTII	2,228.79
Fund 570	SOLID WASTE DIV	67,360.72
Fund 999	PAYROLL CLEARIN	180,459.66
Total For All Funds:		770,845.79

5. **APPROVAL OF MINUTES: Included in Consent Agenda**

6. **SPECIAL PRESENTATIONS**

6.A. Proclamation declaring March 2026 as Problem Gambling Awareness Month.

Accountability – Dedication – Honesty
Integrity – Respect

City Hall
2500 14th St., Suite 3
Columbus, NE 68601
402-562-4220
www.columbusne.us

PROCLAMATION

WHEREAS, the National Council on Problem Gambling has designated March 2026 as Problem Gambling Awareness Month; and

WHEREAS, problem gambling is a public health issue affecting millions of Americans of all ages, races and ethnic backgrounds; and

WHEREAS, problem gambling has a significant societal and economic cost for individuals, families, businesses, and communities; and

WHEREAS, problem gambling is treatable, and treatment is effective in minimizing this harm to individuals, communities, and society as a whole; and

WHEREAS, numerous individuals, professionals, and organizations have dedicated their efforts to the education of the public about problem gambling and the availability and effectiveness of treatment; and

WHEREAS, the National Council on Problem Gambling and Nebraska Council on Problem Gambling invite all residents of Columbus, Nebraska to participate in Problem Gambling Awareness Month.

NOW, THEREFORE, I, James B. Bulkley, Mayor of Columbus, Nebraska, do hereby proclaim the month of March 2026 as

"PROBLEM GAMBLING AWARENESS MONTH"

in Columbus, Nebraska and encourage all citizens to support the National Council on Problem Gambling and Nebraska Council on Problem Gambling in their efforts to mitigate gambling-related harm nationwide.

CITY OF COLUMBUS, NEBRASKA SEAL FEBRUARY 11, 1869

James B. Bulkley, Mayor
City of Columbus, Nebraska

6.B. Proclamation declaring week of March 16, 2026, as Youth Appreciation Week.

Accountability – Dedication – Honesty
Integrity – Respect

City Hall
2500 14th St., Suite 3
Columbus, NE 68601
402-562-4220
www.columbusne.us

PROCLAMATION

In Recognition of Youth Appreciation Week

WHEREAS, the vast majority of youth are well informed, concerned, kind, knowledgeable, and responsible citizens who are willing and interested in becoming involved in efforts to improve our society; and

WHEREAS, the accomplishments and achievements of these young people deserve the recognition and praise of their community; and

WHEREAS, Optimist International has, since 1954, developed and promoted a program entitled, YOUTH APPRECATION WEEK; and

WHEREAS, the citizens of Columbus, Nebraska have indicated a desire to join the Columbus Optimist and Optimist International in expressing their appreciation, encouragement, and respect for the contributions of youth.

NOW, THEREFORE, I James B. Bulkley, Mayor of the City of Columbus, Nebraska do hereby proclaim the week of March 16, 2026, as

"Youth Appreciation Week"

in Columbus, Nebraska, and ask all citizens of Columbus to join the Optimists in carrying out this message.

CITY OF COLUMBUS, NEBRASKA SEAL FEBRUARY 17, 1866

James B. Bulkley, Mayor
City of Columbus, Nebraska

7. **PUBLIC HEARINGS**

7.A. Public hearing - Redevelopment Plan for Keyes Development, LLC, Redevelopment Project (Redevelopment Area No. 3) located southeast of the intersection of 15th Street and 45th Avenue. (Continued from February 17, 2026, meeting.) (Planning Commission recommends approval.)

NOTICE OF HEARING

Notice is hereby given that a public hearing before the Mayor and City Council of the City of Columbus, Nebraska, will be held on Tuesday, February 17, 2026, at 6 p.m., in the Columbus Community Building, Community Room, 2500 14th St., Columbus, NE 68601, to consider and possibly take action on a redevelopment plan entitled: "Redevelopment Plan for the Keyes Development, LLC, Redevelopment Project," for redevelopment pursuant to the Community Development Law, Nebraska Revised Statutes, sections 18-2101, et seq., within a portion of the blighted and substandard West Railroad Neighborhood Area (Redevelopment Area 3) in the City, approximately located to the southeast of the intersection of 15th Street and 45th Avenue, in Columbus, Nebraska. A map of the proposed area to be redeveloped and the cost-benefit analysis for the redevelopment project set forth in the redevelopment plan is available for review at the office of the City Clerk at 2500 14th Street, Suite 3, Columbus, NE 68601, telephone number 402-562-4224. At said time and place, all interested parties may appear and be heard.

City of Columbus, Nebraska
Shuraya Choat, City Clerk

Publish: 1:29:26 and 2:5:26
Affidavit of Publication

Accountability - Dedication
Honesty - Integrity - Respect

MEMORANDUM

DATE: January 8, 2026

TO: Tara Vasicek, City Administrator

FROM: Jean Van Iperen, Planning & Economic Development Coordinator

RE: Redevelopment Plan for Keyes Development TIF Redevelopment Plan

RECOMMENDATION: Approval of the Redevelopment Plan for the Keyes Development Redevelopment Project

DISCUSSION: The redevelopment plan proposes a project at located to the southeast of the intersection of 15th Street and 45th Avenue. The Redeveloper is under contract for Parcel No. 710096390, which comprises a majority of the Project Site. Redeveloper is also in discussions with the current owner of Parcel Nos. 710165070 and 710165119 regarding acquisition of the same. This project consists of the phased construction of approximately 18 single family attached townhomes. The Redeveloper is anticipating the project will be done in two phases with the first phase consisting of the construction of approximately 10 townhouses in 2026 and the second phase will consist of the construction of the remaining townhomes in 2027.

The project site will require extensive infrastructure and public improvements to support the development. These enhancements include the construction of a street for ingress and egress from the site to 44th Avenue to the north and Isaiah Drive to the east. Additionally, the project will involve the installation of essential utilities, including water, sewer, electricity, sidewalks and street lighting.

The total estimated costs of the Redevelopment Project are $7,394,300. Based on these eligible expenses the principal amount cannot exceed $918,895.

The redeveloper, City and legal counsel have ensured the plan is in conformance with the City's comprehensive plan.

It has been determined the cost-benefit analysis prepared in conjunction with the Plan and attached as Exhibit E sets forth the factors required under 18-2174 of the Nebraska Revised Statutes and supports the City's adoption and approval of the Plan.

As the plan states, the impacts and opportunities related to the Redevelopment Project conform to the objectives and guidance stated in the Comprehensive Plan, and outweigh arguments against the project.

ALTERNATIVE: Not approve.

SIGNATURE:

By:

Concurrence: Betsy Eckhardt

Approved By:

REDEVELOPMENT PLAN FOR
KEYES DEVELOPMENT, LLC, REDEVELOPMENT PROJECT

PREPARED FEBRUARY, 2026

BY THE COMMUNITY DEVELOPMENT AGENCY
OF THE CITY OF COLUMBUS, NEBRASKA

A. Introduction

This Redevelopment Plan for the Keyes Development, LLC, Redevelopment Project (this "Redevelopment Plan"), prepared by the Community Development Agency of the City of Columbus, Nebraska (the "Agency"), is a guide for redevelopment activities to remove or eliminate blight and substandard conditions within the City of Columbus, Nebraska ("City"). The Mayor and City Council of the City, recognizing that blighted and substandard conditions are a threat to the continued stability and vitality of the City, designated certain areas of the City to be blighted and substandard and in need of redevelopment pursuant to the requirements of the Nebraska Community Development Law, sections 18-2101 et. seq., as amended (the "Act").

Prior to the preparation of this Redevelopment Plan, and in compliance with the Act, the Mayor and City Council designated a portion of the City as a blighted and substandard community redevelopment area, such area being commonly referred to as the West Railroad Neighborhood Area (Redevelopment Area 3) (hereinafter referred to as the "Redevelopment Area"). This Redevelopment Plan sets forth a redevelopment project proposed by Keyes Development, LLC ("Redeveloper"), located within the Redevelopment Area to optimize the tax increment financing ("TIF") resources available to offset certain costs deemed eligible for reimbursement by TIF under the Act, and to remove existing and avoid future blighted and substandard conditions, all as further described herein. This Redevelopment Plan contemplates the phased construction of approximately 18 single-family attached townhomes, together with such public improvements associated therewith, within the Redevelopment Area (such public and private improvements are collectively referred to herein as the "Redevelopment Project").

B. Redevelopment Area; Project Site; Existing Conditions

Exhibit "A", attached hereto and incorporated herein, sets forth the boundaries and existing conditions of the area to be developed as part of the Redevelopment Project (the "Project Site"). The Project Site is located to the southeast of the intersection of 15th Stret and 45th Avenue in the City. The Project Site is completely engrossed within the blighted and substandard Redevelopment Area and is in need of redevelopment.

C. Conformance with the Comprehensive Plan

It is essential to the City's comprehensive plan for land use and development (the "Comprehensive Plan") that dilapidated, inadequate, or deteriorating portions of the City conform to the current and future needs of the City as it continues to grow and expand. Exhibit "B", attached hereto and incorporated herein, shows a portion of the future use map (showing the Project Site and surrounding areas) included within the City's Comprehensive Plan. The map sets forth a "General Residential" designation for future use of the Project Site. Accordingly, the

anticipated uses associated with the Redevelopment Project conform with the desired use of the Project Site set forth in the Comprehensive Plan's future use map.

The Comprehensive Plan further sets forth the following objectives:

- Provide for a range of housing options for a diverse and expanding workforce.
- Support initiatives to develop affordable and equitable housing.
- Encourage a variety of housing types and sizes to accommodate the needs of existing and prospective residents. This includes, but is not limited to college students, single professionals, families, empty nesters, seniors, and those of varying economic ability. Ensure there are options for convenient, affordable and dignified places to live.
- Ensure an adequate supply of housing at a variety of prices and rents by promoting new home ownership opportunities, improvement of the existing housing stock, responsible rental property ownership, and the development of compatible infill housing.
- Maximize the use of planning and financial tools to mitigate the cost of development to the community while providing incentives for well-planned development that achieves stated City principles and goals.
- Encourage public private partnerships where the City and the private sector can collaborate on enhancements to the built environment.

The Redevelopment Project will assist in carrying out such objectives. Accordingly, the Redevelopment Project is in conformance with and furthers the objectives under the City's Comprehensive Plan.

D. Redevelopment Project Overview

Redeveloper is under contract for Parcel No. 710096390, which comprises a majority of the Project Site. Redeveloper is in discussions with the current owner of Parcel Nos. 710165070 and 710165119 regarding acquisition of the same.

The Redevelopment Project consists of the phased construction of approximately 18 single-family attached townhomes. No public acquisition of the Project Site is anticipated. Additionally, no families or businesses will be displaced as a result of the Redevelopment Project. Exhibit "C", attached hereto and incorporated herein, sets forth the proposed site plan for the Redevelopment Project (the "Site Plan"). The Site Plan is preliminary in nature and subject to change.

The Redevelopment Project consists of improvements which are not financially feasible to undertake at one time. Completing the Redevelopment Project in phases will allow the Redeveloper to maximize the TIF resources available, which will be necessary for the Redevelopment Project to succeed. Further, implementation of the Redevelopment Project in phases will allow Redeveloper to construct the private improvements at a rate that the market can support.

Redeveloper will construct the Redevelopment Project in annual phases. Redeveloper anticipates that the first phase will consist of the construction of approximately 10 townhouses in 2026 and the second phase will consist of the construction of the remaining townhomes in 2027. Notwithstanding the foregoing, the Redevelopment Project requires flexibility and more or less phases may be necessary as a result of market demand and other extraneous factors. Accordingly, this Redevelopment Plan contemplates and authorizes changes to the phasing without amendment hereto, unless such changes constitute a substantial modification und Section 18-2115 of the Act.

E. Existing Conditions

1. Existing Land Use

The Project Site currently consists of one single-family residence and outbuildings.

2. Existing Zoning

Parcel No. 710096390 is currently zoned R-1 residential. Parcel Nos. 710165070 and 710165119 are currently zoned R-2 residential.

3. Existing Public Improvements

Adjacent public access to the Project Site exists from 44th Avenue to the north and Isaiah Drive to the east. The Project Site is without internal paving and maintains minimal access to sewer, water, storm sewer, electrical service, and related infrastructure.

F. Proposed Redevelopment

1. Public Improvements

The Redevelopment Project will require significant infrastructure improvements and other public improvements. These improvements will include, but are not limited to:

a. Public Access; Traffic Flow, Street Layouts and Street Grades

Adjacent public access to the Project Site currently exists via 44th Avenue to the north and Isaiah Drive to the east. Redeveloper will construct paving for ingress and egress therefrom, as shown on the Site Plan. Redeveloper will also construct sidewalks within the Project Site. The public improvements for the Redevelopment Project will address any traffic and street infrastructure concerns that would otherwise be created by the Redevelopment Project. All streets and other public infrastructure constructed by Redeveloper will be subject to review and approval by the City's engineer or other designee of the City.

b. Construction of Water and Sewer Improvements.

Redeveloper will construct or extend water and sewer systems to provide appropriate service to the Project Site; and the Project Site will be filled and graded to provide for effective surface water runoff.

c. Other incidental improvements

The Project Site is currently undeveloped and will require grading to provide effective drainage throughout the area. The Project Site requires filling and grading to properly drain the ground water runoff and provide appropriate grading levels to erect the residences. Additionally, without limitation, Redeveloper shall be responsible for: (1) the extension of all public and private utilities to the designated lot line of each residential lot created within the Project Site; and (2) the extension of electrical utilities to street lighting located within the Project Site. The anticipated public improvements (and costs related to the public improvements) for the Redevelopment Project are listed in Exhibit "E", attached hereto and incorporated herein.

d. Additional public facilities or utilities

Other than the construction or extension of the utilities and infrastructure detailed above, Redeveloper and the City anticipate that the existing public facilities and utilities can adequately meet the demands of the Redevelopment Project.

e. Property Acquisition, Demolition and Disposal

No public acquisition of private property or relocation of families or businesses is necessary to accomplish the Redevelopment Project.

f. Population Density

The Project Site currently consist of one single-family residence. Accordingly, the Redevelopment Project will result in a modest increase in population density.

g. Land Coverage

Land coverage for the Project Site includes approximately 4.75 acres. The Redevelopment Project will consist of the construction of approximately 18 single-family attached townhomes, as shown on the Site Plan. The Redevelopment Project is subject to and must comply with all applicable land coverage ratios required by the City.

h. Parking

The parking requirements for the residences will conform to the City's zoning ordinance and Redeveloper shall be obligated to comply with the same.

i. Zoning, Building Code and Ordinance

Parcel No. 710096390 is currently zoned R-1 residential and will require a rezone to R-2 residential as part of the Redevelopment Project. Parcel Nos. 710165070 and 710165119 are currently zoned R-2 residential and will not require rezoning. Redeveloper will be responsible for all zoning, building code, or ordinance changes that are necessary for the Redevelopment Project.

2. Private Improvements

Private improvements for the Redevelopment Project Area consist of the construction of approximately 18 single-family attached townhomes, in addition to the related facilities and improvements ancillary thereto. Redeveloper or other builders taking conveyance from Redeveloper will construct the private improvements. Paragraph H of this Redevelopment Plan details the anticipated construction schedule for the private improvements.

G. Project Costs

The total estimated costs of the Redevelopment Project are $7,394,300. A breakdown of the Redevelopment Project's estimated costs are set forth in Exhibit "D", attached hereto and incorporated herein. Such figures are only estimates based upon 2026 pricing and are subject to change without further amendment of this Redevelopment Plan.

H. Implementation

Redeveloper is unable to undertake the construction in the first phase of the Redevelopment Project without some assurance that Redeveloper can undertake the additional phases. Redeveloper could not complete the Redevelopment Project's initial improvements but-for the approval of the entire Redevelopment Project and, likewise, the subsequent phases of the Redevelopment Project would not occur but-for these initial improvements. Accordingly, this Redevelopment Plan contemplates that the costs and expenses of all the public improvements for the Redevelopment Project are eligible TIF uses for each phase of the Redevelopment Project (as allocated). As such, Redeveloper may apply the TIF Revenues (defined below) generated from each phase of the Redevelopment Project toward the payment of the eligible expenses of the entire Redevelopment Project, as necessary.

Redeveloper anticipates it will construct the Redevelopment Project in annual phases tied to the private residences completed in a given calendar year. Redeveloper anticipates the Redevelopment Project will consist of two such annual phases, consisting of the first 10 townhomes being constructed by the end of 2026 and the final 8 townhomes being constructed in 2027; provided that market demand and other extraneous factors may necessitate that Redeveloper completes one or more phases over an additional period of time.

The anticipated start dates and completion dates for the phases are preliminary and subject to change based upon market conditions, availability of materials, workforce availability and other extraneous factors. More or less phases spanning more or less time than the anticipated completion dates listed above may be necessary as a result of such extraneous conditions or factors.

Upon the completion of each phase, Redeveloper will notify the Agency of the same in writing on a form prescribed by the Agency. Such notice shall set forth the "effective date" (as defined in the Act) for the pertinent phase and must be submitted to the Agency on or before May 31 of the year in which taxes are to be divided for such phase.

I. Financing

The City and the Agency contemplate the use of TIF for the Redevelopment Project. Section 18-2147 of the Act authorizes the use of TIF. It provides that any ad valorem tax levied upon real property, or any portion thereof, in a redevelopment project shall be divided, for a period not to exceed fifteen years after the effective date as identified in the redevelopment contract, or amendment thereof, or in the resolution(s) of the authority authorizing the issuance of bonds pursuant to the Act, as follows:

(a) That portion of the ad valorem tax the levy produces at the rate fixed each year by or for each public body upon the redevelopment project valuation shall be paid into the funds of each such public body in the same proportion as are all other taxes collected by or for the body ("Base Tax Amount"); and

(b) That portion of the ad valorem tax on real property, as provided in the redevelopment contract or bond/note resolution, in the redevelopment project in excess of the Base Tax Amount, if any, (referred to herein as "TIF Revenues") shall be allocated to and, when collected, paid into a special fund of the authority to be used solely to pay the principal of, the interest on, and any premiums due in connection with the bonds of, loans, notes, or advances of money to, or indebtedness incurred by, whether funded, refunded, assumed, or otherwise, such authority for financing or refinancing, in whole or in part, the redevelopment project.

With respect to the Redevelopment Project, the actual base tax year and Base Tax Amount for each phase of the Redevelopment Project will be established via the notifications from Redeveloper to the Agency referenced in Paragraph H, above, as shall be further detailed in the "redevelopment contract" (as defined in the Act) entered into between Redeveloper and the Agency with respect to the Redevelopment Project. The Agency and Redeveloper anticipate that the effective dates and increment periods will be different for each phase.

Notwithstanding any provision herein to the contrary, all tax revenues resulting from a phase shall only be divided and allocated over the applicable 15-year increment period or until payment of the TIF Indebtedness, whichever occurs first.

1. Necessity of TIF

Redeveloper has represented and warranted to the City that it would not be economically feasible to develop the Redevelopment Project without TIF. In support thereof, Redeveloper stated the following in its TIF application:

"The requested TIF is more than $51,000 per unit, which brings the construction costs down enough to create housing for sale at a reasonable price. Without TIF, the purchase price for each unit would have to be much higher to cover the costs and would make the units much less affordable. Redeveloper would be unlikely to sell the units at a price $51,000 higher, so this project is simply not feasible without TIF."

Based upon Redeveloper's representations, the Redevelopment Project, as proposed herein, is not economically viable without the assistance of TIF and Redeveloper would not construct the same without TIF.

2. Sources and Uses of Financing

Based upon the projections provided in Exhibit "E", attached hereto and incorporated herein, the Agency and Redeveloper contemplate issuance of one or more TIF bond(s) or note(s) (the "TIF Indebtedness") in an aggregate principal amount not to exceed $918,895. The TIF Indebtedness shall bear interest at a rate not to exceed 6.50% per annum. The final principal and interest amount comprising the TIF Indebtedness shall be determined by the Agency and set forth in the redevelopment contract or resolution authorizing the issuance of the TIF Indebtedness.

The total estimated cost of the Redevelopment Project is $7,394,300. Redeveloper anticipates that the balance of the costs exceeding the TIF Indebtedness will be financed by a mix of equity and traditional bank financing. The above figures are only projections and are subject to change as a result of market conditions and other extraneous factors.

J. Cost-Benefit Analysis

A cost-benefit analysis for the Redevelopment Project is attached as Exhibit "F" and incorporated herein.

Exhibits:

Exhibit A: Project Site and Existing Land Use
Exhibit B: Future Land Use Map
Exhibit C: Site Plan and Future Land Use
Exhibit D: Estimated Construction Cost of the Redevelopment Project
Exhibit E: Sources and Uses of TIF
Exhibit F: Cost-Benefit Analysis

EXHIBIT "A"

Project Site and Existing Land Use

Legal Description:

Parcel No. 710096390:

PT Nl/2 NE SW EXC N133' 24-17-lW, COLUMBUS, PLATTE COUNTY, NEBRASKA.

Parcel Nos. 710165070 and 710165119:

LOT 1 BLOCK A AND LOT 1 BLOCK B, NEW HOPE 2ND SUBDIVISION, COLUMBUS, PLATTE COUNTY, NEBRASKA.

* In the event Redeveloper subdivides or replats the Project Site, the legal description(s) of such subdivided or replatted parcel(s) comprising the Project Site, upon final approval of the City with respect thereto, shall replace and supersede the above legal description.

Depiction and Current Condition (outlined in red):

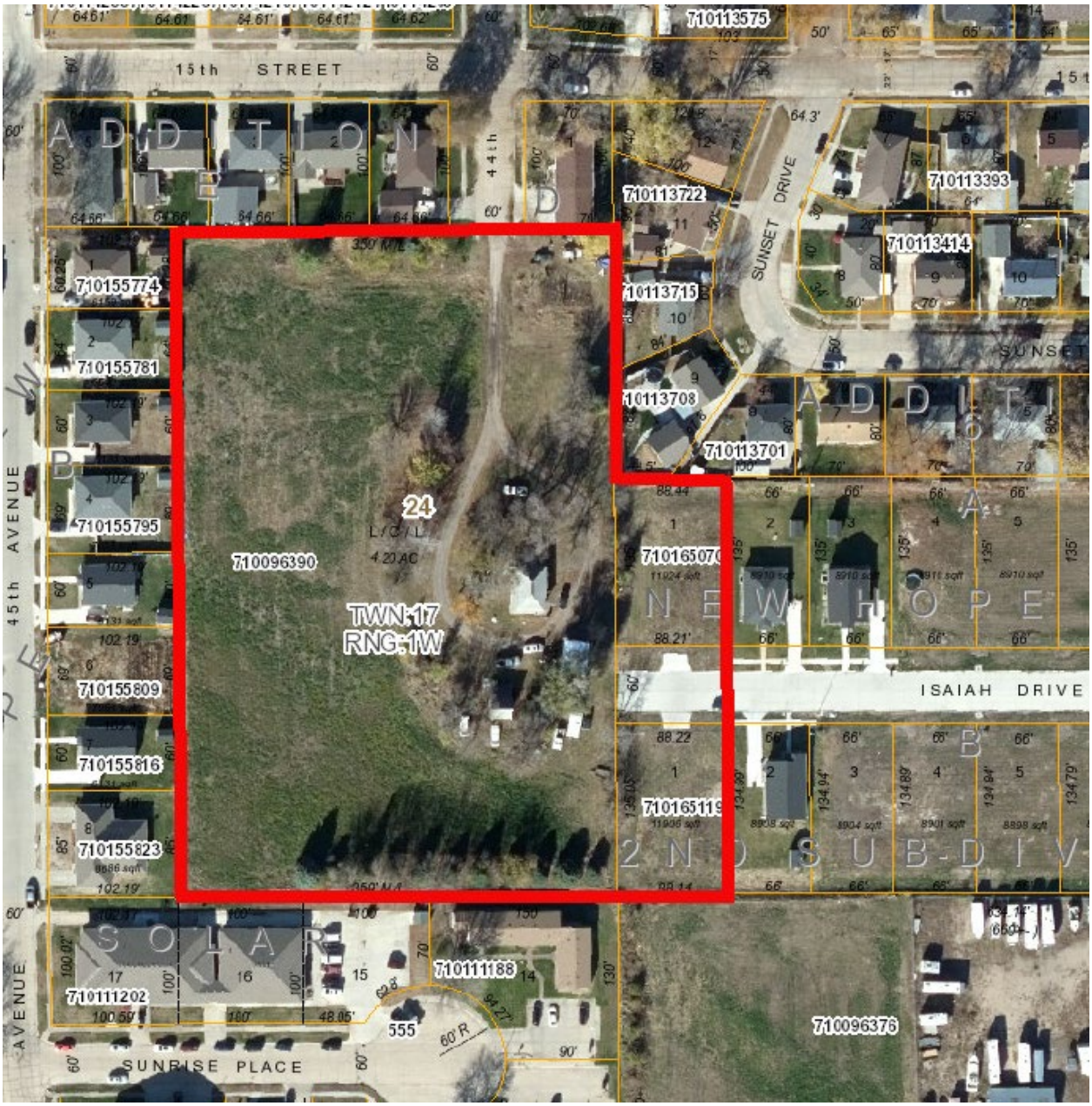
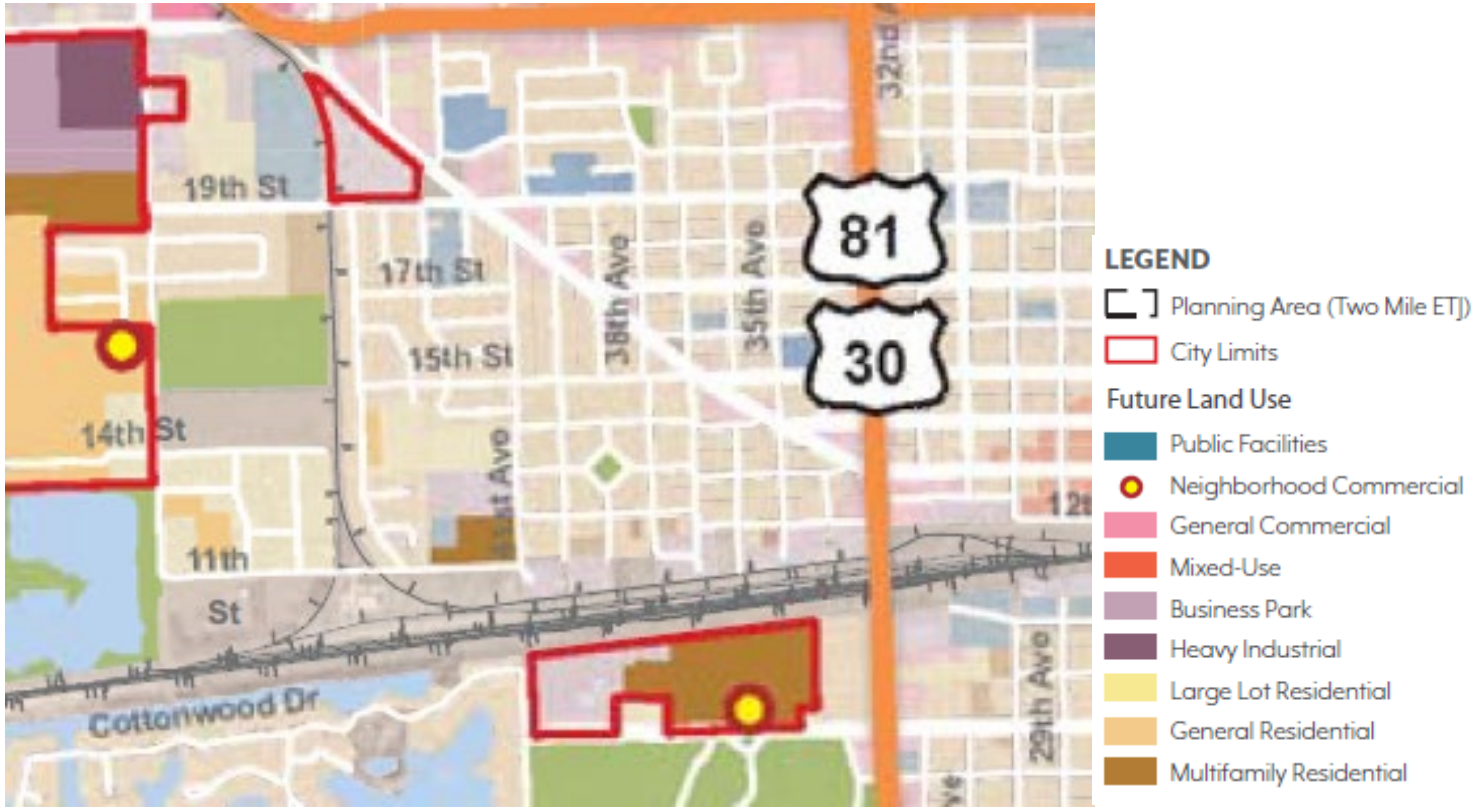


Exhibit "A"

EXHIBIT "B"

Future Land Use Map



* Project Site designated as “General Residential”.

EXHIBIT "C"

Site Plan and Future Land Use

(See Attached)

* The attached are preliminary plans and are subject to change.

EXHIBIT "D"

Estimate of Construction Costs

Land Acquisition	$250,000
Site Development	$579,300
Building Cost	$6,500,000
Architectural and Engineering Fees	$50,000
Legal Fees	$15,000
TOTAL	**$7,394,300**

* The above figures are estimated values based on current pricing. These preliminary estimates are subject to change, as Redeveloper has no control over the change in cost of materials and services between the time of the approval of this Redevelopment Plan and commencement of construction.

EXHIBIT "E"

Sources and Uses of TIF

USES:

Land Acquisition	$250,000
Demolition	$80,000
Dirt Work and Site Preparation	$155,000
Streets	$145,000
Sidewalks	$90,000
Water & Sewer Utilities	$183,000
Electrical Utility Improvements	$79,300
Façade & Energy Enhancements	$90,000
Architectural and Engineering Fees	$50,000
City Fees	$15,000
TOTAL	**$1,137,300**

* The above "Uses" are preliminary estimates based on current pricing and are subject to change.

SOURCES:

General Assumptions:

Base Value:	$450,000
Final Value:	$6,462,000
Tax Levy (2025):	1.630042
TIF Indebtedness:	$918,895
Interest Rate:	6.50%

* The above figures are based on assumed values and levy rates. Actual amounts and rates will vary from those assumptions, and it is understood that the actual TIF sources may vary materially from the projected amounts.

Amortization:

DATE	Total Taxable Valuation	Less Pre-Development Base	TIF Taxable Valuation	Tax Levy	Tax Revenues	Treasurer's 1% Collection Fee	Revenues Available For TIF Loan	Debt Service Payments: Principal	Debt Service Payments: Interest at 6.50%	Debt Service Payments: Total	Loan Balance	Capitalized Interest	Interest at 6.50%
0											$918,895		
0.5	$ 6,462,000	$450,000	$ 6,012,000	1.630042	$ 48,999	$ 490	$ 48,509	$18,645	$29,864	$48,509	$900,250	0	29864
1	$ 6,462,000	$450,000	$ 6,012,000	1.630042	$ 48,999	$ 490	$ 48,509	$19,251	$29,258	$48,509	$880,999	0	29258
1.5	$ 6,462,000	$450,000	$ 6,012,000	1.630042	$ 48,999	$ 490	$ 48,509	$19,877	$28,632	$48,509	$861,122	0	28632
2	$ 6,462,000	$450,000	$ 6,012,000	1.630042	$ 48,999	$ 490	$ 48,509	$20,523	$27,986	$48,509	$840,599	0	27986
2.5	$ 6,462,000	$450,000	$ 6,012,000	1.630042	$ 48,999	$ 490	$ 48,509	$21,190	$27,319	$48,509	$819,409	0	27319
3	$ 6,462,000	$450,000	$ 6,012,000	1.630042	$ 48,999	$ 490	$ 48,509	$21,878	$26,631	$48,509	$797,531	0	26631
3.5	$ 6,462,000	$450,000	$ 6,012,000	1.630042	$ 48,999	$ 490	$ 48,509	$22,589	$25,920	$48,509	$774,942	0	25920
4	$ 6,462,000	$450,000	$ 6,012,000	1.630042	$ 48,999	$ 490	$ 48,509	$23,323	$25,186	$48,509	$751,619	0	25186
4.5	$ 6,462,000	$450,000	$ 6,012,000	1.630042	$ 48,999	$ 490	$ 48,509	$24,081	$24,428	$48,509	$727,538	0	24428
5	$ 6,462,000	$450,000	$ 6,012,000	1.630042	$ 48,999	$ 490	$ 48,509	$24,864	$23,645	$48,509	$702,674	0	23645
5.5	$ 6,462,000	$450,000	$ 6,012,000	1.630042	$ 48,999	$ 490	$ 48,509	$25,672	$22,837	$48,509	$677,002	0	22837
6	$ 6,462,000	$450,000	$ 6,012,000	1.630042	$ 48,999	$ 490	$ 48,509	$26,506	$22,003	$48,509	$650,496	0	22003
6.5	$ 6,462,000	$450,000	$ 6,012,000	1.630042	$ 48,999	$ 490	$ 48,509	$27,368	$21,141	$48,509	$623,128	0	21141
7	$ 6,462,000	$450,000	$ 6,012,000	1.630042	$ 48,999	$ 490	$ 48,509	$28,257	$20,252	$48,509	$594,871	0	20252
7.5	$ 6,462,000	$450,000	$ 6,012,000	1.630042	$ 48,999	$ 490	$ 48,509	$29,176	$19,333	$48,509	$565,695	0	19333
8	$ 6,462,000	$450,000	$ 6,012,000	1.630042	$ 48,999	$ 490	$ 48,509	$30,124	$18,385	$48,509	$535,571	0	18385
8.5	$ 6,462,000	$450,000	$ 6,012,000	1.630042	$ 48,999	$ 490	$ 48,509	$31,103	$17,406	$48,509	$504,468	0	17406
9	$ 6,462,000	$450,000	$ 6,012,000	1.630042	$ 48,999	$ 490	$ 48,509	$32,114	$16,395	$48,509	$472,354	0	16395
9.5	$ 6,462,000	$450,000	$ 6,012,000	1.630042	$ 48,999	$ 490	$ 48,509	$33,157	$15,352	$48,509	$439,197	0	15352
10	$ 6,462,000	$450,000	$ 6,012,000	1.630042	$ 48,999	$ 490	$ 48,509	$34,235	$14,274	$48,509	$404,962	0	14274
10.5	$ 6,462,000	$450,000	$ 6,012,000	1.630042	$ 48,999	$ 490	$ 48,509	$35,348	$13,161	$48,509	$369,614	0	13161
11	$ 6,462,000	$450,000	$ 6,012,000	1.630042	$ 48,999	$ 490	$ 48,509	$36,497	$12,012	$48,509	$333,117	0	12012
11.5	$ 6,462,000	$450,000	$ 6,012,000	1.630042	$ 48,999	$ 490	$ 48,509	$37,683	$10,826	$48,509	$295,434	0	10826
12	$ 6,462,000	$450,000	$ 6,012,000	1.630042	$ 48,999	$ 490	$ 48,509	$38,907	$9,602	$48,509	$256,527	0	9602
12.5	$ 6,462,000	$450,000	$ 6,012,000	1.630042	$ 48,999	$ 490	$ 48,509	$40,172	$8,337	$48,509	$216,355	0	8337
13	$ 6,462,000	$450,000	$ 6,012,000	1.630042	$ 48,999	$ 490	$ 48,509	$41,477	$7,032	$48,509	$174,878	0	7032
13.5	$ 6,462,000	$450,000	$ 6,012,000	1.630042	$ 48,999	$ 490	$ 48,509	$42,825	$5,684	$48,509	$132,053	0	5684
14	$ 6,462,000	$450,000	$ 6,012,000	1.630042	$ 48,999	$ 490	$ 48,509	$44,217	$4,292	$48,509	$87,836	0	4292
14.5	$ 6,462,000	$450,000	$ 6,012,000	1.630042	$ 48,999	$ 490	$ 48,509	$45,654	$2,855	$48,509	$42,182	0	2855
15	$ 6,462,000	$450,000	$ 6,012,000	1.630042	$ 48,999	$ 490	$ 48,509	$47,138	$1,371	$48,509	$0	0	1371
	$1,469,970	$14,700	$1,455,270					$923,851	$531,419	$1,455,270		$0	

Original Loan Amount $918,895
Capitalized Interest $0
Loan Balance Remaining **$0**

(F9 = calculate)

ASSUMPTIONS:	
1. Loan Amount:	**$918,895**
2. Interest Rate:	6.50%
3. Base Value:	$450,000
4. Future Value:	**$6,462,000**

* The above figures are estimates based upon the assumptions in this Exhibit "E" and are subject to change.

EXHIBIT "F"

Cost-Benefit Analysis
(Pursuant to Neb. Rev. Stat. § 18-2113)

The cost-benefit analysis for the Redevelopment Project, as described in the attached Redevelopment Plan, which will utilize funds authorized by section 18-2147 of the Act, is provided below:

1. Tax shifts resulting from the approval of the use of funds pursuant to Section 18-2147:

The taxes generated by the base value of the Project Site will continue to be allocated between the relevant taxing jurisdictions pursuant to the Act. Only the incremental taxes created by the Redevelopment Project will be captured to pay for the project's eligible public expenditures. Since the incremental taxes would not exist without the use of TIF to support the Redevelopment Project, the true tax shift of the Redevelopment Project is a positive shift in taxes after 15 years. However, for the purposes of illustrating the incremental taxes used for TIF, the estimated 15 year tax shift for the Redevelopment Project is set forth in Exhibit "E" of the Redevelopment Plan, and is adopted hereby.

Notes:

1. *The Projected Tax Increment is based on assumed values and levy rates; actual amounts and rates will vary from those assumptions, and it is understood that the actual tax shift may vary materially from the projected amount. The levy rate is assumed to be the 2025 levy rate. There has been no accounting for incremental growth over the 15-year TIF period.*

2. Public infrastructure and community public service needs impacts and local tax impacts arising from the approval of the Redevelopment Project:

a. Public infrastructure improvements and impacts:

The Redevelopment Project requires public infrastructure installation. The Project Site will require the construction of vehicular access from 44th Avenue to the north and Isaiah Drive to the east, as well as construction of sidewalks within the Project Site, all subject to the City's standards and oversite. Additionally, without limitation, Redeveloper shall be responsible for: (1) the extension of all public and private utilities to the designated lot line of each residential lot created within the Project Site; and (2) the extension of electrical utilities to street lighting located within the Project Site. The public improvements for the Redevelopment Project will

address any traffic and street infrastructure concerns that would otherwise be created by the Redevelopment Project. The Project Site will be filled and graded to provide for effective surface water runoff. The Agency and Redeveloper do not anticipate that the Redevelopment Project will have a negative impact on now-existing City infrastructure.

b. Local Tax impacts (in addition to impacts of Tax Shifts described above):

The Redevelopment Project should create material tax and other public revenue for the City and other local taxing jurisdictions. While the use of TIF will defer receipt of a majority of new ad valorem real property taxes generated by the Redevelopment Project, the Redevelopment Project should generate immediate tax growth for the City. The new residences will require and pay for City services. Additionally, the City will collect sales tax on a portion of the materials used for the Redevelopment Project. It is not anticipated that the Redevelopment Project will adversely impact City services, but will generate revenue providing support for those services.

3. Impacts on employers and employees of firms locating or expanding within the boundaries of the Project Site:

The Redevelopment Project is residential in nature and will not result in the relocation or expansion of commercial activities within the Project Site. However, the Redevelopment Project will provide needed housing for the City's current and future workforce.

4. Impacts on other employers and employees within the City and the immediate area that is located outside of the boundaries of the Project Site:

The Redevelopment Project should have a positive impact on private sector businesses and employees in the vicinity of the Project Site. The Redevelopment Project will provide much needed housing in the community, which will benefit employers, employees, and the City in general. Further, the new residences will increase the demand for services and products from existing businesses in the area.

5. Impacts on student populations of school districts within the City:

The increase of population density within the Project Site may result in a modest increase in school-aged children within the related school districts. However, there is no indication that the schools within the district are unable to withstand an increase in enrollment proportionate to the size of the Redevelopment Project. The school district will not receive taxes from the residences built during the time the increased taxes are utilized to pay the TIF Indebtedness. However, the school district has received state aid to education in the past. Part of the school aid formula involves assessed valuation in the school district. The valuation that generates the TIF

payments is not included in the formula and does not count against the state aid that the school district would receive. Taxes on any increase in the base value of the land will benefit the school district. After the TIF Indebtedness is paid, or at the end of the respective 15 years of division of taxes, whichever is sooner, the increased valuation from the residences will be available to the school district. As such, it is not anticipated that the Redevelopment Project will negatively impact school districts located within the boundaries of the area of the Redevelopment Project.

6. Other impacts determined by the Agency to be relevant to the consideration of costs and benefits arising from the Redevelopment Project:

The Project Site is blighted and contains substandard conditions that are a detriment to the City. The Redevelopment Project will revitalize and occupy an underutilized space without negatively impacting the surrounding businesses, residents or straining the public infrastructure. There are no other material impacts determined by the Agency relevant to the consideration of the costs or benefits arising from the Redevelopment Project. As such, the costs of the Redevelopment Project are outweighed by its benefits.

7.A.1. Resolution No. R26-44 approving redevelopment plan.

DRAFT

RESOLUTION NO. R26-44

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF COLUMBUS, NEBRASKA, APPROVING A REDEVELOPMENT PLAN ENTITLED, "REDEVELOPMENT PLAN FOR KEYES DEVELOPMENT, LLC REDEVELOPMENT PROJECT".

WHEREAS, the Mayor and City Council of the City of Columbus, Nebraska (the "Council"), acts as the governing body of, and exercises all functions of, the Community Development Agency of the City of Columbus, Nebraska (the "Agency"); and

WHEREAS, the Mayor and Council previously designated a portion of the City of Columbus, Nebraska (the “City”), commonly referred to as the “West Railroad Neighborhood Area” (referred to herein as the “Redevelopment Area”), as blighted and substandard and in need of redevelopment under the terms of Nebraska Revised Statutes sections 18-2103(3) and (31) and section 18-2109; and

WHEREAS, it is contemplated that redevelopment of the Redevelopment Area may occur in phases and will occur pursuant to one or more redevelopment plans and/or projects; and

WHEREAS, the Mayor and Council finds based on substantial evidence in the record of this proceeding that redevelopment of the Redevelopment Area will result in the elimination and prevention of blight and aligns with the purposes of the Community Development Law and the City’s comprehensive plan for land use and development (the “Comprehensive Plan”); and

WHEREAS, attached hereto as Exhibit A is a redevelopment plan for redevelopment within the Redevelopment Area (the "Redevelopment Plan"); and

WHEREAS, the Redevelopment Plan sets forth a redevelopment project within the Redevelopment Area; and

WHEREAS, on March 9, 2026, the Planning Commission of the City of Columbus, Nebraska, held a duly-noticed public hearing on the Redevelopment Plan, and provided written findings on in the record of that proceeding and recommended the Mayor and Council's adoption and approval of the Redevelopment Plan; and

WHEREAS, on March 16, 2026, the Mayor and Council held a duly-noticed public hearing on the Redevelopment Plan; and

WHEREAS, after public hearing and review of the Redevelopment Plan, the Mayor and Council determined that the Redevelopment Plan complies with the Comprehensive Plan of the City, and will result in the elimination and prevention of blight; and

WHEREAS, after public hearing and review of the Redevelopment Plan, the Mayor and Council determined that the redevelopment set forth in the Redevelopment Plan would not be economically feasible and would not occur without the use of tax-increment financing.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF COLUMBUS, NEBRASKA:

Section 1. The Redevelopment Plan attached as Exhibit A complies with and conforms to the Comprehensive Plan of the City.

Section 2. Based on the substantial evidence in the record of this proceeding, the Mayor and Council find as follows:

(a) The proposed land uses and building requirements in the redevelopment area as described in the Redevelopment Plan are designed with the general purpose of accomplishing, in conformance with the City's Comprehensive Plan, a coordinated, adjusted and harmonious development of the City and its environs which will, in accordance with the present and future needs, promote health, safety, morals, order, convenience, prosperity and the general welfare, as well as efficiency and economy in the process of development; that under the Redevelopment Plan adequate provision is made for traffic, vehicular parking, the promotion of safety from fire, panic and other dangers, adequate provision for light and air, the promotion of the healthful and convenient distribution of populations, the provision of adequate transportation, water, sewage and other public utilities, schools, parks, recreational and community facilities and other public requirements, the promotion of sound design and arrangement, the wise and efficient expenditure of public funds and the elimination of, or prevention of the recurrence of, insanitary or unsafe dwelling accommodations or conditions of blight.

(b) The Redevelopment Plan contains a satisfactory statement of the proposed method and estimated cost of acquisition and preparation for redevelopment of the redevelopment area; that no public improvements are required to be provided except as set forth in the Redevelopment Plan with respect to the redevelopment project set forth therein; that no proceeds or revenues are expected to be obtained by the City from disposal of property to a private entity; that the Redevelopment Plan sets forth a satisfactory method of financing for the proposed redevelopment, consisting of, in part, the issuance by the Agency of its tax increment revenue bond to provide funds to pay for and/or reimburse the costs of certain public improvements; and addresses any families or businesses currently residing within the redevelopment area which are currently expected to be displaced from such area.

(c) The cost-benefit analysis prepared in conjunction with the Redevelopment Plan and attached thereto sets forth the factors required under section 18-2113 of the Nebraska Revised Statutes and supports the Mayor and Council's adoption and approval of the Redevelopment Plan.

Section 3. The redevelopment set forth in the Redevelopment Plan would not be economically feasible without the use of tax-increment financing; would not occur in the redevelopment area described in the Redevelopment Plan without the use of tax-increment financing; and the costs and benefits of the Redevelopment Plan, including costs and benefits to other affected political subdivisions, the economy of the community, and the demand for public and private services have been analyzed by the Mayor and Council and have been found to be in the long-term best interest of all those impacted by the Redevelopment Plan.

Section 4. Based on the foregoing and substantial evidence in the record of this proceeding, the Mayor and Council hereby approves and adopts the Redevelopment Plan.

INTRODUCED BY COUNCIL MEMBER _____

PASSED AND ADOPTED THIS _____ DAY OF _____, 2026.

_____
MAYOR

ATTEST:

_____
CITY CLERK

APPROVED AS TO FORM:

_____
SPECIAL CITY ATTORNEY

EXHIBIT A
Redevelopment Plan

(See attached)

8. **PETITIONS AND COMMUNICATIONS: None**

9. **REPORTS OF CITY OFFICES**

9.A. Update on Nebraska Department of Transportation Loup River South Bridges project.

Accountability - Dedication
Honesty - Integrity - Respect

City Hall | Engineering Department
2500 14th St., Suite 3
Columbus, NE 68601
402-562-4309
EngDept@columbusne.us
www.columbusne.us

Nebraska Department of Transportation
Columbus South Bridges Project

March 2026 Update

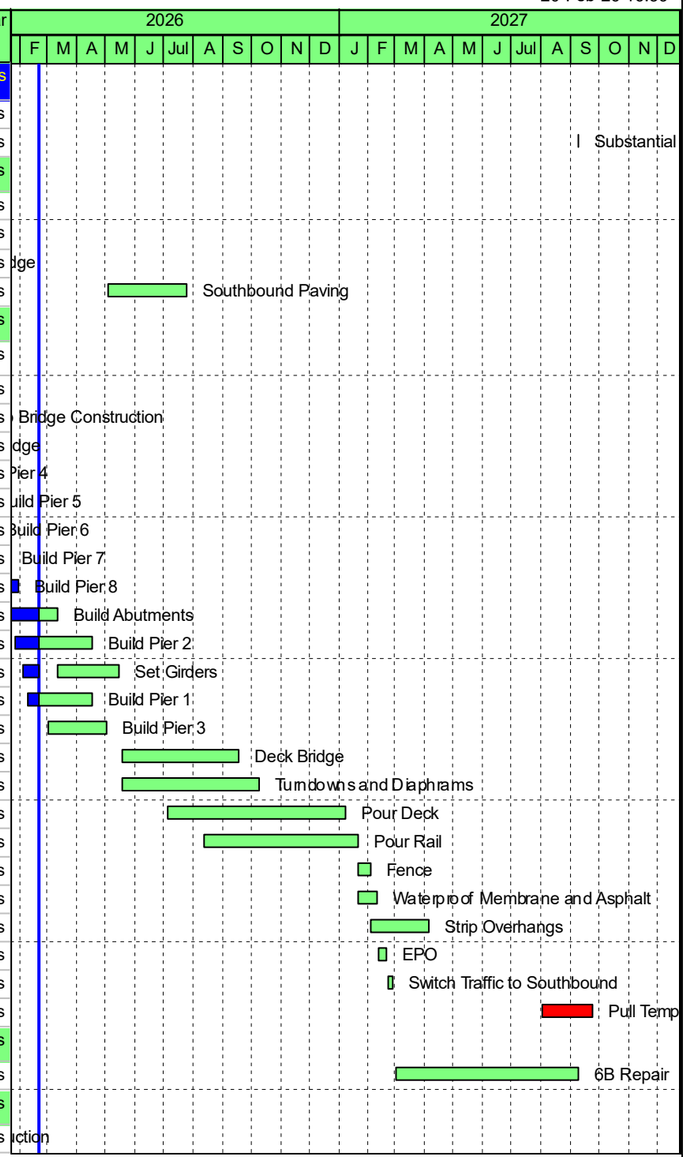
- Nebraska Department of Transportation project
  - City is the Local Public Agency of record
- Substantially completed the Pawnee Park Underpass Reconstruction
  - Pedestrian trail use till a date to be determined in 2027
- Emergency Action Plan submitted to USACE, NDOT and City

- Working on south three piers, outside of the river channel
- Continue working on the north abutment at the levee.
- Piers and girders will need to be substantially complete before start of any deck work

- NDOT discussing options to include removal and replacement of the traffic "bump" on north end of the east bridge structure

- Project remains on schedule for fall 2027 completion

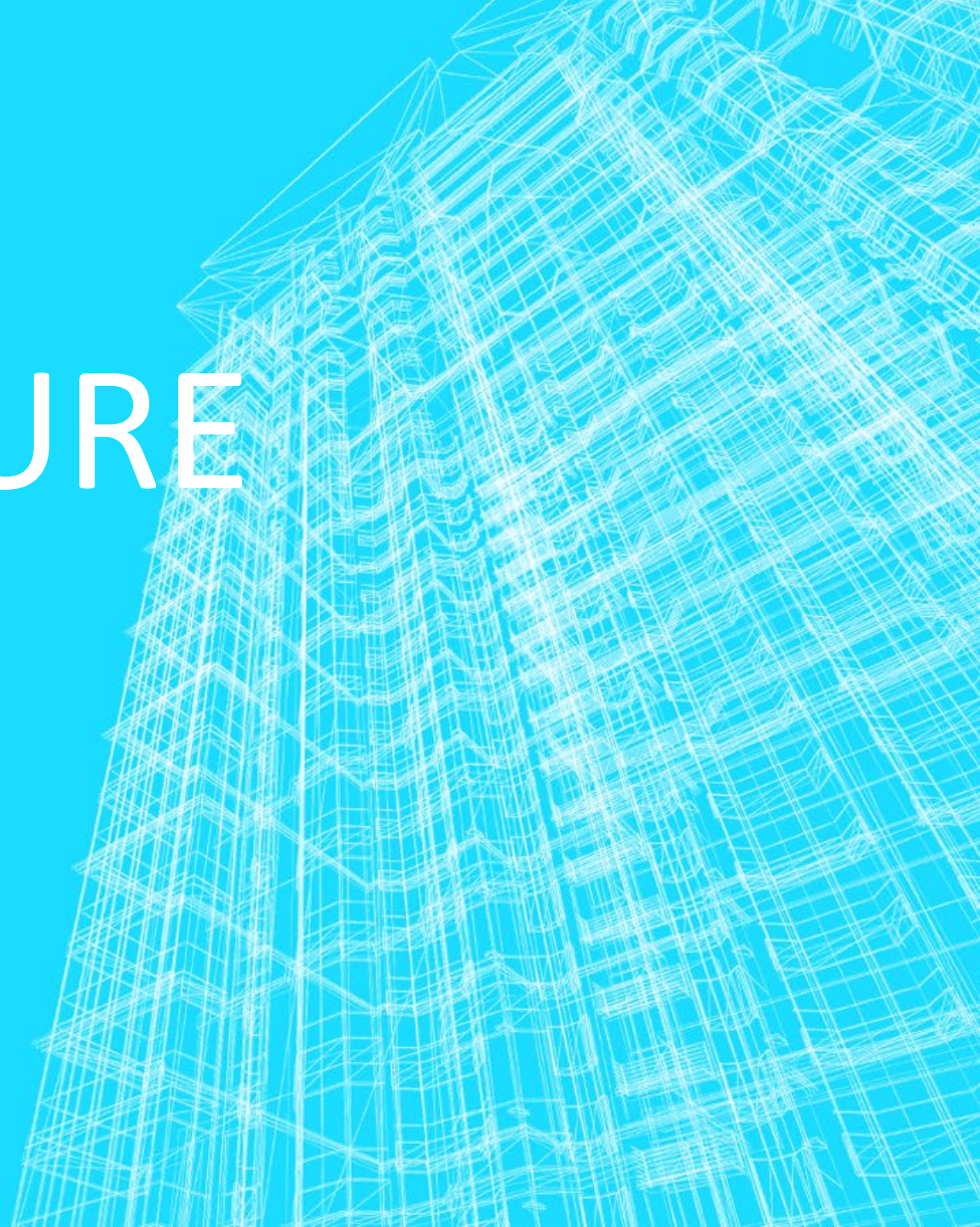
Activity ID	Activity Name	Original Duration	Activity % Complete	Remaining Duration	Start	Finish	Total Float	Calendar
NDOT Columbus South Bridges		649		416	01-Apr-25 A	24-Sep-27	47	Standard 5 Day Workweek w/ Basic Holidays
A1000	Project Start	1	100%	0	01-Apr-25 A	01-Apr-25 A		Standard 5 Day Workweek w/ Basic Holidays
A1300	Substantial Completion	1	0%	1	09-Sep-27	09-Sep-27	58	Standard 5 Day Workweek w/ Basic Holidays
Grading & PAving		343		60	02-Apr-25 A	24-Jul-26	208	Standard 5 Day Workweek w/ Basic Holidays
A1010	Paving Removals	5	100%	0	02-Apr-25 A	08-Apr-25 A		Standard 5 Day Workweek w/ Basic Holidays
A1020	Pave Crossovers	15	100%	0	09-Apr-25 A	24-May-25 A		Standard 5 Day Workweek w/ Basic Holidays
A1230	Switch Traffic to Northbound Bridge	5	100%	0	30-Apr-25 A	06-May-25 A		Standard 5 Day Workweek w/ Basic Holidays
A1310	Southbound Paving	60	0%	60	04-May-26*	24-Jul-26	208	Standard 5 Day Workweek w/ Basic Holidays
Bridge 6		623		416	07-May-25 A	24-Sep-27	47	Standard 5 Day Workweek w/ Basic Holidays
A1030	Remove Deck	47	100%	0	07-May-25 A	10-Jul-25 A		Standard 5 Day Workweek w/ Basic Holidays
A1040	Preblast Work	15	100%	0	11-Jul-25 A	31-Jul-25 A		Standard 5 Day Workweek w/ Basic Holidays
A1050	Temp Bridge Construction	75	100%	0	01-Aug-25 A	26-Nov-25 A		Standard 5 Day Workweek w/ Basic Holidays
A1060	Demo Truss Bridge	70	100%	0	03-Aug-25 A	12-Sep-25 A		Standard 5 Day Workweek w/ Basic Holidays
A1070	Build Pier 4	50	100%	0	27-Aug-25 A	18-Nov-25 A		Standard 5 Day Workweek w/ Basic Holidays
A1080	Build Pier 5	50	100%	0	01-Oct-25 A	23-Dec-25 A		Standard 5 Day Workweek w/ Basic Holidays
A1090	Build Pier 6	50	100%	0	07-Oct-25 A	30-Dec-25 A		Standard 5 Day Workweek w/ Basic Holidays
A1100	Build Pier 7	50	100%	0	28-Oct-25 A	16-Jan-26 A		Standard 5 Day Workweek w/ Basic Holidays
A1110	Build Pier 8	50	100%	0	08-Dec-25 A	30-Jan-26 A		Standard 5 Day Workweek w/ Basic Holidays
A1150	Build Abutments	28	50%	14	23-Dec-25 A	11-Mar-26	105	Standard 5 Day Workweek w/ Basic Holidays
A1130	Build Pier 2	45	10%	41	26-Jan-26 A	17-Apr-26	423	Standard 5 Day Workweek w/ Basic Holidays
A1160	Set Girders	95	50%	48	03-Feb-26 A	15-May-26	58	Standard 5 Day Workweek w/ Basic Holidays
A1140	Build Pier 1	45	10%	41	09-Feb-26 A	17-Apr-26	423	Standard 5 Day Workweek w/ Basic Holidays
A1120	Build Pier 3	45	0%	45	02-Mar-26*	01-May-26	58	Standard 5 Day Workweek w/ Basic Holidays
A1170	Deck Bridge	90	0%	90	18-May-26	18-Sep-26	58	Standard 5 Day Workweek w/ Basic Holidays
A1180	Turndowns and Diaphrams	105	0%	105	18-May-26	09-Oct-26	58	Standard 5 Day Workweek w/ Basic Holidays
A1190	Pour Deck	135	0%	135	06-Jul-26	08-Jan-27	58	Standard 5 Day Workweek w/ Basic Holidays
A1200	Pour Rail	115	0%	115	13-Aug-26	20-Jan-27	58	Standard 5 Day Workweek w/ Basic Holidays
A1210	Fence	10	0%	10	21-Jan-27	03-Feb-27	58	Standard 5 Day Workweek w/ Basic Holidays
A1250	Waterproof Membrane and Asphalt	15	0%	15	21-Jan-27	10-Feb-27	58	Standard 5 Day Workweek w/ Basic Holidays
A1220	Strip Overhangs	43	0%	43	04-Feb-27	05-Apr-27	131	Standard 5 Day Workweek w/ Basic Holidays
A1260	EPO	7	0%	7	11-Feb-27	19-Feb-27	58	Standard 5 Day Workweek w/ Basic Holidays
A1270	Switch Traffic to Southbound	5	0%	5	22-Feb-27	26-Feb-27	58	Standard 5 Day Workweek w/ Basic Holidays
A1240	Pull Temp Bridge	40	0%	40	02-Aug-27*	24-Sep-27	47	Standard 5 Day Workweek w/ Basic Holidays
Bridge 6B		138		138	01-Mar-27	08-Sep-27	58	Standard 5 Day Workweek w/ Basic Holidays
A1280	6B Repair	138	0%	138	01-Mar-27	08-Sep-27	58	Standard 5 Day Workweek w/ Basic Holidays
Box Culvert		50		0	11-Jun-25 A	08-Aug-25 A		Standard 5 Day Workweek w/ Basic Holidays
A1290	Box Culvert Construction	50	100%	0	11-Jun-25 A	08-Aug-25 A		Standard 5 Day Workweek w/ Basic Holidays



9.B. Columbus in Focus - Building & Infrastructure.

BUILDING & INFRASTRUCTURE LEADERSHIP

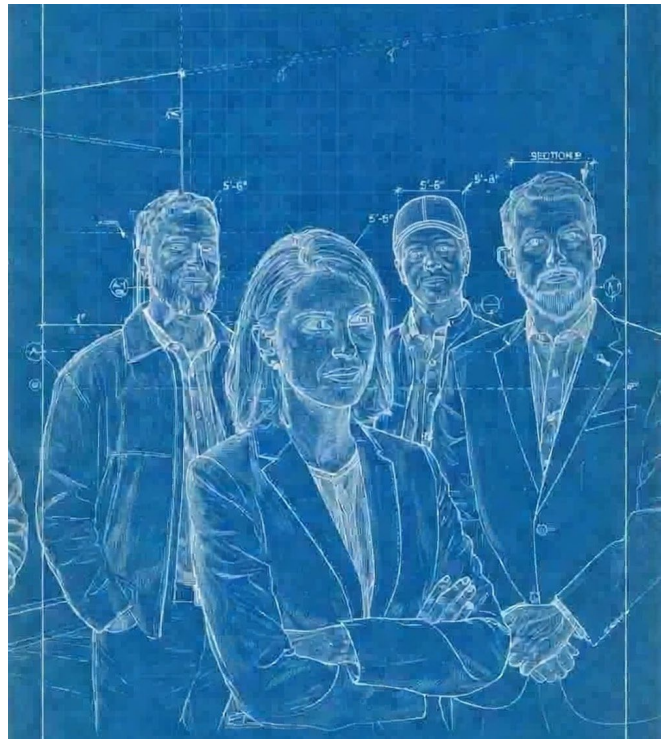
Columbus in Focus – March 16, 2026



GUIDING STANDARDS & LEADERSHIP TEAM MEMBERS

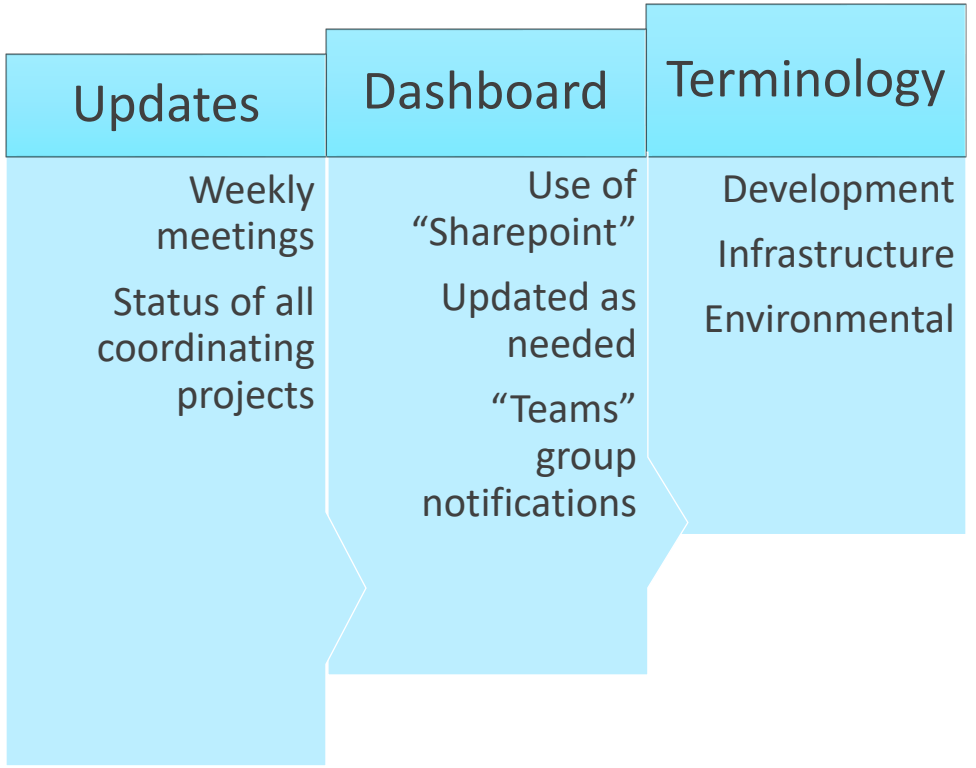
We exist to align and lead the divisions of the city that build and sustain the city - utilities, infrastructure, and development - so that essential services, growth, and investment are delivered efficiently, reliably, and in the public's best interest and safety.

- Tara Vasicek, City Administrator
- Chuck Sliva, Director of Public Works
- Rick Bogus, City Engineer
- Andy Woehrer, Chief Building & Code Official



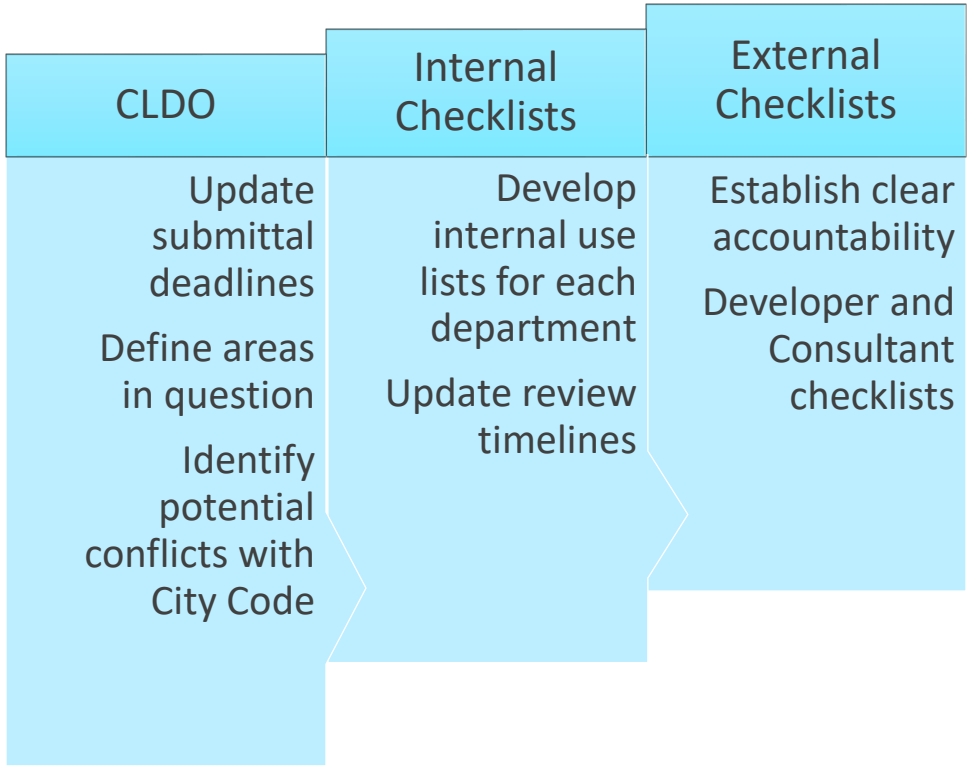
EFFICIENT CROSS-DIVISION COMMUNICATION & COORDINATION

- Create standing coordinating update meetings
- Shared project dashboard
- Common terminology



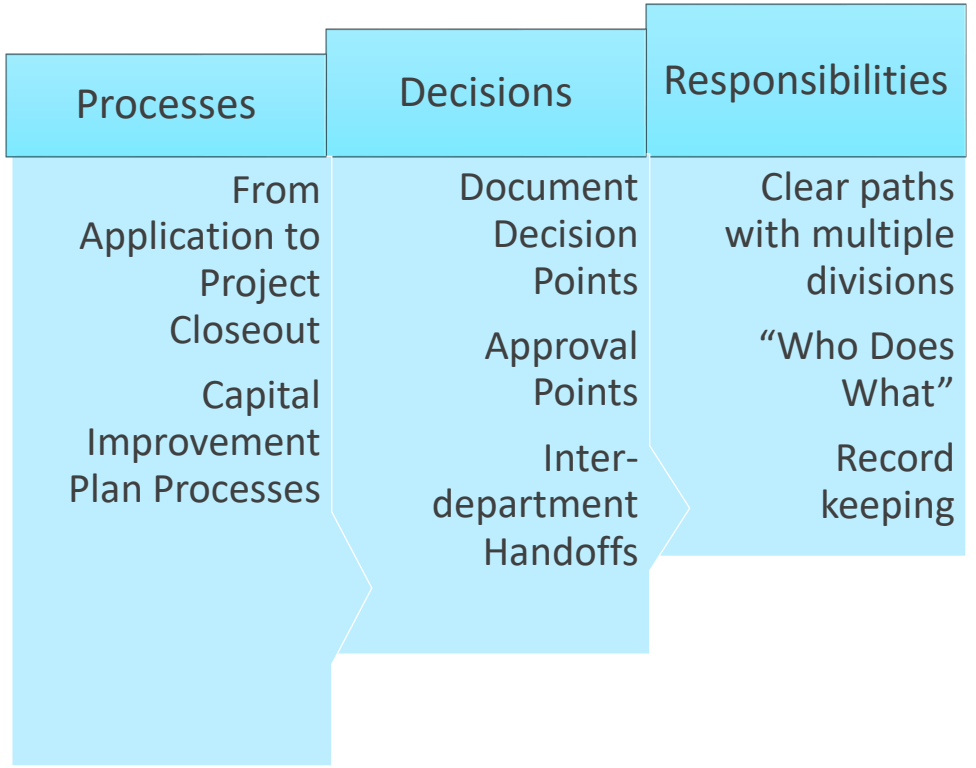
CONSISTENCY IN PUBLIC & PRIVATE PROJECT DEVELOPMENT & DELIVERY

- Update Columbus Land Development Ordinance (CLDO)
- Internal Checklists
- External Checklists



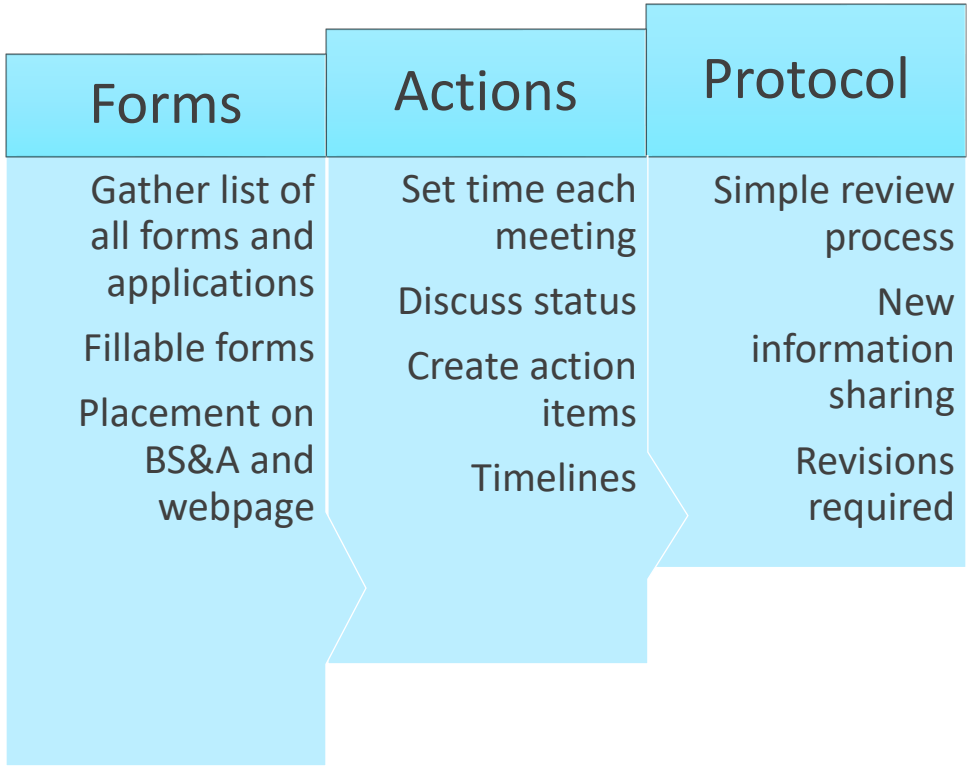
STANDARDIZE WORKFLOW FOR DEVELOPMENT AND INFRASTRUCTURE

- End-to-End Development Processes
- Document Decision Points and Handoffs
- Establish Responsibility Matrix



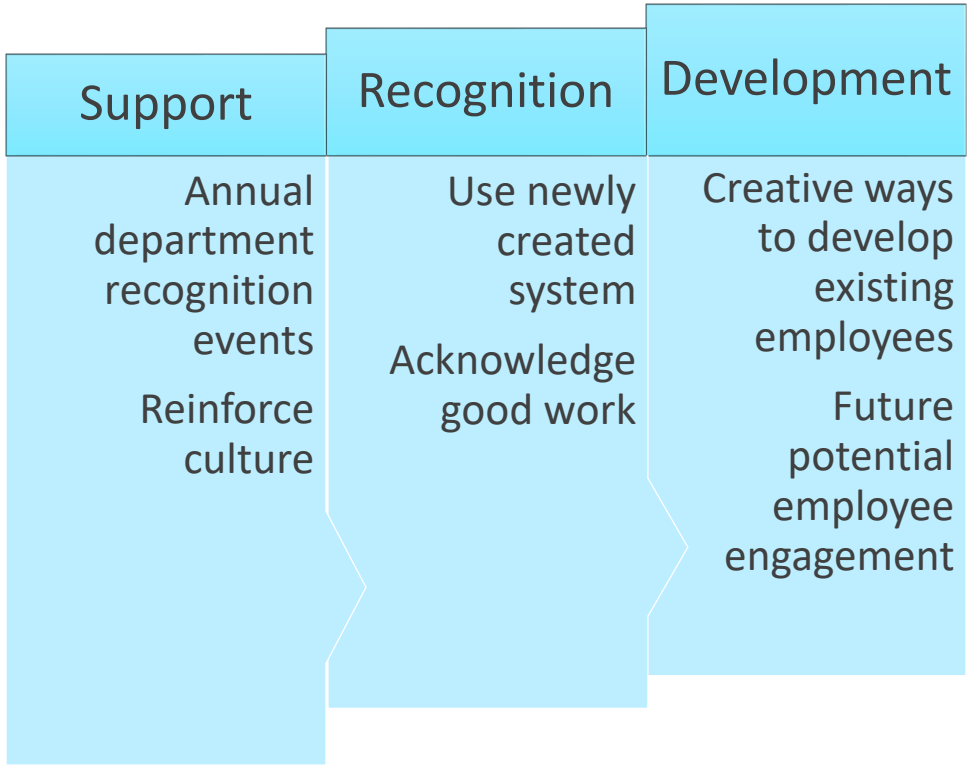
STRENGTHEN DECISION-MAKING & FOLLOW-THROUGH

- Compile forms and applications
- Review action item status at each meeting
- Protocol for Post-Project follow up



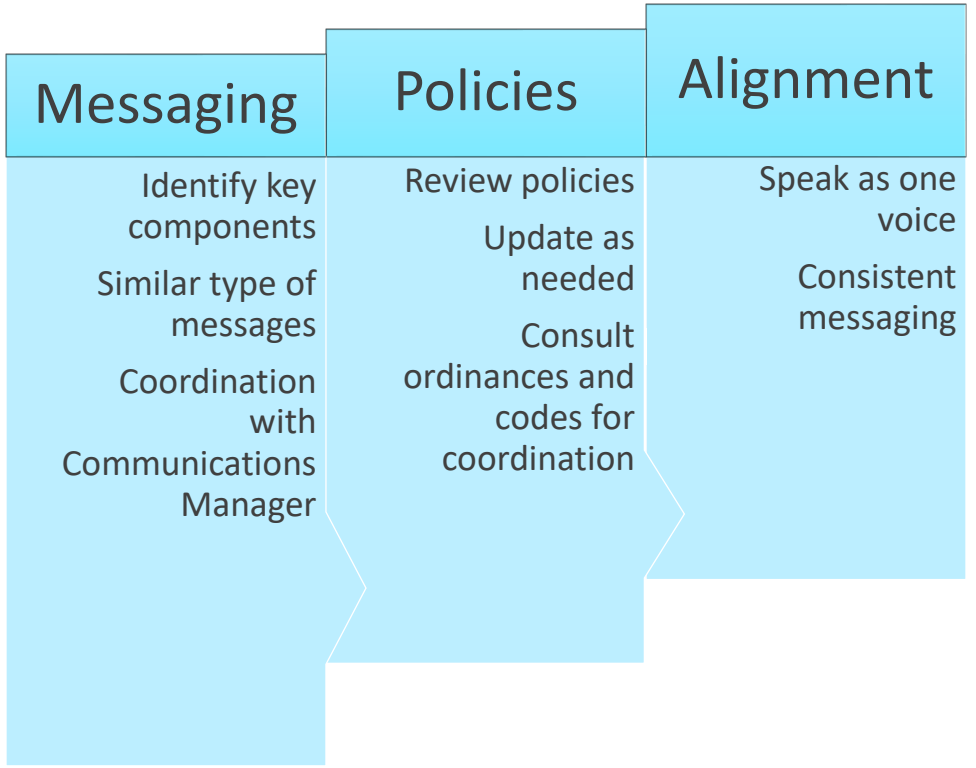
HIGH-TRUST & RESULTS-ORIENTED CULTURE

- Support all divisions
- Employee Recognition System
- Develop Team Members



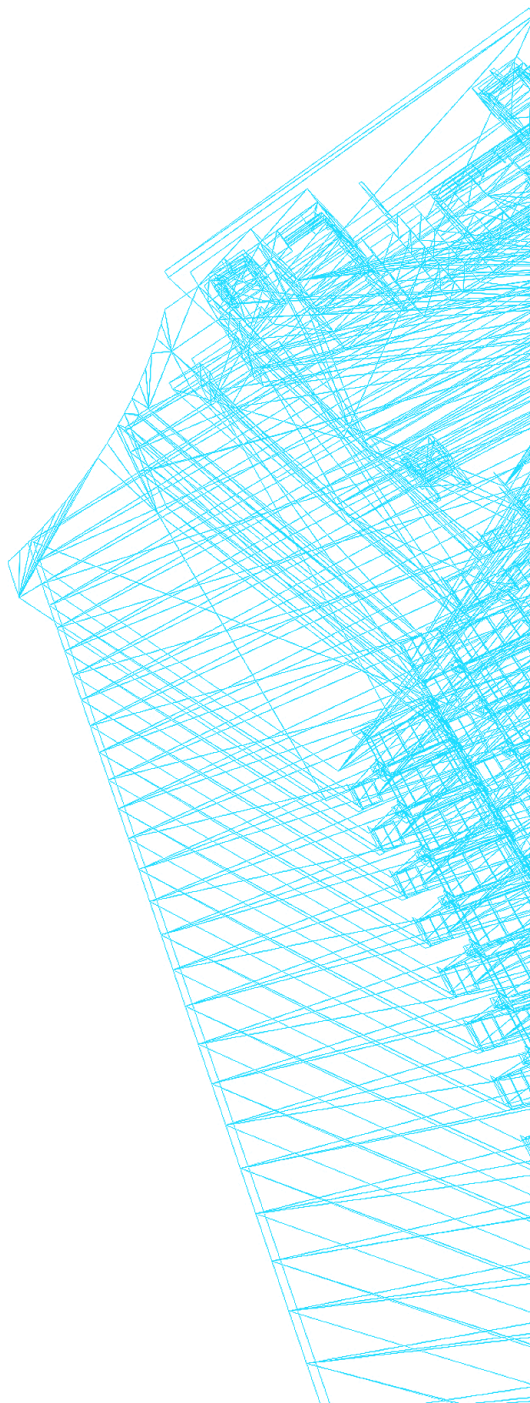
UNIFIED AND PROFESSIONAL FRONT

- Coordinate Messaging
- Review internal policies
- Group alignment



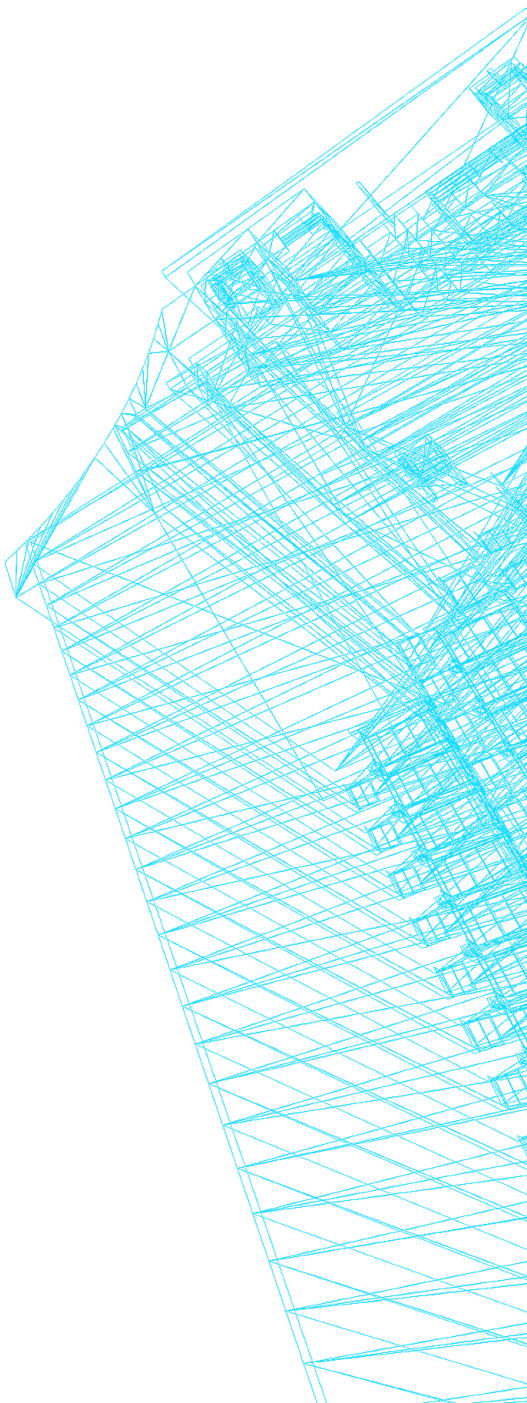
ENGINEERING SNAPSHOT

Design, oversee or assist on CIP projects – 30
Study related projects – 3
Site work related projects - 15
Major and Minor platting - 12
ROW and Engineering permits - 6
Easement or property related – 5
Potential and Miscellaneous projects – Numerous



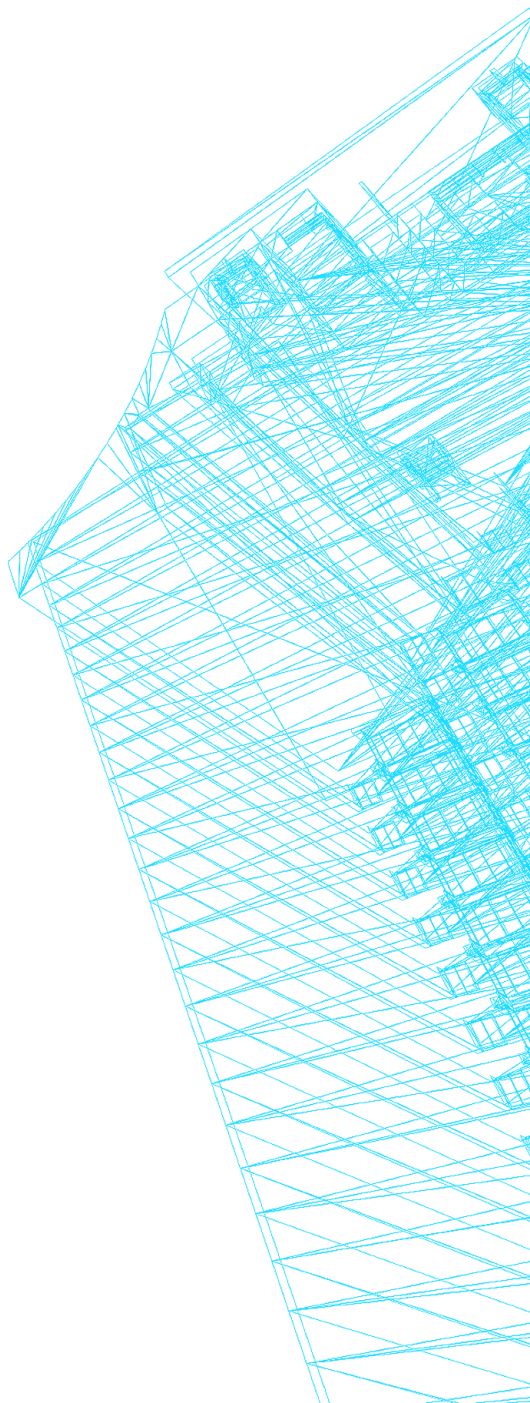
PUBLIC WORKS SNAPSHOT

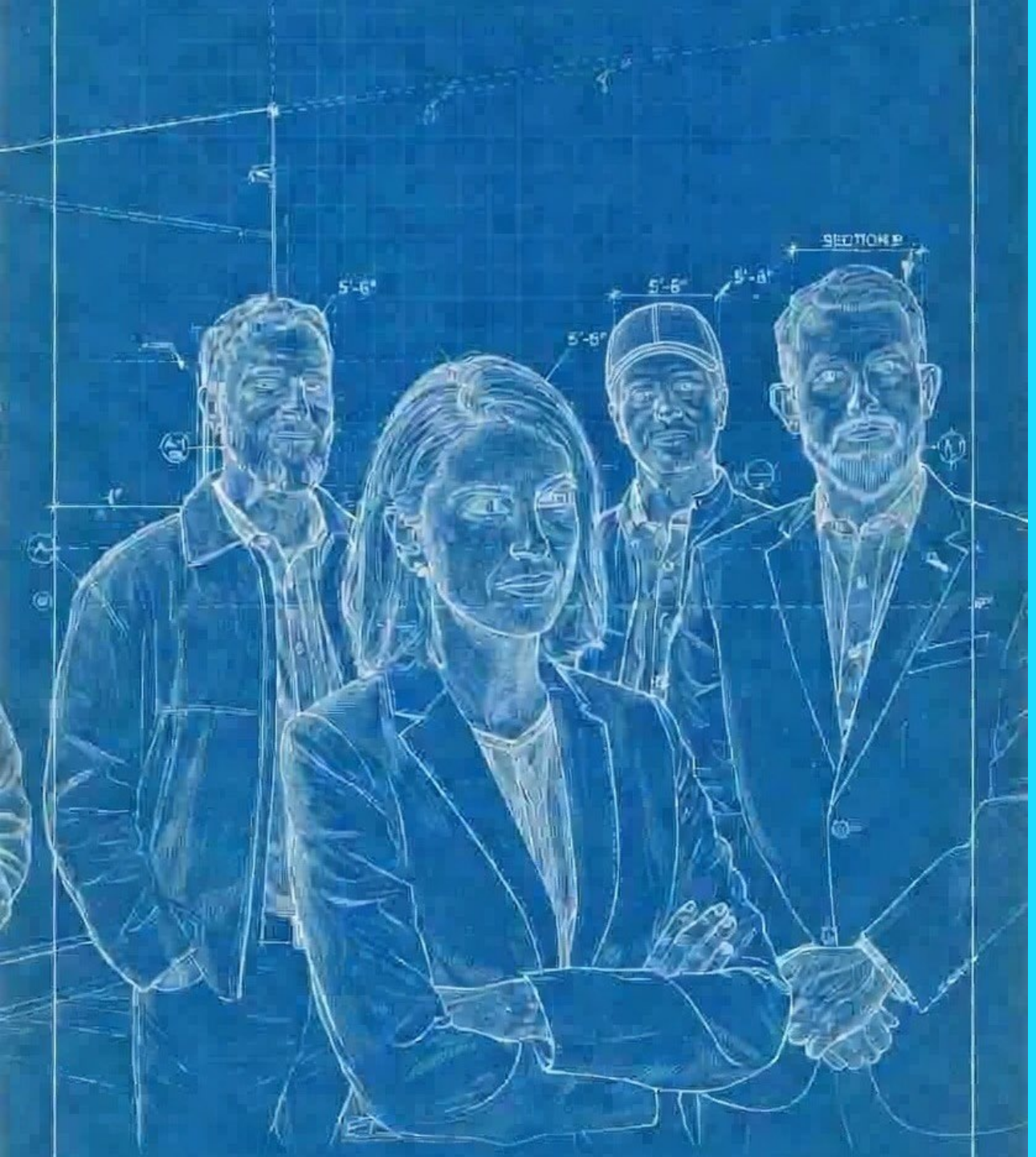
Lift Station related projects – 5
Loup River Levee related projects – 4
Sewer Collection projects – 3
Street Division Repair / O&M projects – 3
Water Production projects – 2
CIP Equipment items – 15
Daily O&M operation permits - Numerous



COMMUNITY DEVELOPMENT SNAPSHOT

Open Residential & Commercial Permits – 626
Average Daily Inspections – 10 to 18
Residential & Commercial Projects Under Review – 12
Rezoning Reviews – 2
Minor & Major Subdivision Reviews – 12
Board of Adjustment Reviews – 3
Moving Permits Applications – 1
Wireless Tower Reviews - 1





Q&A ?

Thank you!

10. **REPORTS OF COUNCIL COMMITTEES**

10.A. Public Property, Safety, and Works Committee - March 16, 2026.

10.A.1. Permanent Utility and Access Easement in part of NW1/4 NE1/4 of Section 14, Township 17 North, Range 1 West of the 6th P.M., Platte County, Nebraska for Meadow Ridge Properties Addition (34th Street west of 53rd Avenue).

Accountability - Dedication
Honesty - Integrity - Respect

MEMORANDUM

DATE: March 11, 2026

TO: Tara Vasicek, City Administrator

FROM: Richard J. Bogus, City Engineer

RE: Meadow Ridge Properties Addition – Utility & Ingress/Egress Easement

RECOMMENDATION:

I recommend the approval of utility easement and ingress/egress access easement of Meadow Ridge Properties Addition.

DISCUSSION:

As platted in Meadow Ridge Properties Addition, a portion of 34th Street roadway and public utilities run through an easement which is not in a dedicated right-of-way.

FISCAL IMPACT:

None.

ALTERNATIVE:

Do not approve.

SIGNATURE:

By: Richard J Bogus

Approved By:

EASEMENT AGREEMENT

THIS EASEMENT AGREEMENT made and entered into on 12th day of March, 2026 by and between Meadow Ridge Properties, LLC, (Grantor) and the City of Columbus, a Municipal Corporation in the State of Nebraska (City/Grantee).

Grantor hereby grants and conveys to Grantee, its successors, assigns, employees, agents, contractors, invitees and licensees a permanent utility & access easement over and upon the following-described real estate, to-wit:

Permanent Utility & Access Easement

A 30.00 foot wide Permanent Utility & Access Easement for the construction and maintenance of a storm sewer main and all of its appurtenances, located in part of the NW1/4 NE1/4 of Section 14, Township 17 North, Range 1 West of the 6th P.M., Platte County, Nebraska more particularly described as follows:

Commencing at the Southwest corner of the Northwest 1/4 of the Northeast 1/4 of Section 14, T17N, R1W of the 6th P.M., Platte County, Nebraska; thence N 88°10'21" E on the South line of the Northwest 1/4 of said Northeast 1/4, 256.76 feet to the Point of Beginning; thence N 88°10'21" E on said South line, 52.74 feet; thence N 02°07'45" W and perpendicular to said South line, 30.00 feet; thence S 88°10'21" W and parallel to said South line, 52.74 feet; thence S 02°07'45" E and perpendicular to said South line, 30.00 feet to the Point of Beginning, containing 1,582.20 square feet more or less.

The Easement is further described and defined on the attached map included as **EXHIBIT A**.

The purpose of the utility & access easement is to provide the Grantee, its successors, assigns, employees, agents, contractors, invitees, and licensees, with access to the aforementioned described real estate for the purpose of construction, inspection, maintenance, operation, or repair of storm sewer main facilities and related improvements, and removal of vegetation and hazards, over, across, in, and through the easement, all at the will of the Grantee. Grantee, its successors, assigns, employees, agents, contractors, invitees, and licensees, is further hereby granted the right of ingress and egress to and from said premises to carry out the rights prescribed in this utility easement. The Grantor has executed this Permanent Utility Easement on the day and year first above written.

*****REMAINDER OF PAGE LEFT INTENTIONALLY BLANK*****

GRANTOR:

Charles Seadschlag
Meadow Ridge Properties, LLC

GENERAL NOTARY - State of Nebraska
TODD LYON
My Comm. Exp. July 3, 2026

STATE OF NEBRASKA)
)
COUNTY OF PLATTE)

Acknowledged before me on March 12, 2026, by Charles Seadschlag

Notary Public

GRANTEE:

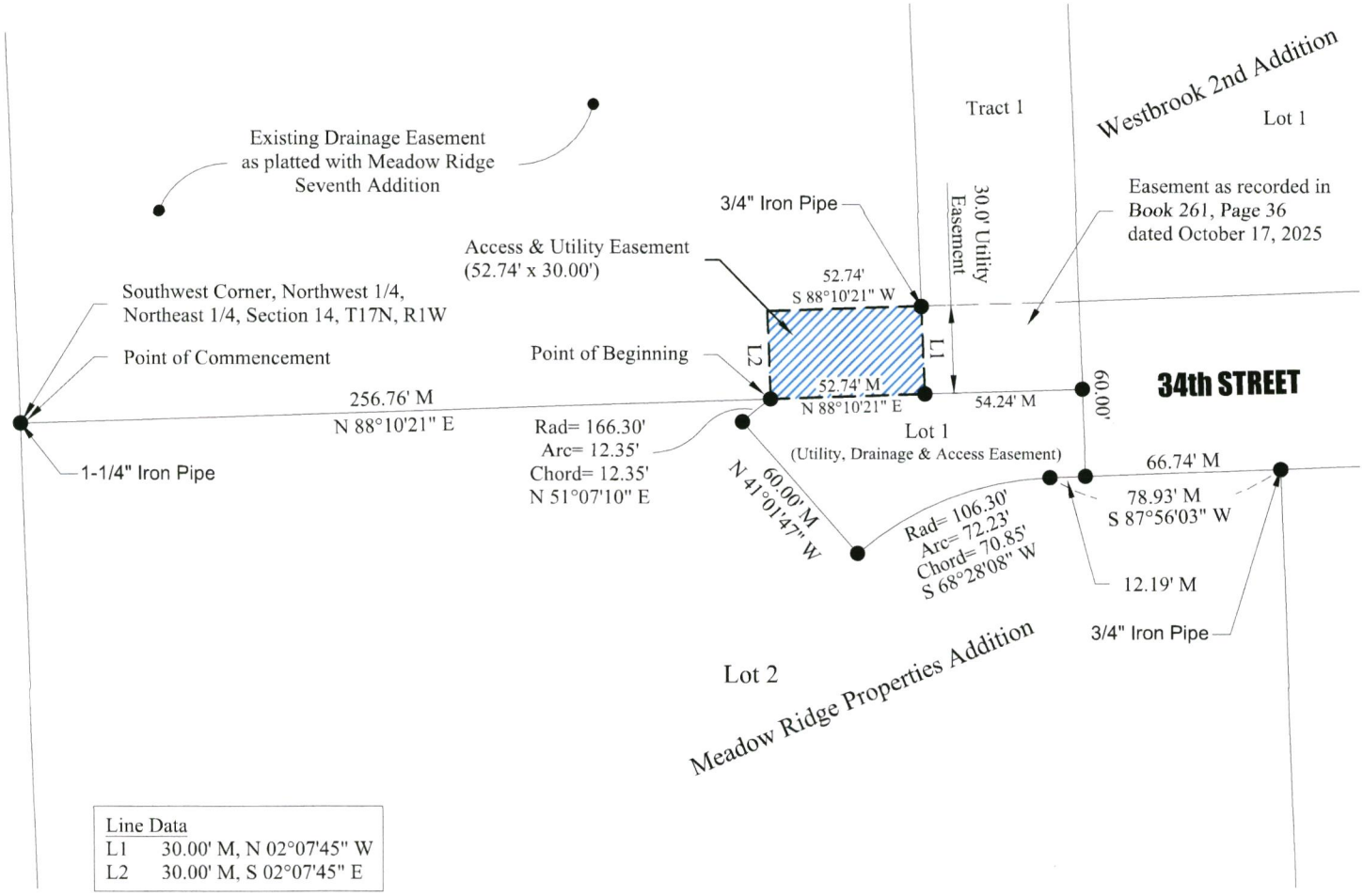
James B. Bulkley, Mayor
City of Columbus, Nebraska

STATE OF NEBRASKA)
)
COUNTY OF PLATTE)

Acknowledged before me on _____, _____, 20____, by_____.

Notary Public

Exhibit A



Line Data	
L1	30.00' M, N 02°07'45" W
L2	30.00' M, S 02°07'45" E

ACCESS AND UTILITY EASEMENT

An Access and Utility Easement located in the Northwest 1/4 of the Northeast 1/4 of Section 14, T17N, R1W of the 6th P.M., Platte County, Nebraska, more particularly described as follows:

Commencing at the Southwest corner of the Northwest 1/4 of the Northeast 1/4 of Section 14, T17N, R1W of the 6th P.M., Platte County, Nebraska; thence N 88°10'21" E on the South line of the Northwest 1/4 of said Northeast 1/4, 256.76 feet to the Point of Beginning; thence N 88°10'21" E on said South line, 52.74 feet; thence N 02°07'45" W and perpendicular to said South line, 30.00 feet; thence S 88°10'21" W and parallel to said South line, 52.74 feet; thence S 02°07'45" E and perpendicular to said South line, 30.00 feet to the Point of Beginning, containing 1,582.20 square feet more or less.

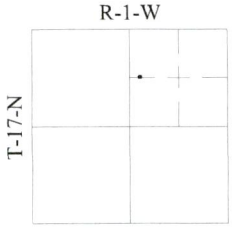
N
W E
S

Drawn By: LRR
Date: January 5, 2026
Project Number: S-071-194
Scale: 1"=60'

0 30 60 120

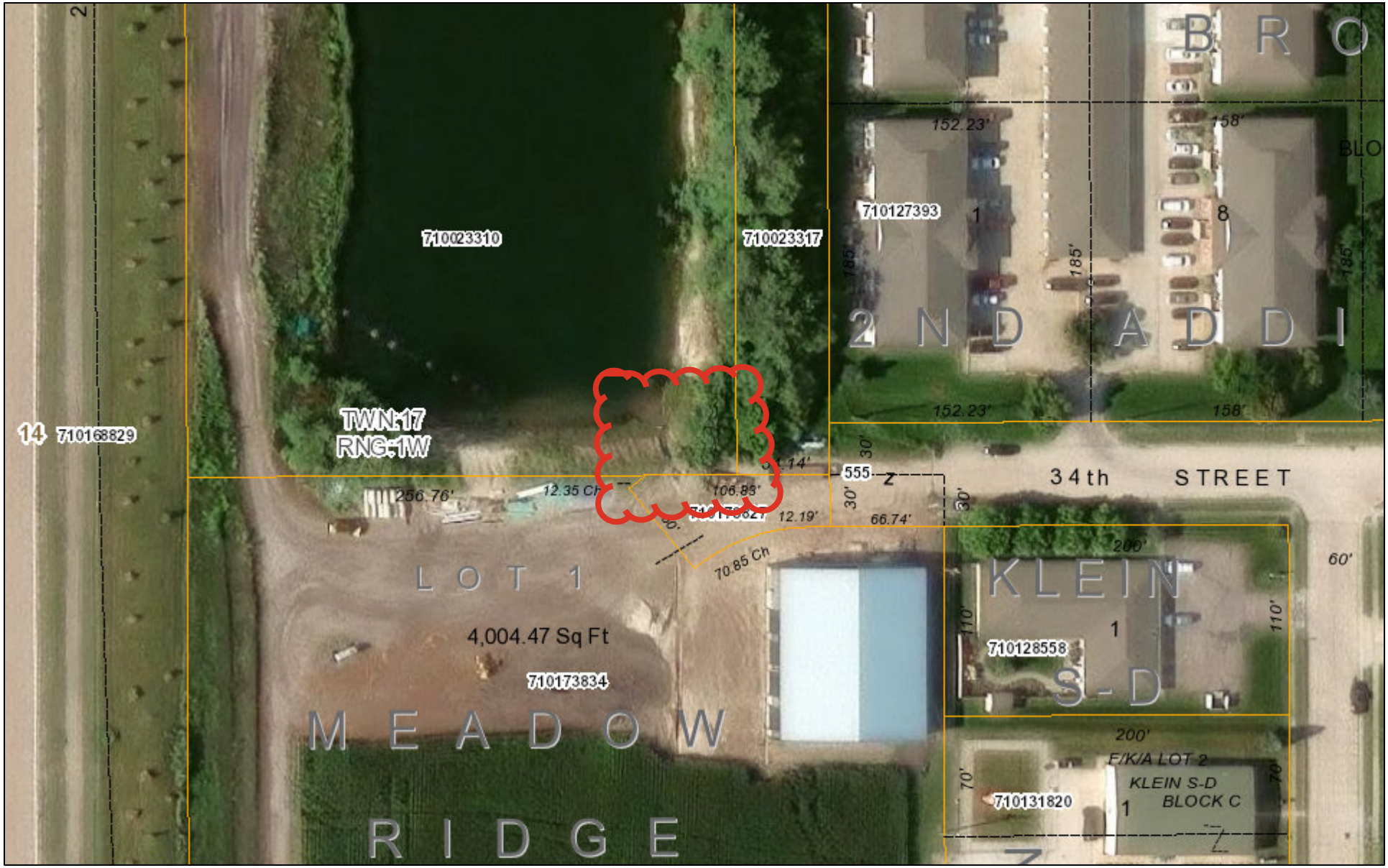
SCALE IN FEET

Situation Sketch



SECTION 14
Platte County, Nebraska

ADVANCED CONSULTING
ENGINEERING SERVICES
West Point & Columbus
Phone: (402) 372-1923



March 11, 2026
19:26 PM

DISCLAIMER: This map is not intended for conveyances, nor is it a legal survey. The information is presented on a best-efforts basis, and should not be relied upon for making financial, survey, legal or other commitments.

1:1,283

0 0.01 0.02 0.04 mi

0 0.015 0.03 0.06 km

Lot Lines

Parcels

Townships

Sections

Source: Esri, Vantor, Earthstar Geographics, and the GIS User Community

Platte County gWorks.

10.A.2. Request of Meadow Ridge Properties LLC to vacate a portion of Drainage Easement No. 1 for Meadow Ridge Eleventh Addition (west end of Grayhawk Place located off 43rd Street).

Accountability - Dedication
Honesty - Integrity - Respect

MEMORANDUM

DATE: March 11, 2026

TO: Tara Vasicek, City Administrator

FROM: Richard J. Bogus, City Engineer

RE: Meadow Ridge Eleventh Addition – Easement Vacation

RECOMMENDATION:

I recommend the approval of the Ordinance of the partial Drainage Easement No. 1 vacation associated with Meadow Ridge Eleventh Addition.

DISCUSSION:

The partial easement vacation is required due to the platting of the Meadow Ridge Twelfth Addition subdivision.

FISCAL IMPACT:

None.

ALTERNATIVE:

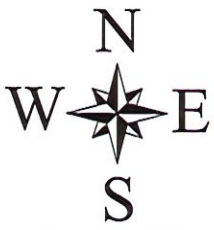
Do not approve.

SIGNATURE:

By: Richard J Bogus

Approved By: Tara Vasicek

Exhibit A



Drawn By: LRR
Date: September 16, 2025
Scale: 1"=50'
Project Number: S-071-187

0 25 50 100
SCALE IN FEET

● Property Corner Found
□ Calculated Point
M Measured Distance
C Calculated Distance

North Line of the South 15 Acres of the Northwest 1/4 of the Southeast 1/4 of Section 11, T17N, R1W

10.0' Drainage Easement

1214.75'

75.00'

50.00' M

1139.75'
Drainage Easement #2 as dedicated and described on the Final Plat of Meadow Ridge Eleventh Addition

S 02°13'38" E 25.00'

S 2°13'45" E 25.00

1139.75'
S 88°05'45" W

Lot 7

Lot 6

115.00' M

115.00' M
S 02°13'45" E

175.00' M
S 02°13'45" E

50.00' M

60.00' M

43rd Street

48.97' M
N 88°05'45" E

10.0' Utility Easement

113.51' M

Lot 1

Meadow Ridge Eleventh Addition

227.02' M
S 02°13'45" E

123.97'
N 88°06'27" E

576.97'
N 02°13'45" W

Drainage Easement #1 as dedicated and described on the Final Plat of Meadow Ridge Eleventh Addition

Block B

113.57'

Lot 8

30.00' M
S 88°07'09" W

288.55'

60.00' M **Grayhawk Place**

50.00' M

175.00' M
S 02°15'10" E

Lot 11

115.00' M

Block C

94.04'

50.00' M

1833.87' C

1837.38' M
S 88°06'59" W

Point of Beginning

Existing Drainage Easement for Meadow Ridge 9th

The portion of Drainage Easement #1 to be Vacated

TEMPORARY DRAINAGE EASEMENT #1 - TO BE VACATED

A portion of an existing temporary drainage easement located in the Northeast 1/4 of the Southeast 1/4 of Section 11, T17N, R1W of the 6th P.M., Platte County, Nebraska, more particularly described as follows:

Beginning at the Southwest corner of Meadow Ridge Eleventh Addition to the City of Columbus, Platte County, Nebraska; thence S 88°06'59" W on the South line of temporary drainage easement as recorded with said Meadow Ridge Eleventh Addition, 94.04 feet; thence N 02°13'45" W on the West line of said temporary drainage easement, 288.55 feet; thence N 88°06'27" E, 123.97 feet to the Northwest corner of Lot 8, Block B of said Meadow Ridge Eleventh Addition; thence S 02°13'45" E on the West line of said Lot 8, 113.57 feet to the Southwest corner of said Lot 8; thence S 88°07'09" W on the North Right-of-Way line of Grayhawk Place, 30.00 feet; thence S 02°15'10" E on the West line of said Meadow Ridge Eleventh Addition, 175.00 feet to the Point of Beginning, containing 0.70 acres, more or less.

SURVEYOR'S CERTIFICATE

I, Terry L. Schulz, Nebraska Registered Land Surveyor No. 550, duly registered under the Land Surveyor's Regulation Act, do hereby state that I have performed a survey of the land depicted on the accompanying plat; that said plat is a true delineation of said survey performed personally or under my direct supervision; that said survey was made with reference to known and recorded monuments marked as shown, and to the best of my knowledge and belief is true, correct and in accordance with the Land Surveyor's Regulation Act in effect at the time of this survey.

NEBRASKA PROFESSIONAL PLS-550 LAND SURVEYOR TERRY L. SCHULZ

Terry L. Schulz, State of Nebraska, PLS #550

3-11-2026
Date

5/8" Iron Bar
Northwest Corner, Meadow Ridge Ninth Addition
Corner is 3.51' West of true position.

ADVANCED CONSULTING ENGINEERING SERVICES
133 W. Washington St. • P.O. Box 218
West Point, NE 68788
Phone: (402) 372-1923

March 11, 2026
19:20 PM

DISCLAIMER: This map is not intended for conveyances, nor is it a legal survey. The information is presented on a best-efforts basis, and should not be relied upon for making financial, survey, legal or other commitments.

1:1,394

0 0.01 0.02 0.04 mi

0 0.0175 0.035 0.07 km

Lot Lines

Sections

Parcels

Townships

Platte County
gWorks.

Source: Esri, Vantor, Earthstar Geographics, and the GIS User Community

10.A.3. Cost share of Paving and Infrastructure 2026.

Accountability - Dedication
Honesty - Integrity - Respect

MEMORANDUM

DATE: March 11, 2026

TO: Tara Vasicek, City Administrator

FROM: Richard J. Bogus, City Engineer

RE: City Cost Shares of Paving and Infrastructure 2026

RECOMMENDATION:

Approval of the City of Columbus Cost Shares for the 2026 Construction Season as attached.

DISCUSSION:

In accordance with the City Assessment Policy, Development Agreements, and various City cost share policies and reimbursement the attached “City of Columbus Cost Shares for 2026-2027 Construction Season” is presented for approved work and services. The intent is to establish cost shares for the main construction items above those sizes or depths required for construction as established by the design engineer and accepted by the City Engineer. It is understood that not all items or services can be addressed.

The cost sharing is based on standard construction and conditions, with no additional cost sharing allowed due to above normal conditions, locations, material or labor supplier cost spikes, use of federal or state labor rates, or related work or situations. It is not the intent to cost share on every potential construction cost, materials, service, or requirement to build the project. Engineering fees are not a part of the reimbursement.

Costs were obtained from data and information local paving and infrastructure contractors and those who work in town, City bid projects tabulations, and some private development bid projects. If the developer/property owner provided cost request is less than the maximum cost share, the lower cost will be used.

FISCAL IMPACT:

City share of costs as stated in the attachment.

ALTERNATIVE:

Revise City cost share amounts or basis of calculation.

SIGNATURE:

By: Richard J Bogus

Approved By:

March 16, 2026

City of Columbus Cost Shares for 2026 Construction Season

In accordance with the City Assessment Policy, Development Agreements, and various City cost share policies and reimbursement the following is the 2026-2027 construction season City cost shares for approved work and services. ***The intent is to establish cost shares for the main construction items, as it is understood that not all items can be addressed. It is not the intent to fully pay for these items, but provide a partial reimbursement.*** Items not addressed will be reviewed by the City Engineer who will obtain data and information from contractor's who do not have a vested interest and determine cost shares for those items, if any.

The cost for improvements is based on standard construction and conditions, with no additional cost sharing allowed due to above normal conditions, locations, material or labor supplier cost spikes, use of federal or state labor rates, unsuitable soils, or related work or situations. It is not the intent to cost share on every potential construction cost, materials, service, or requirement to build the project. Engineering fees are not a part of the reimbursement.

Costs were obtained from data and information with local paving and infrastructure contractors and those who work in town, City bid projects tabulations, and some private development bid projects. If the developer/property owner provided a cost request is less than the maximum cost share, the lower cost will be used.

Water

Developer/Property Owner Cost – The entire cost of the water distribution system and improvements shall be paid by the Subdivider, with exception of water mains located in a dedicated right-of-way or easement area that are greater than the size required by said Nebraska Licensed Civil Engineer to properly serve the Area to be Developed and approved by the City Engineer. In such case, the oversized cost shall be paid for by the City subject to the final approval of plans and specifications by the City. Cost of the City requested water main, gate valves with roadway box, fittings, fire hydrants, and service lines. This includes boring costs, dewatering costs, bedding, locator wire and attachments, thicker pipe class, and other costs associated with installation of the constructed water main. Minimum diameter of water main for participation is 6-inches.

City Cost – The difference in cost between the base required design diameter PVC water main, valve, fittings, and borings larger than the constructed diameter. Paving removals, if any, are not a reimbursable expense.

Maximum cost differences from the base minimum 6-inch diameter PVC water main per lineal foot, 6-inch gate valve and 6-inch fitting for standard construction

ADDITIONAL COST WATER MAIN	*COST PER LINEAL FOOT*
8-inch	*$ 4.75*
10-inch	*$ 6.40*
12-inch	*$14.40*

ADDITIONAL COST GATE VALVE	*COST PER EACH*
8-inch	*$460.00*
10-inch	*$1,160.00*
12-inch	*$1,600*
ADDITIONAL COST STANDARD FITTING	*COST PER EACH*
8-inch	*$110.00*
10-inch	*$255.00*
12-inch	*$370.00*

Sanitary Sewer

Developer/Property Owner Cost – The entire cost of sanitary sewer system improvements shall be paid by the Subdivider, with exception of sanitary sewer mains located in a dedicated right-of-way or easement area that are greater than the size required by said Nebraska Licensed Civil Engineer to properly serve the Area to be Developed and approved by the City Engineer. In such case, the oversized cost shall be paid for by the City subject to the final approval of the plans and specifications by the City. Cost of the City requested oversize sewer main, manholes, tees, and service lines. This includes boring costs, dewatering costs, bedding, thicker pipe class, and other costs associated with installation of the constructed sewer main. Minimum diameter of sewer main for participation is 8-inches.

City Cost – The difference in cost between the base required design diameter PVC sanitary sewer main larger than the constructed diameter. Paving removals, if any, are not a reimbursable expense.

Maximum cost differences from the base minimum 8-inch diameter PVC sanitary sewer main per lineal foot for standard construction

ADDITIONAL COST SEWER MAIN	*COST PER LINEAL FOOT*
10-inch	*$ 6.40*
12-inch	*$14.40*

Storm Sewer

Developer/Property Owner Cost – The entire cost of storm sewer system improvements shall be paid by the Subdivider, with exception of storm sewer mains in a dedicated right-of-way or easement area that are greater than the size required by said Nebraska Licensed Civil Engineer to properly serve the Area to be Developed, including incoming runoff, and approved by the City Engineer. In such case, the oversized cost shall be paid for by the City subject to the final approval of plans and specifications by the City. Cost of the City requested oversize storm sewer, inlets, manholes, bedding, and other costs associated with installation. This includes boring costs, dewatering costs, bedding, and other costs associated with installation of the constructed storm

sewer main. No additional compensation for arched or elliptical pipe, larger sized inlets or junction boxes. Box culvert oversizing above that required for the development will be negotiated with the City Engineer. Minimum diameter of storm sewer for participation is 15-inches. Design Engineer to provide drainage calculations and area exhibit for determination.

City Cost – The difference in cost for an RCP or HDPE storm sewer between the base required design diameter larger than the constructed diameter. Paving removals are not a reimbursable expense. Paving and existing storm sewer or culvert removals, if any, are not a reimbursable expense.

Maximum cost differences from the base minimum 15-inch RCP and HDPE storm sewer per lineal foot for standard construction

ADDITIONAL COST STORM SEWER	***COST PER LINEAL FOOT***
18-inch	***$ 8.50***
24-inch	***$ 23.0***
30-inch	***$ 41.00***
36-inch	***$ 62.00***

Street Paving

Developer/Property Owner Cost (Residential) – 33-foot wide, 6-inch-thick PC Concrete or as to properly serve the Area to be Developed or in accordance with the Long Range Transportation Plan as determined by the Design Engineer or Traffic Memo, Study or Evaluation and approved by the City Engineer.

Developer/Property Owner Cost (Commercial/Industrial) – 33-foot, 41-foot wide, or wider and the total thickness as determined by the Design Engineer or required in a Traffic Memo, Study or Evaluation and approved by the City Engineer based upon the traffic and zoning in the development to properly serve the Area to be Developed or in accordance with the Long Range Transportation Plan. Includes all island, turn lanes, traffic calming, shoulders, or other types of paving.

City Cost (Residential) – Difference in cost between PC concrete paving wider than main line 33-foot and thicker than 6-inches and intersection costs which are not assessable. Paving removals, if any, are not a reimbursable expense. Minimum is 33-foot width and 6-inch thickness.

City Cost (Commercial/Industrial) – Difference in cost between PC Concrete main line paving wider than the paving width and thickness than the development determined amount and intersection costs which are not assessable. The minimum commercial/industrial width is 33-feet and thickness is 8-inches, or larger as determined by the Design Engineer or required in the Traffic Memo, Study or Evaluation and approved by the City Engineer. Paving removals, turn lanes, traffic calming features shoulders, or other types of paving, if any, are not a reimbursable expense.

- ***Maximum cost difference of PC Concrete paving per square yard per inch of thickness greater than 6-inches for standard mixes and construction*** **= $5.00 per square yard per additional inch of thickness**

For example: 8-inch PC concrete is calculated at $5.00 per square yard times 2-

inches of additional thickness = $10.00 per square yard

- **Maximum cost per square yard of 6-inch PC concrete street paving, including all machine and hand work = $71.00 per square yard**

Intersection costs are for street paving which are not assessable. Intersection costs do not include any other work or service, such as but not limited to, sidewalks, utilities, signage, and so forth.

Sidewalks and Trails

Developer/Property Owner Cost – Sidewalk, 4-foot to 5-foot in width, or as required in the zoning, agreement, or to match existing sidewalks, 4-inch thick or 5-inch PC Concrete sidewalk paving as required. 6-inch thickness at driveways as required, thus no reimbursement for additional thickness. Trails – 8 feet or 10 feet width, as required on master plan, agreement, or to match existing trails, 6-inch thick PC Concrete trail paving as required.

City Cost – Actual cost of Americans with Disability Act ramp detectable warning panels obtained from the Public Works Department and intersection costs of sidewalk and related street paving. Paving removals, if any, are not a reimbursable expense.

- ***Maximum cost of ADA ramp detectable warning panel = purchased rate of panel from Public Works Department (if not obtained from the department)***

  For example, the current 2-foot by 4-foot panel cost is $130

- ***Maximum cost per square yard of PC concrete sidewalk and trail paving***
  - ***4-inch thick PC concrete sidewalk paving, 4-foot and 5-foot in width = $71.00 per square yard, includes cost of thickened paving across driveways***
  - ***5-inch thick PC concrete sidewalk paving, greater than 5-foot in width = $81.00 per square yard***
  - ***6-inch thick PC concrete trail paving, regardless of width = $87.00 per square yard***
  - ***Maximum cost difference of PC Concrete sidewalk and trail paving per square yard per inch of thickness greater for standard mixes and construction = $5.00 per square yard per additional inch of thickness***

10.B. Public Finance, Judiciary, and Personnel Committee - March 16, 2026.

10.B.1. Financial and Compliance Audit for year-end September 30, 2025.

City of Columbus, Nebraska

Basic Financial Statements

September 30, 2025

PRELIMINARY

PRELIMINARY

City of Columbus, Nebraska
Table of Contents

Independent Auditor's Report 1

Management's Discussion and Analysis 5

Basic Financial Statements
- Government-Wide Financial Statements
  - Statement of Net Position 14
  - Statement of Activities 15
- Fund Financial Statements
  - Balance Sheet – Governmental Funds 16
  - Reconciliation of the Balance Sheet – Statement of Net Position - Governmental Funds 19
  - Statement of Revenues, Expenditures and Changes in Fund Balances - Governmental Funds 20
  - Reconciliation of the Statement of Revenues, Expenditures and Changes in Fund Balances - Statement of Activities – Governmental Funds 23
  - Statement of Net Position – Proprietary Funds 24
  - Statement of Revenues, Expenses, and Changes in Net Position - Proprietary Funds 26
  - Statement of Cash Flows – Proprietary Funds 28
  - Statement of Fiduciary Net Position – Fiduciary Funds 30
  - Statement of Changes in Fiduciary Net Position – Fiduciary Funds 30
- Notes to Basic Financial Statements 31

Required Supplementary Information
- Schedule of Receipts, Disbursements, and Changes in Fund Balance - Budget to Actual – Budget Basis – General Fund 54
- Schedule of Receipts, Disbursements, and Changes in Fund Balance - Budget to Actual – Budget Basis – Street/Engineering Fund 55
- Schedule of Receipts, Disbursements, and Changes in Fund Balance - Budget to Actual – Budget Basis – Sales Tax Fund 56
- Schedule of Receipts, Disbursements, and Changes in Fund Balance - Budget to Actual – Budget Basis – ½ Cent Sales Tax Fund 57
- Schedule of Receipts, Disbursements, and Changes in Fund Balance - Budget to Actual – Budget Basis – ARP Act Fund 58
- Note to Required Supplementary Information 59

Supplementary Information
- Combining Balance Sheet – Nonmajor Governmental Funds 61
- Combining Statement of Revenues, Expenditures, and Changes in Fund Balances – Nonmajor Governmental Funds 63
- Schedule of Expenditures of Federal Awards 65
- Notes to the Schedule of Expenditures of Federal Awards 66

PRELIMINARY

Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards* 68

Report on Compliance for the Major Federal Program and Report on Internal Control Over Compliance in Accordance with the Uniform Guidance 70

Schedule of Findings and Questioned Costs 73

Summary Schedule of Prior Audit Findings 76

PRELIMINARY

Independent Auditor's Report

Honorable Mayor and Members
of the City Council
City of Columbus
Columbus, Nebraska

Report on the Audit of the Financial Statements

Opinions

We have audited the financial statements of the governmental activities, the business-type activities, each major fund and the aggregate remaining fund information of the City of Columbus, Nebraska (the "City"), as of and for the year ended September 30, 2025, and the related notes to the financial statements, which collectively comprise the City's basic financial statements as listed in the Table of Contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, each major fund and the aggregate remaining fund information of the City, as of September 30, 2025, and the respective changes in financial position, and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the City, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

The City's management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the City's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

PRELIMINARY

Auditor's Responsibilities for the Audit of the Financial Statements
Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events considered in the aggregate, that raise substantial doubt about the City's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information
Accounting principles generally accepted in the United States of America require that the Management Discussion and Analysis, which follows this report, and Required Supplementary Information as listed in the Table of Contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board (GASB) who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with GAAS, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

PRELIMINARY

Supplementary Information
Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the City's basic financial statements. The Schedule of Expenditures of Federal Awards is presented for the purpose of additional analysis as required by *Title 2 U.S. Code of Federal Regulations (CFR) Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* and is also not a required part of the basic financial statements.

Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with GAAS. In our opinion, the schedule of expenditures of federal awards is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

The other supplementary information accompanying the financial statements has not been subjected to the auditing procedures applied in our audit, and accordingly, we do not express an opinion or provide any assurance on such information.

Other Reporting Required by *Government Auditing Standards*
In accordance with *Government Auditing Standards*, we have also issued our report dated March __, 2026, on our consideration of the City's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control over financial reporting and compliance.

Omaha, Nebraska
March __, 2026

PRELIMINARY

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Management's Discussion and Analysis
September 30, 2025

Unaudited

This discussion and analysis is intended to be an easily readable analysis of the City of Columbus' (City) financial activities based on currently known facts, decisions and conditions. This analysis focuses on current year activities and how it compares to prior years and should be read in conjunction with the financial statements that follow.

Financial Highlights

- As of September 30, 2025, the City's total assets and deferred outflows of resources exceeded its total liabilities and deferred inflows of resources by $268,416,483.
- Total net position is comprised of the following:
  - Net invested in capital assets of $194,551,836. This represents the property and equipment, net of accumulated depreciation, and reduced for outstanding debt related to the purchase or construction of the City's capital assets.
  - Restricted net position of $8,481,554.
  - Unrestricted net position of $65,383,093.
- The total net position increased by $11,181,696 during the year ending September 30, 2025.
- The City's governmental funds reported a net increase in fund balance of $1,062,287 and a total ending fund balance of $22,074,705.
- The City's proprietary funds reported a net increase in net position of $6,308,455 and total ending net position of $96,775,360.
- At the end of the current fiscal year, fund balance for the General Fund was $10,899,050, an increase of $1,938,123 from the prior year.

Overview of the Financial Statements

Management's Discussion and Analysis introduces the City's basic financial statements. The basic financial statements include: (1) government-wide financial statements, (2) fund financial statements, and (3) notes to the financial statements. The City also includes in this report additional information to supplement the basic financial statements.

Government-Wide Financial Statements

The City's annual report includes two government-wide financial statements. These statements provide both long-term and short-term information about the City's overall status. Financial reporting at this level uses a perspective similar to that found in the private sector with its basis in full accrual accounting and elimination or reclassification of internal activities.

PRELIMINARY

EQUAL HOUSING OPPORTUNITY

Government-Wide Financial Statements (Continued)
The first of these government-wide statements is the *Statement of Net Position*. This is the city-wide statement of position presenting information that includes the City's assets, deferred outflows of resources, liabilities, and deferred inflows of resources, with the difference reported as net position.

Over time increases or decreases in net position may serve as a useful indicator of whether the financial position of the City as a whole is improving or deteriorating. Evaluation of the overall economic health of the City would extend to other financial factors such as diversification of the taxpayer base or the condition of City infrastructure in addition to the financial information provided in this report.

The second government-wide statement is the *Statement of Activities*, which reports how the City's net position changed during the current fiscal year. All current year revenues and expenses are included regardless of when cash is received or paid. An important purpose of the design of the statement of activities is to show the financial reliance of the City's distinct activities or functions on revenues provided by the City's taxpayers.

Both government-wide financial statements distinguish governmental activities of the City that are principally supported by taxes and intergovernmental revenues from business-type activities that are intended to recover all or a significant portion of their costs through user fees and charges. Governmental activities include general government, public safety, recreation, streets, planning, and public works. Business-type activities include water, sanitary sewer, electric, storm water, and solid waste services.

Fund Financial Statements
A fund is an accountability unit used to maintain control over resources segregated for specific activities or objectives. The City uses funds to ensure and demonstrate compliance with finance-related laws and regulations. Within the basic financial statements, fund financial statements focus on the City's funds rather than the City as a whole.

The City has two types of funds:

Governmental Funds
These are reported in the fund financial statements and encompass essentially the same functions reported as governmental activities in the government-wide financial statements. However, the focus is very different with fund statements providing a distinctive view of the City's governmental funds. These statements report short-term fiscal accountability focusing on the use of spendable resources during the year and balances of spendable resources available at the end of the year. They are useful in evaluating annual financing requirements of governmental programs and the commitment of spendable resources for the near term.

Since the government-wide focus includes the long-term view, comparisons between these two perspectives may provide insight into the long-term impact of short-term financing decisions. Both the governmental fund balance sheet and the governmental fund statement of revenues, expenditures, and changes in fund balances provide reconciliation to the government-wide statements to assist in understanding the differences between these two perspectives.

PRELIMINARY

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EQUAL HOUSING OPPORTUNITY

Fund Financial Statements (Continued)
Budgetary schedules for the general fund and special revenue funds are included in the required supplementary information. Budgetary schedule for the debt service fund can be found in a later section of this report. These schedules demonstrate compliance with the City's adopted and final revised budget.

Proprietary Funds
These are reported in the fund financial statements and generally report services for which the City charges customers a fee. There are two types of proprietary funds. These are enterprise funds and internal services funds. Enterprise funds essentially encompass the same functions reported as business-type activities in the government-wide statements. Services are provided to customers external to the City organization such as the water and sanitary sewer systems. Internal service funds provide services and charge fees to customers within the City organization such as equipment services.

Notes to Basic Financial Statements
These are the accompanying notes to the financial statements provide information essential to a full understanding of the government-wide and fund financial statements. The notes to the financial statements begin immediately following the basic financial statements.

Other Information
In addition to the basic financial statements and accompanying notes, this report also includes other supplementary information. This section includes detailed comparative information for the general fund and enterprise fund.

PRELIMINARY

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EQUAL HOUSING OPPORTUNITY

Financial Analysis of the City as a Whole

As year-to-year financial information is accumulated on a consistent basis, changes in net position may be observed and used to discuss the changing financial position of the City as a whole. The City's net position at fiscal year-end is $268,416,483. The following table provides a summary of the City's net position:

	Government Activities	Business-type Activities	2025 Total	2024 Total
Current and other assets	$ 32,052,608	$ 49,561,927	$ 81,614,535	$ 74,408,826
Capital assets	174,740,104	82,666,598	257,406,702	258,397,632
Total assets	206,792,712	132,228,525	339,021,237	332,806,458
Current liabilities	6,244,258	3,851,475	10,095,733	6,223,150
Long-term liabilities	28,353,727	31,601,690	59,955,417	67,233,035
Deferred inflows of resources	527,545	-	527,545	530,324
Total liabilities and deferred inflows	35,125,530	35,453,165	70,578,695	73,986,509
Net position				
Net invested in capital assets	145,582,019	48,969,817	194,551,836	191,164,597
Restricted	-	8,481,554	8,481,554	8,455,596
Unrestricted	26,085,163	39,323,989	65,409,152	59,199,756
Total net position	$ 171,667,182	$ 96,775,360	$ 268,442,542	$ 258,819,949

This reflects an increase in net position of $11,181,696 or 4.4% for the City from the prior year restated balance of $257,234,787, an indication that the City's overall financial position improved during fiscal year 2025. The governmental activities had an increase in net position of $4,873,241 and the business-type activities had an increase of $6,308,455.

Governmental Activities

Governmental activities included in the government-wide financial statements are shown comparing expenses to general and program revenues.

	2025	2024
General revenues	$ 35,542,097	$ 33,459,775
Program revenues	6,554,287	9,934,090
Total revenues	42,096,384	43,393,865
Expenses	(37,197,084)	(35,350,289)
Changes in net position	$ 4,899,300	$ 8,043,576

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EQUAL HOUSING OPPORTUNITY

Business-Type Activities

Business-type activities are shown comparing costs to revenues generated by related services. These funds are designed to be self-supporting with user charges and other revenues designed to recover costs. For the year ended September 30, 2025, the systems generated income from operations, including depreciation and amortization expense, of $10,717,402. For the year ended September 30, 2024, the systems generated income from operations, including depreciation and amortization expense, of $8,803,675. Depreciation and amortization expense recognized for the years ended September 30, 2025, and 2024, was $4,072,504 and $4,009,840, respectively.

	2025	2024
Operating revenues	$ 22,758,639	$ 20,529,683
Operating expenses	(12,041,237)	(11,726,008)
Operating income	10,717,402	8,803,675
Non-operating revenues	1,786,188	1,655,533
Interest expense	(876,480)	(903,495)
Transfers	(5,318,655)	(4,052,027)
Increase in net position	$ 6,308,455	$ 5,503,686

Financial Analysis of the City's Funds

Governmental funds

As discussed, governmental funds are reported in the fund statements with a short-term inflow and outflow of spendable resources focus. This information is useful in assessing resources available at the end of the year in comparison with upcoming financing requirements. Governmental funds reported an increase in fund balance of $1,062,287 and an ending fund balance of $22,074,705.

PRELIMINARY

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Governmental Revenues

Revenues from governmental funds totaled $36,934,460 in 2025, a decrease of $3,674,972 or 9.0% from 2024, primarily from decrease in grants. The amount of revenue by source and increase or decrease from the prior year is summarized below:

	2025	2024	Increase (Decrease)
Property taxes	$ 7,372,842	$ 6,963,585	$ 409,257
Fees, taxes, permits and licenses	2,489,713	2,047,273	442,440
Sales tax	15,862,150	15,385,990	476,160
Gaming tax	621,186	253,999	367,187
Charges for services	4,105,578	3,971,175	134,403
Donations	48,080	84,678	(36,598)
Grants	2,957,956	7,627,472	(4,669,516)
Investment earnings	1,086,342	1,294,876	(208,534)
Miscellaneous	2,656,495	2,980,384	(323,889)
Total	$ 37,200,342	$ 40,609,432	$ (3,409,090)

As depicted in the above summary, the City relies heavily on local taxes to support its governmental operations. General tax revenue provided approximately 64.1% of the City's total governmental revenues. In the prior year taxes accounted for approximately 55.7% of the total governmental revenue.

Governmental Expenditures

Expenditures of governmental funds totaled $40,745,214 for 2025, a decrease of $8,077,554 from 2024 expenditures of $49,544,295. This decrease is due to decreases in capital outlay expenditures of $330,910 due to large construction projects in the prior year completed or nearing completion in the current year and a decrease in debt service expenses of $10,313,715 due to the final pay off of a bond in the prior year. Also, public safety expenses increased due to increases in wages and benefits and community development increased $1,040,252 due to more expenditures in the progress and jobs growth fund. These expenditures, by function, are summarized below:

	2025	2024	Increase (Decrease)
General government	$ 2,733,629	$ 2,710,694	$ 22,935
Public safety	12,656,903	11,105,063	1,551,840
Public works	3,309,015	3,511,983	(202,968)
Cultural and recreation	6,410,848	6,255,836	155,012
Community development	2,048,566	1,008,314	1,040,252
Capital outlay	11,754,259	12,085,169	(330,910)
Debt service	2,553,521	12,867,236	(10,313,715)
Total	$ 41,466,741	$ 49,544,295	$ (8,077,554)

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EQUAL HOUSING OPPORTUNITY

Governmental Expenditures (Continued)

Proprietary funds
The proprietary fund statements share the same focus as the government-wide statements, reporting both short-term and long-term information about financial status. We have summarized the operating results of these funds above.

General Fund Budgetary Highlights
The General Fund budgeted revenues for fiscal year 2025 was $15,806,659. This was an increase of $3,461,536 from the previous year budget of $12,345,123. The expenditures budget was $27,692,353, which was an increase of $2,686,773 from $25,005,580 in the previous year.

Assessed Valuation and Property Taxes
Assessed valuation of $2,425,351,485 represented a 5.9% increase over the preceding year's valuation of $2,290,193,749. The tax rates are applied to each $100 of actual valuation. The breakdown of tax rates for fiscal year 2025 and the preceding two years are as follows:

	2025	2024	2023
General Fund	0.291203	0.292622	0.28829
Debt Service Fund	-	-	0.02689
Total	0.291203	0.292622	0.31518

Capital Assets
As of September 30, 2025, the City had $257,406,702 invested in capital assets, including streets and highways; buildings; equipment, parks, water and wastewater facilities and lines; automobiles and recreation facilities; and construction in progress. At September 30, 2024, the total invested in capital assets was $258,397,632. The net book value of these assets is summarized below:

Land	$ 4,511,679
Construction in progress	10,323,103
Buildings and infrastructure	232,374,552
Equipment and furniture	9,599,656
Leased assets and SBITAs	597,712
Net capital assets	$ 257,406,702

The annual depreciation for the City was $14,037,183 for 2025 and $13,598,478 for 2024.

PRELIMINARY

2500 14th Street • P.O. Box 1677 • Columbus, NE 68602-1677 Email: finance@columbusne.us

EQUAL HOUSING OPPORTUNITY

Debt Administration
At the end of the fiscal year, the City had total debt outstanding of $59,493,133. The City's total future debt service requirements are presented below:

	Principal	Interest	Total
2026	3,968,718	2,278,685	6,247,403
2027	3,973,756	2,116,196	6,089,952
2028	4,004,946	1,948,188	5,953,134
2029	4,138,321	1,774,642	5,912,963
2030	4,368,862	1,601,596	5,970,458
2031-2035	25,588,530	5,212,322	30,800,852
2036-2040	13,450,000	880,706	14,330,706
Total	$ 59,493,133	$ 15,812,335	$ 75,305,468

Economic Environment and Next Year's Budgets
Several factors were considered and affected the preparation of the City's 2026 budget as follows:

- The revenue and rate lids imposed on property taxes by the State of Nebraska. The sales tax trend.
- The unemployment rate for Columbus.
- The amount of building permits issued.
- The state of the local economy.
- The ability to borrow at historically low interest rates.

The City has to deal with swings in the economy and plans for future capital expansions. The City will be looking very closely at the services it provides and what changes can be made to best serve the community and also stay within the City's financial resources for future budget years.

Financial Contact
This financial report is designed to provide an overview for all (citizens, taxpayers, customers, investors, and creditors) with an interest in the City's finances and to demonstrate the City's accountability. If you have questions about the report or need additional financial information, please contact the Finance Director, City of Columbus, P.O. Box 1677, Columbus, NE 68602-1677.

PRELIMINARY

BASIC FINANCIAL STATEMENTS

PRELIMINARY

City of Columbus
Statement of Net Position
September 30, 2025

	Governmental Activities	Business-Type Activities	Total
Assets			
Cash and cash equivalents	$ 5,094,976	$ 18,941,018	$ 24,035,994
Cash at county treasurer	510,105	-	510,105
Investments	19,342,732	16,732,468	36,075,200
Accounts receivable	2,949,597	1,729,739	4,679,336
Special assessments receivable			
Receivable within one year	173,881	-	173,881
Receivable after one year	1,880,782	718,671	2,599,453
Notes receivable			
Receivable within one year	362,075	-	362,075
Receivable after one year	1,738,460	-	1,738,460
Unbilled receivables	-	2,710,590	2,710,590
Inventory	-	247,887	247,887
Land	3,802,621	709,058	4,511,679
Equipment	32,146,340	10,906,667	43,053,007
Buildings	220,556,260	135,971,370	356,527,630
Leased assets - buildings	698,980	-	698,980
SBITA	742,862	-	742,862
Construction in progress	9,075,899	1,247,204	10,323,103
Less accumulated depreciation and amortization	(92,282,858)	(66,167,701)	(158,450,559)
Restricted cash, cash equivalents, and investments	-	8,481,554	8,481,554
Total assets	$ 206,792,712	$ 132,228,525	$ 339,021,237
Liabilities			
Accounts payable	$ 2,352,126	$ 837,355	$ 3,189,481
Accrued expenses	518,129	87,759	605,888
Compensated absences			
Payable within one year	1,669,005	352,295	2,021,300
Payable after one year	726,925	154,910	881,835
Interest payable	173,715	324,065	497,780
Long-term debt, net			
Unamortized bond premium	869,952	2,491,781	3,361,733
Payable within one year	1,531,283	2,250,001	3,781,284
Payable after one year	26,756,850	28,954,999	55,711,849
Total liabilities	34,597,985	35,453,165	70,051,150
Deferred Inflows of Resources			
Deferred inflows related to leases	527,545	-	527,545
Net Position			
Net investment in capital assets	145,582,019	48,969,817	194,551,836
Restricted for debt service	-	8,481,554	8,481,554
Unrestricted	26,085,163	39,323,989	65,409,152
Total net position	171,667,182	96,775,360	268,442,542
Total liabilities, deferred inflows of resources,	$ 206,792,712	$ 132,228,525	$ 339,021,237

PRELIMINARY

City of Columbus
Statement of Activities
Year Ended September 30, 2025

Functions/Programs	Expenses	Program Revenues: Charges for Services	Program Revenues: Operating Grants and Contributions	Program Revenues: Capital Grants and Contributions	Net Revenues (Expenses) and Changes in Net Position: Governmental Activities	Net Revenues (Expenses) and Changes in Net Position: Business-type Activities	Net Revenues (Expenses) and Changes in Net Position: Net Total
Governmental activities							
General services	$ 8,232,095	$ -	$ 99,509	$ 25,000	$ (8,107,586)	$ -	$ (8,107,586)
Public safety	16,218,988	1,565,128	157,918	-	(14,495,942)	-	(14,495,942)
Public works	3,736,626	224,483	-	997,116	(2,515,027)	-	(2,515,027)
Cultural and recreation	6,650,472	1,724,865	947,985	-	(3,977,622)	-	(3,977,622)
Community development	1,407,808	597,233	215,050	-	(595,525)	-	(595,525)
Interest	951,095	-	-	-	(951,095)	-	(951,095)
Total governmental activities	37,197,084	4,111,709	1,420,462	1,022,116	(30,642,797)	-	(30,642,797)
Business-type activities							
Water	3,699,656	5,233,636	-	-	-	1,533,980	1,533,980
Sewer	6,306,111	9,470,830	-	-	-	3,164,719	3,164,719
Electric	160,135	4,789,801	-	-	-	4,629,666	4,629,666
Storm water	519,624	395,373	-	-	-	(124,251)	(124,251)
Solid waste	2,232,191	2,868,999	-	-	-	636,808	636,808
Total business-type activities	12,917,717	22,758,639	-	-	-	9,840,922	9,840,922
Total primary government	$ 50,114,801	$ 26,870,348	$ 1,420,462	$ 1,022,116	(30,642,797)	9,840,922	(20,801,875)
General revenues							
Property taxes					7,372,842	-	7,372,842
Sales taxes					15,862,150	-	15,862,150
Other taxes and fees					4,458,288	-	4,458,288
Miscellaneous					1,305,214	-	1,305,214
Investment earnings					1,198,889	1,786,188	2,985,077
Transfers					5,344,714	(5,318,655)	26,059
Total general revenues					35,542,097	(3,532,467)	32,009,630
Change in net position					4,899,300	6,308,455	11,207,755
Net position - beginning of year					168,076,611	90,743,338	258,819,949
Restatement for GASB 101, see note 19					(1,308,729)	(276,433)	(1,585,162)
Net position - beginning of year, as restated					166,767,882	90,466,905	257,234,787
Net position - end of year					$ 171,667,182	$ 96,775,360	$ 268,442,542

PRELIMINARY

See notes to the basic financial statements.

City of Columbus
Balance Sheet - Governmental Funds
September 30, 2025

	General Fund	Streets Engineering Fund	Sales Tax Fund
Assets			
Cash and cash equivalents	$ 1,971,665	$ -	$ -
Cash at county treasurer	405,380	-	-
Due from other funds	3,313,804	-	-
Investments	5,795,516	694,985	3,018,170
Receivables			
Accounts	111,530	31,451	-
Due from other governments	-	-	1,158,257
Property taxes	57,433	356,157	-
Special assessments	-	1,948,219	-
Notes	-	63,635	-
Leases	269,781	-	-
Total assets	$ 11,925,109	$ 3,094,447	$ 4,176,427
Liabilities			
Accounts payable	$ 353,645	$ 1,202,749	$ -
Accrued expenses	427,067	47,359	-
Due to other funds	-	2,143,638	-
Total liabilities	780,712	3,393,746	-
Deferred Inflows of Resources			
Unavailable revenues	731	1,959,719	-
Leases receivable	235,745	-	-
Total deferred inflows of resources	236,476	1,959,719	-
Fund Balances			
Nonspendable	-	-	-
Restricted	-	(2,259,018)	4,176,427
Committed	-	-	-
Assigned	70,580	-	-
Unassigned	10,837,341	-	-
Total fund balances	10,907,921	(2,259,018)	4,176,427
Total liabilities, deferred inflows of resources, and fund balances	$ 11,925,109	$ 3,094,447	$ 4,176,427

PRELIMINARY

1/2 Cent Sales Tax Fund	Other Governmental Funds	Total Governmental Funds
$ -	$ 2,465,608	$ 4,437,273
-	104,725	510,105
-	-	3,313,804
1,894,765	5,621,610	17,025,046
-	3,024	146,005
537,741	424,223	2,120,221
-	-	413,590
-	106,444	2,054,663
-	2,036,900	2,100,535
-	-	269,781
$ 2,432,506	$ 10,762,534	$ 32,391,023
$ -	$ 270,593	$ 1,826,987
-	43,703	518,129
99,314	1,070,852	3,313,804
99,314	1,385,148	5,658,920
-	2,143,344	4,103,794
-	291,800	527,545
-	2,435,144	4,631,339
-	161,644	161,644
2,333,192	5,374,355	9,624,956
-	1,857,430	1,857,430
-	-	70,580
-	(451,187)	10,386,154
2,333,192	6,942,242	22,100,764
$ 2,432,506	$ 10,762,534	$ 32,391,023

PRELIMINARY

PRELIMINARY

City of Columbus
Reconciliation of the Balance Sheet to
the Statement of Net Position - Governmental Funds
September 30, 2025

Total fund balances - governmental funds	$ 22,100,764
Amounts reported for governmental activities in the Statement of Net Position are different because:	
Capital assets used in governmental activities are not current financial resources and, therefore, are not reported as assets in governmental funds.	
Capital assets	267,022,962
Less accumulated depreciation	(92,282,858)
Long-term liabilities, including bonds payable, are not due and payable in the current period and, therefore, are not reported as liabilities in the funds.	
Long-term liabilities at year-end consist of:	
Bond principal payable	(22,545,000)
Leases payable	(272,764)
SBITA payable	(370,369)
Compensated absences payable	(2,395,930)
Certificate of participation notes	(5,100,000)
Bond premium	(869,952)
Governmental funds do not report a liability for accrued interest until due and payable.	(173,715)
Certain receivables will be collected subsequent to year-end, but are not available soon enough to pay for the current period's expenditures and, therefore, are deferred in the funds.	4,103,794
The Internal Service Fund is used by management to charge the costs of self-insurance and employee benefits; the assets and liabilities of the Internal Service Fund are reported in the governmental activities in the statement of net position.	2,450,250
Total net position - governmental activities	$ 171,667,182

PRELIMINARY

City of Columbus
Statement of Revenues, Expenditures, and
Changes in Fund Balances - Governmental Funds
Year Ended September 30, 2025

	General Fund	Streets Engineering Fund	Sales Tax Fund
Revenues			
Property taxes	$ 7,321,589	$ -	$ -
Fees, taxes, permits and licenses	1,538,786	729,735	-
Sales tax	1,795,121	3,440,668	7,019,093
Gaming tax	-	-	-
Charges for services	3,212,851	216,737	-
Donations	42,197	-	-
Grants	1,060,073	661,603	-
Investment earnings	353,308	1,042	135,240
Miscellaneous	831,755	34,389	-
Total revenues	16,155,680	5,084,174	7,154,333
Expenditures			
Current			
General government	2,693,029	-	-
Public safety	10,935,565	-	-
Public works	-	3,027,514	-
Cultural and recreation	6,405,557	-	-
Community development	706,968	-	-
Capital outlay	6,384,581	3,811,945	-
Debt service			
Principal on leases and SBITAs	163,187	-	-
Interest on leases and SBITAs	18,539	-	-
Principal	-	-	-
Interest and fiscal charges	-	-	-
Total expenditures	27,307,426	6,839,459	-
Excess of revenues over (under) expenditures	(11,151,746)	(1,755,285)	7,154,333
Other Financing Sources (Uses)			
SBITA proceeds	10,031	-	-
Transfers in	13,568,597	1,040,524	-
Transfers out	(462,700)	(900,000)	(8,304,692)
Total other financing sources (uses)	13,115,928	140,524	(8,304,692)
Net change in fund balances	1,964,182	(1,614,761)	(1,150,359)
Fund Balances			
Beginning of year	8,943,739	(644,257)	5,326,786
End of year	$ 10,907,921	$ (2,259,018)	$ 4,176,427

PRELIMINARY

See notes to the basic financial statements.

1/2 Cent Sales Tax Fund	Other Governmental Funds	Total Governmental Funds
$ -	$ 51,253	$ 7,372,842
-	221,192	2,489,713
3,175,346	431,922	15,862,150
-	621,186	621,186
-	675,990	4,105,578
-	5,883	48,080
25,000	1,211,280	2,957,956
112,613	484,139	1,086,342
-	1,790,351	2,656,495
3,312,959	5,493,196	37,200,342
-	40,600	2,733,629
-	1,721,338	12,656,903
-	281,501	3,309,015
-	5,291	6,410,848
-	1,341,598	2,048,566
-	1,557,733	11,754,259
-	-	163,187
-	-	18,539
890,000	455,000	1,345,000
669,970	356,825	1,026,795
1,559,970	5,759,886	41,466,741
1,752,989	(266,690)	(4,266,399)
-	-	10,031
-	1,675,580	16,284,701
-	(1,272,595)	(10,939,987)
-	402,985	5,354,745
1,752,989	136,295	1,088,346
580,203	6,805,947	21,012,418
$ 2,333,192	$ 6,942,242	$ 22,100,764

PRELIMINARY

PRELIMINARY

City of Columbus
Reconciliation of the Statement of Revenues,
Expenditures, and Changes in Fund Balances to the
Statement of Activities - Governmental Funds
Year Ended September 30, 2025

Net change in fund balances - governmental funds	$ 1,088,346
Amounts reported for governmental activities in the Statement of Activities are different because:	
Capital outlay is reported in governmental funds as expenditures. However, in the Statement of Activities, the cost of those assets is allocated over the estimated useful lives as depreciation expense.	
Capital outlay	11,754,259
Depreciation and amortization expense	(9,964,679)
Remaining book value of disposed assets	(815,876)
Compensated absences are recognized as paid in the governmental funds but recognized as the expense is incurred in the Statement of Activities.	233,849
Principal payments on long-term debt are recognized as expenditures in the governmental funds but as an increase in the net position in the Statement of Activities.	1,626,339
Interest on long-term debt in the Statement of Activities differs from the amount reported in the governmental funds because interest is recognized as an expenditure in the funds when it is due and thus requires use of current financial resources. In the Statement of Activities, however, interest expense is recognized as the interest accrues, regardless of when it is due.	9,480
Bonds were refunded during the year. The amount paid with the new funding is reported in the governmental funds as a use of funds. However, the payments are not expenditures in the Statement of Activities, but rather a reduction on long-term liabilities in the Statement Net Position.	-
SBITAs provide current financial resources to governmental funds and has no effect on net position. These amounts are reported in the governmental funds as a source of funds. These amounts are not shown as revenues in the Statement of Activities, but rather constitute long-term liabilities in the Statement of Net Position.	(10,031)
The governmental funds report the effect of bond premiums, discounts and similar items when debt is first issued, whereas these amounts are deferred and amortized in the Statement of Activities.	84,759
Certain receivables will be collected subsequent to year-end, but are not available soon enough to pay for the current period's expenditures and, therefore, are not revenues in the funds.	945,982
The Internal Service Fund is used by management to charge the costs of self-insurance and employee benefits. The change in net position of the Internal Service Fund is reported with the governmental activities.	(53,128)
Change in net position - governmental activities	$ 4,899,300

PRELIMINARY

City of Columbus
Statement of Net Position - Proprietary Funds
September 30, 2025

	Water Fund	Sewer Fund	Electric Fund
Assets			
Current assets			
Cash and cash equivalents	$ 4,824,687	$ 10,371,201	$ -
Investments	9,741,268	3,698,039	734,472
Receivables			
Interfund	187,132	-	2,362,040
Accounts and leases (net of allowance)	624,887	853,400	-
Unbilled receivables	479,276	806,109	1,371,022
Inventory	216,349	31,538	-
Total current assets	16,073,599	15,760,287	4,467,534
Noncurrent assets			
Capital assets			
Land	243,714	356,806	-
Buildings	34,184,011	70,157,701	6,191,214
Equipment	5,456,787	3,339,624	-
Construction in progress	641,218	605,986	-
Accumulated depreciation	(20,871,227)	(25,784,728)	(5,974,540)
Total capital assets, net	19,654,503	48,675,389	216,674
Special assessments, noncurrent	76,664	519,687	-
Restricted Assets			
Investments	840,933	7,640,621	-
Total assets	36,645,699	72,595,984	4,684,208
Liabilities			
Current liabilities			
Accounts payable	$ 146,917	$ 514,463	$ -
Accrued expenses	13,276	56,277	-
Compensated absences	46,672	246,214	-
Interfund payable	-	-	187,132
Interest payable	24,661	299,170	-
Current portion of long-term obligations	269,705	1,750,296	-
Total current liabilities	501,231	2,866,420	187,132
Noncurrent liabilities			
Compensated absences	18,288	100,947	-
Unamortized bond premiums	422,538	2,069,243	-
Noncurrent portion of long-term obligations	807,074	28,147,925	-
Total noncurrent liabilities	1,247,900	30,318,115	-
Total liabilities	1,749,131	33,184,535	187,132
Net Position			
Net investment in capital assets	18,155,186	16,707,925	216,674
Restricted for debt service	840,933	7,640,621	-
Unrestricted	15,900,449	15,062,903	4,280,402
Total net position	34,896,568	39,411,449	4,497,076
Total liabilities, deferred inflows of resources, and net position	$ 36,645,699	$ 72,595,984	$ 4,684,208

PRELIMINARY

Storm Water Fund	Solid Waste Fund	Total Enterprise Funds	Governmental Activities Internal Service Fund
$ 1,181,888	$ 2,563,242	$ 18,941,018	$ 657,703
506,992	2,051,697	16,732,468	2,317,686
-	-	2,549,172	-
32,938	218,514	1,729,739	-
30,401	23,782	2,710,590	-
-	-	247,887	-
1,752,219	4,857,235	42,910,874	2,975,389
3,000	105,538	709,058	-
19,880,467	5,557,977	135,971,370	-
70,153	2,040,103	10,906,667	-
-	-	1,247,204	-
(10,478,634)	(3,058,572)	(66,167,701)	-
9,474,986	4,645,046	82,666,598	-
122,320	-	718,671	-
-	-	8,481,554	-
11,349,525	9,502,281	134,777,697	2,975,389
$ 32,945	$ 143,030	$ 837,355	$ 525,139
-	18,206	87,759	-
-	59,409	352,295	-
-	2,362,040	2,549,172	-
-	234	324,065	-
-	230,000	2,250,001	-
32,945	2,812,919	6,400,647	525,139
-	35,675	154,910	-
-	-	2,491,781	-
-	-	28,954,999	-
-	35,675	31,601,690	-
32,945	2,848,594	38,002,337	525,139
9,474,986	4,415,046	48,969,817	-
-	-	8,481,554	-
1,841,594	2,238,641	39,323,989	2,450,250
11,316,580	6,653,687	96,775,360	2,450,250
$ 11,349,525	$ 9,502,281	$ 134,777,697	$ 2,975,389

PRELIMINARY

City of Columbus
Statement of Revenues, Expenses, and Changes
in Fund Net Position - Proprietary Funds
Year Ended September 30, 2025

PRELIMINARY

	Water Fund	Sewer Fund	Electric Fund
Operating Revenues			
Charges for services	$ 4,999,031	$ 8,795,345	$ -
Franchise fees	-	-	4,789,801
Fees, taxes, permits, and licenses	116,273	80,151	-
Sales tax	39,360	524,061	-
Misc operating revenues	78,972	71,273	-
Total operating revenues	5,233,636	9,470,830	4,789,801
Operating Expenses			
Personnel services	1,140,749	1,676,977	-
Insurance	61,970	158,932	-
Supplies	403,656	338,397	-
Professional services	1,783	1,783	-
Repairs and maintenance	357,699	234,148	-
Heat, light and power, phone	261,450	332,432	-
Landfill disposal	-	-	-
Sales tax remitted	82,377	522,472	-
Other operating	320,796	39,615	-
Depreciation	1,072,318	2,127,555	160,135
Advertising and promotion	11	-	-
Total operating expenses	3,702,809	5,432,311	160,135
Operating income (loss)	1,530,827	4,038,519	4,629,666
Nonoperating Revenues (Expenses)			
Interest expense, net	3,153	(873,800)	-
Investment earnings	580,908	889,684	80,825
Total nonoperating revenues (expenses)	584,061	15,884	80,825
Change in net position before transfers	2,114,888	4,054,403	4,710,491
Operating Transfers			
Transfers out	(168,150)	(329,630)	(4,697,495)
Change in net position	1,946,738	3,724,773	12,996
Net Position			
Beginning of year	32,986,087	35,876,235	4,484,080
Restatement, See Note 19	(36,257)	(189,559)	-
Beginning of year, as restated	32,949,830	35,686,676	4,484,080
End of year	$ 34,896,568	$ 39,411,449	$ 4,497,076

Storm Water Fund	Solid Waste Fund	Total Enterprise Funds	Governmental Activities Internal Service Fund	
$ -	$ 2,848,521	$ 16,642,897	$ 102,391	
-	-	4,789,801	-	
370,084	2,006	568,514	38,187	
25,289	-	588,710	-	
-	18,472	168,717	-	
395,373	2,868,999	22,758,639	140,578	
43,710	684,486	3,545,922	-	
-	28,094	248,996	-	
922	147,596	890,571	-	
5,043	1,943	10,552	306,253	
3,881	130,887	726,615	-	
92	16,293	610,267	-	
-	906,131	906,131	-	
25,210	-	630,059	-	
1,001	37,097	398,509	-	
438,665	273,831	4,072,504	-	
1,100	-	1,111	-	
519,624	2,226,358	12,041,237	306,253	
(124,251)	642,641	10,717,402	(165,675)	
-	(5,833)	(876,480)	-	
63,599	171,172	1,786,188	112,547	18,236,372
63,599	165,339	909,708	112,547	
(60,652)	807,980	11,627,110	(53,128)	
(7,840)	(115,540)	(5,318,655)	-	
(68,492)	692,440	6,308,455	(53,128)	
11,385,072	6,011,864	90,743,338	2,503,378	
-	(50,617)	(276,433)	-	
11,385,072	5,961,247	90,466,905	2,503,378	
$ 11,316,580	$ 6,653,687	$ 96,775,360	$ 2,450,250	

PRELIMINARY

City of Columbus
Statement of Cash Flows - Proprietary Funds
Year Ended September 30, 2025

	Water Fund	Sewer Fund	Electric Fund	Storm Water Fund
Cash Flows - Operating Activities				
Receipts from customers and users	$ 5,075,245	$ 9,289,933	$ 4,641,080	$ 394,849
Payments to suppliers	(1,443,408)	(1,228,283)	(196,726)	(10,015)
Payments to employees	(1,134,773)	(1,754,532)	-	(43,710)
Other receipts	78,972	71,273	-	-
Net cash flows - operating activities	2,576,036	6,378,391	4,444,354	341,124
Cash Flows - Noncapital Financing Activities				
Interfund loan payments received	(187,132)	6,177,620	187,132	-
Transfer to other funds	(168,150)	(329,630)	(4,697,495)	(7,840)
Net cash flows - noncapital financing activities	(355,282)	5,847,990	(4,510,363)	(7,840)
Cash Flows - Capital and Related Financing Activities				
Principal paid on debt	(325,265)	(1,639,735)	-	-
Interest paid on debt	(133,146)	(1,242,578)	-	-
Acquisition of capital assets	(330,147)	(1,459,064)	-	(150,758)
Net cash flows - capital and related financing activities	(788,558)	(4,341,377)	-	(150,758)
Cash Flows - Investing Activities				
Net (purchase) sales of investments	(99,280)	(165,160)	(14,816)	(10,863)
Interest and dividends	580,908	889,684	80,825	63,599
Net cash flows - investing activities	481,628	724,524	66,009	52,736
Net change in cash and cash equivalents	1,913,824	8,609,528	-	235,262
Cash and Cash Equivalents				
Beginning of year	2,910,863	1,761,673	-	946,626
End of year	$ 4,824,687	$ 10,371,201	$ -	$ 1,181,888
Reconciliation of Operating Income (Loss) to Net Cash Flows - Operating Activities				
Operating income (loss)	$ 1,530,827	$ 4,038,519	$ 4,629,666	$ (124,251)
Adjustments to reconcile operating income (loss) to net cash flows - operating activities				
Depreciation expense	1,072,318	2,127,555	160,135	438,665
Accounts receivable	(45,444)	(109,624)	(148,721)	(524)
Inventory	(4,396)	28,242	-	-
Accounts payable	50,730	371,254	(196,726)	27,234
Salaries payable	(22,727)	(235,157)	-	-
Unearned revenues	(33,975)	-	-	-
Compensated absences payable	28,703	157,602	-	-
Total adjustments	1,045,209	2,339,872	(185,312)	465,375
Net cash flows - operating activities	$ 2,576,036	$ 6,378,391	$ 4,444,354	$ 341,124
Noncash Investing, Capital, and Related Financing Activities				
Amortization of bond premiums and discounts	$ 127,115	$ 354,987	$ -	$ -

PRELIMINARY

See notes to the basic financial statements.

Solid Waste Fund	Total Enterprise Funds	Governmental Activities Internal Service Fund
$ 2,819,582	$ 22,220,689	$ 140,578
(1,225,717)	(4,104,149)	(76,570)
(679,757)	(3,612,772)	-
18,472	168,717	-
932,580	14,672,485	64,008
-	6,177,620	-
(115,540)	(5,318,655)	-
(115,540)	858,965	-
(230,000)	(2,195,000)	-
(6,040)	(1,381,764)	-
(167,901)	(2,107,870)	-
(403,941)	(5,684,634)	-
(29,149)	(319,268)	(19,239)
171,172	1,786,188	112,547
142,023	1,466,920	93,308
555,122	11,313,736	157,316
2,008,120	7,627,282	500,387
$ 2,563,242	$ 18,941,018	$ 657,703
$ 642,641	$ 10,717,402	$ (165,675)
273,831	4,072,504	-
(30,945)	(335,258)	-
-	23,846	-
42,324	294,816	229,683
(39,738)	(297,622)	-
-	(33,975)	-
44,467	230,772	-
289,939	3,955,083	229,683
$ 932,580	$ 14,672,485	$ 64,008
$ -	$ 482,102	$ -

PRELIMINARY

City of Columbus
Statement of Fiduciary Net Position - Fiduciary Funds
September 30, 2025

	Custodial Funds
Assets	
Cash	$ 162,801
Receivables	8,700
Total assets	$ 171,501
Liabilities	
Accounts payable and amounts due to others	$ 171,501
Total liabilities	171,501
Net Position	$ -

City of Columbus
Statement of Changes in Fiduciary Net Position - Fiduciary Funds
For the Year Ended September 30, 2025

	Custodial Funds
Additions	
Collections for schools	$ 19,827
Collections for tax increment financing	2,501,177
Total additions	2,521,004
Deductions	
Payments to schools	19,827
Payments for tax increment financing	2,084,547
Payments to other governments	416,630
Total deductions	2,521,004
Change in net assets	-
Net Assets	
Beginning of year	-
Ending of year	$ -

PRELIMINARY

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Organization

The City of Columbus, Nebraska, (the "City") is a tax-exempt political subdivision and operates under a Mayor and an eight-member City Council form of government.

A. Reporting Entity

In evaluating how to define the reporting entity for financial reporting purposes, management has considered all potential component units. The decision to include a component unit in the reporting entity was made by applying the criteria set forth in Governmental Accounting Standards Board pronouncements. These criteria state that the financial reporting entity consist of (a) the primary government, (b) organizations for which the primary government is financially accountable, and (c) other organizations for which the primary government is not accountable, but for which the nature and significance of their relationship with the primary government are such that exclusion would cause the reporting entity's financial statements to be misleading or incomplete. Based on these criteria, the Gerrard Park Trust, the Library Endowment Fund, and the Library Foundation should be included in the basic financial statements of the City. These entities are considered blended component units of the City and are reported as if they were a part of the primary government.

B. Government-Wide Financial Statements

The government-wide financial statements (i.e., the Statement of Net Position and the Statement of Activities) report information on all the nonfiduciary activities of the government. For the most part the effect of interfund activity has been removed from these statements. *Governmental activities*, which normally are supported by taxes and intergovernmental revenues, are reported separately from *business-type activities*, which rely to a significant extent on fees and charges for support.

The statement of Activities demonstrates the degree to which the direct expenses of a given function, or a segment are offset by program revenues. *Direct expenses* are those that are clearly identifiable with a specific function or segment. *Program revenues* include 1) charges to customers or applicants who purchase, use, or directly benefit from goods, services, or privileges provided by a given function or segment and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function or segment. Taxes and other items not properly included among program revenues are reported instead as *general revenues*. Internally dedicated resources are reported as *general revenues* rather than as program revenues.

Fund Financial Statements - Separate financial statements are provided for governmental funds, proprietary funds, and fiduciary funds, even though the latter are excluded from the government-wide financial statements. Major individual governmental funds and individual proprietary funds are reported as separate columns in the fund financial statements.

Proprietary funds are used to account for operations that are financed in a manner similar to private business enterprises, (a) where the intent of the governing body is that the costs (expenses, including depreciation) of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges; or (b) where the governing body has decided that periodic determination of revenues earned, expenses incurred, and/or net income is appropriate for capital maintenance, public policy, management control, accountability, or other purposes.

PRELIMINARY

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

B. Government-Wide Financial Statements (Continued)
Proprietary funds distinguish operating revenues and expenses from nonoperating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with the proprietary fund's principal ongoing operations. The principal operating revenues of the City's proprietary funds are charges to customers for sales and services. Operating expenses for proprietary funds include the cost of sales and services, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

C. Measurement Focus, Basis of Accounting, and Financial Statement Presentation
The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting, as are the proprietary fund financial statements. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Property taxes are recognized as revenues in the year for which they are levied.

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the government considers revenues to be available if they are collected within 60 days of the end of the current fiscal period. Expenditures generally are recorded when a liability is incurred, as under accrual accounting. However, debt service expenditures are recorded only when payment is due.

Description of Funds:

Major Governmental Funds:

The General Fund - This is the City's primary operating fund. It accounts for all financial resources of the general government, except those required to be accounted for in another fund.

The Streets/Engineering Fund - This fund accounts for funds required to be used for streets, public works and other infrastructure projects.

The Sales Tax Fund and ½ Cent Sales Tax Funds – These funds account for City-enacted sales tax, as further described in Note 16, and expenditures for transportation purposes, which include construction and maintenance of streets, roads, and bridges to the extent of tax revenues.

Additionally, the City reports the following non-major fund types:

Special Revenue Funds – These funds are used to account for the proceeds of specific revenue sources that are legally restricted to expenditures for certain purposes. These nonmajor funds consist of the Airport, Downtown, Gaming, E911, Wireless E911, E911 Equipment Share, Housing Rehabilitation and Loans, Progress and Jobs Growth, Keno, and Library Foundation funds.

PRELIMINARY

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

C. Measurement Focus, Basis of Accounting, and Financial Statement Presentation (Continued)

Description of Funds:(Continued)

Non-Major Governmental Funds:

Debt Service Fund – This fund accounts for the accumulation of financial resources for the payment of interest and principal on the general long-term debt of the City other than the debt service payments made by the enterprise funds. Ad valorem taxes are used for the payment of principal and interest on the City's general obligation bonds.

Permanent Funds – These funds account for assets held by the City pursuant to trust agreements. The principal portion of this fund type must remain intact, but the earnings may be used to achieve the objectives of the fund. These nonmajor funds consist of the Library Trust and Gerrard Park Trust funds.

Major Proprietary Funds:

The Water, Sewer, Stormwater, and Solid Waste Fund - These are used to account for all activities necessary for the provision of water, sewer, and waste disposal services to City residents.

The Electric Fund - This accounts for franchise fees received from Loup Power District. Revenues are used to maintain distribution lines to City customers.

Additionally, the City reports the following fund types:

The Internal Service Fund- -This accounts for self-insurance reserves and employee benefits for covered employees provided to other departments or agencies of the City on a cost reimbursement basis.

The Custodial Fund – This accounts for the receipts and disbursements of funds on behalf of other organizations.

D. Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

E. Cash and Investments

For the purpose of the Statement of Net Position and Balance Sheet, "cash and cash equivalents" include all demand accounts and savings accounts. For the purpose of proprietary fund Statement of Cash Flows, "cash and cash equivalents" include all cash on hand, demand accounts, savings accounts, and equity in pooled cash which has an original maturity of three months or less. The County Treasurer's cash represents revenues collected not yet remitted to the City.

PRELIMINARY

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

E. Cash and Investments (Continued)

Nonnegotiable certificates of deposit and money market funds are carried at amortized cost, which approximates fair value. All other investments are carried at fair value. Fair value is determined using quoted market prices.

Investment income includes dividend and interest income and the net change for the year in the fair value of investments carried at fair value. Investment income is assigned to the funds with which the related investment asset is associated.

F. Receivables

Accounts receivable represents the amounts due from customers for services provided. An allowance for uncollectible accounts is recorded based on historical collection information. Property taxes are recorded as a receivable when levied. Historically, the uncollectible portion of taxes receivable has been negligible and no allowance for uncollectible taxes has been recorded. Property taxes levied for the 2024-2025 tax year are recorded as revenue in the governmental fund financial statements when levied and collected within 60 days after September 30, 2025. The portion not collected within 60 days after year-end is recorded as a deferred inflow of resources – unavailable revenue in the governmental funds.

The City considers sales and use tax and highway allocation funds receivable and available when collected by the State of Nebraska. Amounts recorded as due from other governments include the portion of sales and use taxes and highway allocations due to the City from the State of Nebraska. The proprietary funds use the reserve method of accounting for bad debts. Allowance for uncollectible accounts, in the amount of $1,200 and $1,800 in the Sewer Fund and Water Fund, respectively, as of September 30, 2025, are shown netted against the respective accounts receivable balances for the proprietary funds. The City records an estimated amount of unbilled revenue for services rendered but not yet billed as of the close of the year.

G. Lease Receivables

The City is lessor for several noncancellable leases for land and building use and recognizes a related lease receivable and a deferred inflow of resources. At the commencement of a lease, the City initially measures the lease receivable at the present value of payments expected to be received during the lease term. Subsequently, the lease receivable is reduced by the principal portion of the lease payments received. The deferred inflow of resources is initially measured as the initial amount of the lease receivable, adjusted for lease payments received at or before the lease commencement date. Subsequently, the deferred inflow of resources is recognized as revenue over the lease term.

The City monitors changes in circumstances that would require a remeasurement of its leases and will remeasure the lease receivable and deferred inflow of resources if certain changes occur that are expected to significantly affect the amount of the lease receivable.

H. Inventories

In the governmental funds, disbursements for inventory type items, which consist of expendable supplies held for consumption, are considered expenditures at the time of purchase and not at the time the items are used.

For the proprietary funds, inventory consists of plumbing supplies and replacement parts. Inventory is valued at the lower of cost or market, using a first-in, first-out (FIFO) method. Inventory is recorded as an expenditure when consumed, rather than when purchased.

PRELIMINARY

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

I. Capital Assets

Capital assets, which include property, plant, and equipment, are reported in the applicable governmental or business-type activities columns in the government-wide financial statements and proprietary funds balance sheet. Such assets are recorded at historical cost if purchased or constructed. Donated capital assets are recorded at acquisition value on the date of donation.

The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives are not capitalized.

Major outlays for capital assets and improvements are capitalized as the projects are constructed.

Property, plant, and equipment are depreciated using the straight-line method over the following estimated useful lives:

Land Improvements and Buildings	5 - 50 Years
Equipment	3 - 20 Years
Vehicles	5 - 30 Years

J. Leased Assets

Leased assets are initially recorded at the initial measurement of the lease liability, plus lease payments made at or before the commencement of the lease term, less any lease incentives received from the lessor at or before the commencement of the lease, plus initial direct costs that are ancillary to place the asset into service. Leased assets are amortized on the straight-line basis over the shorter or the lease term or the useful life of the underlying asset.

K. Subscription-Based Information Technology Arrangements

The City recorded right-to-use lease assets as a result of implementing GASB Statement No. 96, Subscription-Based Information Technology Arrangements (SBITA). The SBITA assets are initially measured at an amount equal to the initial measurement of the SBITA liability plus any payments made prior to the SBITA term, less SBITA incentives, and plus ancillary charges necessary to place the SBITA into service. The SBITA assets are amortized on a straight-line basis over the life of the related lease.

L. Restricted Assets

Certain resources are classified as restricted assets because their use is limited by applicable covenants, contracts, agreements, and statutes.

M. Deferred Inflows of Resources

In addition to liabilities, the statement of net position or balance sheet will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of net position that applies to a future period and so will not be recognized as an inflow of resources (revenue) until that time. The City has two items that qualifies for reporting in this category. The unavailable revenues reported in the governmental funds balance sheet are from property taxes, special assessments, grants receivable and certain other receivables that are deferred and recognized as an inflow of resources in the period that the amounts become available. The deferred inflow for lease receivables are future lease revenues to be collected for lease agreements entered into with third parties. It is recognized as an inflow of resources in a systematic and rational manner over the lease term.

PRELIMINARY

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

M. Deferred Inflows of Resources
Net position is classified as net investment in capital and lease assets, unrestricted net position and restricted net position.

N. Fund Balance
Fund balances for the City's governmental funds are classified as follows:

- Nonspendable Fund Balances – These are resources which cannot be spent because they are either (a) not in spendable form (such as inventory); or (b) legally or contractually required to be maintained intact.

- Restricted Fund Balances – These are resources with constraints placed on the use of resources are either externally imposed by creditors (such as through debt covenants), grantors, contributors, or laws or regulations of other governments; or (b) imposed by law through constitutional provisions or enabling legislation.

- Committed Fund Balances – These are resources which are subject to limitations the government imposes upon itself at its highest level of decision-making authority and that remain binding unless removed in the same manner.

- Assigned Fund Balances – These are resources neither restricted nor committed for which a government has a stated intended use as established by the City Council or a body or official to which the City Council has delegated the authority to assign amounts for specific purposes.

- Unassigned Fund Balances – These are resources which cannot be properly classified as one of the other four categories. The General fund should be the only fund that reports a positive unassigned fund balance amount.

The City's policy is to spend restricted amounts first when both restricted and unrestricted fund balances are available unless there are legal restrictions that prohibit doing so. Additionally, the City is to first spend committed, then assigned, and lastly unassigned amounts of unrestricted fund balances when expenditures are made.

The City does not have a formal minimum fund balance policy.

O. Interfund Transfers
Permanent reallocation of resources between funds of the reporting entity is classified as transfers. For the purposes of the Statement of Activities, all interfund transfers between individual governmental funds have been eliminated.

P. Compensated Absences
City employees earn sick, vacation and comp leave throughout each month and leave is fully vested when earned. All accumulated sick, vacation and comp leave, subject to limitations, is paid at separation. All vacation and sick leave is accrued when incurred in the government-wide and proprietary fund financial statements.

PRELIMINARY

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

P. Compensated Absences (Continued)
The liability for compensated absences reported in the Statement of Net Position consists of leave that has not been used that is attributable to services already rendered, accumulates, and is more likely than not to be used for time off or otherwise paid in cash or settled through noncash means. The liability also includes amounts for leave that has been used for time off but has not yet been paid in cash or settled through noncash means and certain other types of leave. See note 19 for the affect on implementation on beginning balance net position.

NOTE 2 - BUDGET PROCESS AND PROPERTY TAXES

For the fiscal year ended September 30, 2025, the City followed these procedures in establishing the budgetary data reflected in the accompanying financial statements:

Prior to September 1, the City submitted to the City Council a proposed operating budget for the fiscal year commencing October 1. The operating budget included proposed expenditures and the means of financing them.

The budget is published with subsequent public hearings to obtain taxpayer comments.
Prior to September 30, the budget was legally adopted by the City Council and was then filed with the appropriate state and county officials.

Property taxes were levied in October of 2024 on the assessed value of listed property. The County Assessor of Platte County, Nebraska, determined the City of Columbus's valuation to be $2,425,351,485 in August of 2024.

The City, through the budget process, requested a total of $7,062,704 in property taxes. Based on the August of 2024 valuation previously mentioned, the tax levy for the City of Columbus was established at $0.291203 per $100 of property value.

NOTE 3 - DEPOSITS AND INVESTMENTS

Nebraska Statutes provide that the City may, by and with the consent of the City Council, invest the funds of the City in securities, including repurchase agreements. Appropriate securities include those that would normally be acquired by individuals of prudence, discretion and intelligence when dealing with the property of another.

A. Deposits
The City's deposits consist of cash, certificates of deposit and securities. Some balances held at a financial institution were covered by federal depository insurance or collateralized with securities held by the pledging financial institution's trust department or agent in the City's name. A portion of the cash balances are held in an investment account and not at a financial institution.

Custodial Credit Risk – Deposits: This is the risk that, in the event of a bank failure, the City's deposits may not be returned to it. The City's policy regarding custodial credit risk is determined by state statute as described above.

For reporting purposes, the collateral on the City's bank deposits is classified in these categories:

1. Insured or collateralized with securities held by the City or by its agent in the City's name.
2. Collateralized with securities held by the pledging financial institution's trust department or agent in the City's name.
3. Uncollateralized or collateralized with securities held by the pledging financial institution, or by its trust department or agent, but not in the City's name.

PRELIMINARY

NOTE 3 - DEPOSITS AND INVESTMENTS (CONTINUED)

A. Deposits (Continued)

None of the City's deposits in excess of the amount insured by the Federal Deposit Insurance Corporation shall be allowed to accumulate in any financial institution unless (a) the financial institution gives a surety bond, (b) the financial institution provides the City with securities as collateral on the excess funds or (c) the financial institution issues a joint custody receipt to the benefit of the City where a third party financial institution actually holds the security.

Interest Rate Risk: As a means of limiting its exposure to changes in interest rates, the City's policy for certificates of deposit is to limit maturities to less than two years. All of the City's certificates of deposit are classified as investments on the statements of net position/balance sheets and mature within one year of September 30, 2025.

B. Investments

The City's investments consist of investments in nonnegotiable certificates of deposits, equity securities, fixed income funds, mutual funds, and money markets.

The City attempts to mitigate the following types of deposit and investment risks through compliance with the state statutes. The types of deposit and investment risks are the following:

Interest Rate Risk: As a means of limiting its exposure to fair value losses arising from rising interest rates, the City's investment policy requires that market conditions and investment securities be analyzed to determine the maximum yield to be obtained and to minimize the impact of rising interest rates. The maturities of investments are as follows:

		Investment Maturities		
Investment Type	Fair Value	Less than One Year	1-5 Years	6-10 Years
Certificates of deposit	$ 27,398,394	$ 27,398,394	$ -	$ -
Equities	122,141	122,141	-	-
Fixed income funds	3,017	3,017	-	-
Mutual funds	1,758,695	1,758,695	-	-
Money markets	6,792,953	6,792,953	-	-
Total Investments	$ 36,075,200	$ 36,075,200	$ -	$ -

Credit Risk: The City's investment policies regarding credit risk are governed by state statutes as described above.

Concentration of Credit Risk: The City's investment policy places no limits on the amounts that may be invested in any one issuer.

Custodial Credit Risk – Investments: Custodial credit risk for investments is the risk that, in the event of the failure of the counterparty, the City will not be able to recover the value of its investments or collateral securities that are in possession of an outside party. The City's policy regarding custodial credit risk is determined by state statute as described above.

PRELIMINARY

NOTE 3 - DEPOSITS AND INVESTMENTS (CONTINUED)

C. Fair Value of Investments

Fair value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. Fair value measurements must maximize the use of observable inputs and minimize the use of unobservable inputs. There is a hierarchy of three levels of inputs that may be used to measure fair value:

Level 1 - Quoted prices in active markets for identical assets or liabilities
Level 2 - Observable market-based inputs or unobservable inputs that are corroborated by market data
Level 3 - Unobservable inputs supported by little or no market activity and are significant to the fair value of the assets or liabilities

The City's investments in certificates of deposit and money markets are carried at cost and thus are not included within the fair value hierarchy.

D. Recurring Measurements

The following table presents the fair value measurements of investments recognized in the accompanying financial statements measured at fair value on a recurring basis and the level within the fair value hierarchy in which the fair value measurements fall at September 30, 2025:

Investment Type	Fair Value	Quoted Prices in Active Markets for Identical Assets (Level 1)	Significant Other Observable Inputs (Level 2)	Significant Observable Inputs (Level 3)
Equities	$ 122,141	$ 122,141	$ -	$ -
Certificates of deposit	27,398,394	-	27,398,394	-
Fixed income funds	3,017	3,017	-	-
Money Market	6,792,953	6,792,953	-	-
Mutual funds	1,758,695	1,758,695	-	-
Total Investments	$ 36,075,200	$ 8,676,806	$ 27,398,394	$ -

E. Summary of Carrying Values

Deposits and investments of the City at September 30, 2025, consisted of the following:

Deposits	$ 33,190,454
Investments	36,075,200
Total	$ 69,265,654

PRELIMINARY

NOTE 3 - DEPOSITS AND INVESTMENTS (CONTINUED)

E. Summary of Carrying Values (Continued)
Included in the following statement of net position captions:

	Government-Wide	Fiduciary Funds	Total
Cash and cash equivalents	$ 24,699,047	$ 162,801	$ 24,861,848
Cash at county treasurer	510,105		510,105
Investments	35,412,147	-	35,412,147
Restricted cash, cash equivalents, and investments	8,481,554	-	8,481,554
Total	$ 69,102,853	$ 162,801	$ 69,265,654

NOTE 4 - NOTES RECEIVABLE

On April 7, 2021, the City loaned Habitat for Humanity of Columbus, Nebraska $103,000. The loan carries interest at 1.00% and is payable in a onetime lump sum payment on April 7, 2026. The outstanding balance at September 30, 2025, is $103,000.

On September 19, 2022, the City loaned Columbus Area Childcare $225,000. The loan carries interest at 1.00% and is payable in a onetime lump sum payment on April 30, 2026. The outstanding balance at September 30, 2025 is $225,000.

On April 15, 2024, the City loaned NeighborWorks Northeast Nebraska $390,000. The loan carries interest at 1.00% and is payable in a onetime lump sum payment on April 15, 2028. The outstanding balance at September 30, 2025 is $390,000.

On April 7, 2025, the City loaned NeighborWorks Northeast Nebraska $800,000. The loan carries interest at 2.00% and is payable in a two-year payment schedule maturing on April 4, 2027. The outstanding balance at September 30, 2025 is $800,000.

PRELIMINARY

NOTE 4 - NOTES RECEIVABLE (CONTINUED)

The City has issued various down-payment assistance loans to residents. The loans are second mortgages on the houses and will be repaid after the first mortgage is paid in full. The outstanding balance as of September 30, 2025, is $518,900.

On December 5, 2017, the City loaned the East District Health Department $286,254. The loan carries interest at 4.00% and is payable in monthly installments of $3,000 starting on January 5, 2018, with the final payment due on August 5, 2027. The outstanding balance at September 30, 2025, is $63,635.

The following is a summary of notes receivable outstanding as of September 30, 2025, detailed above:

		Original Date	Due Date	Original Amount	Interest Rate	2025 Balance
2021	Habitat for Humanity of Columbus	4/7/2021	4/7/2026	103,000	1.00%	103,000
2022	Columbus Area Childcare	9/19/2022	4/30/2026	225,000	1.00%	225,000
2024	Neighborworks - Quail Meadows	4/15/2024	4/15/2028	390,000	1.00%	390,000
2025	Neighborworks - Quail Meadows	4/7/2025	4/4/2027	800,000	2.00%	800,000
Total						1,518,000
Housing rehabilitation loans		Various	Various	Various	Various	518,900
East Central District Health Department		12/5/2017	8/5/2027	286,254	4.00%	63,635
Total						$ 2,100,535

NOTE 5 - LEASES RECEIVABLE

The City leases land to various third parties, the terms of which expire in 2025 through 2041. Revenue recognized under lease contracts during the year ended September 30, 2025, was $30,701 in the general fund, $93,711 in the nonmajor governmental funds, and $33,975 in the water fund.

PRELIMINARY

NOTE 6 - CAPITAL AND LEASE ASSETS

Capital and lease asset activity for the year ended September 30, 2025, was as follows:

	Beginning Balance	Increases	Decreases	Ending Balance
Governmental activities				
Capital assets not being depreciated				
Land	$ 3,728,689	$ 790,965	$ 717,033	$ 3,802,621
Construction in progress	9,861,063	-	785,164	9,075,899
Total capital assets not being depreciated	13,589,752	790,965	1,502,197	12,878,520
Capital assets being depreciated and amortized				
Buildings	211,379,652	9,275,451	98,843	220,556,260
Machinery, equipment and vehicles	29,814,151	2,454,011	121,822	32,146,340
SBITA	723,866	18,996	-	742,862
Leased assets - buildings	698,980	-	-	698,980
Total capital assets being depreciated	242,616,649	11,748,458	220,665	254,144,442
Less accumulated depreciation and amortization				
Buildings	(59,972,920)	(7,049,204)	-	(67,022,124)
Machinery, equipment and vehicles	(21,905,561)	(2,632,866)	(121,822)	(24,416,605)
SBITA	(217,645)	(167,984)	-	(385,629)
Leased assets - buildings	(343,875)	(114,625)	-	(458,500)
Total accumulated depreciation	(82,440,001)	(9,964,679)	(121,822)	(92,282,858)
Total capital assets being depreciated, net	160,176,648	1,783,779	98,843	161,861,584
Governmental activities capital position, net	$ 173,766,400	$ 2,574,744	$ 1,601,040	$ 174,740,104

PRELIMINARY

NOTE 6 - CAPITAL AND LEASE ASSETS (CONTINUED)

	Beginning Balance	Increases	Decreases	Ending Balance
Business-type activities				
Capital assets not being depreciated				
Land	$ 709,058	$ -	$ -	$ 709,058
Construction in progress	1,247,204	-		1,247,204
Total capital assets not being depreciated	1,956,262	-	-	1,956,262
Capital assets being depreciated				
Land improvements and buildings	134,405,970	1,565,400	-	135,971,370
Equipment	10,364,198	542,469	-	10,906,667
Total capital assets being depreciated	144,770,168	2,107,869	-	146,878,037
Total accumulated depreciation	(62,095,197)	(4,072,504)	-	(66,167,701)
Total capital assets being depreciated, net	82,674,971	(1,964,635)	-	80,710,336
Business-type activities capital assets, net	$ 84,631,233	$ (1,964,635)	$ -	$ 82,666,598

Depreciation and amortization expense was charged to functions/programs of the primary government as follows:

Governmental activities	
General government	$ 5,499,864
Public safety	3,674,652
Public works	458,826
Cultural and recreation	280,770
Community development	50,567
Total depreciation expense - governmental activities	$ 9,964,679
Business-type activities	
Water	$ 1,072,318
Sewer	2,127,555
Electric	160,135
Storm water	438,665
Solid waste	273,831
Total depreciation expense - business-type activities	$ 4,072,504

PRELIMINARY

NOTE 7 - LONG-TERM LIABILITIES

The following is a summary of changes in long-term liabilities for the year ended September 30, 2025:

	Beginning Balance	Additions	Reductions	Ending Balance	Due within One Year
Governmental activities					
General obligation bonds	$ 6,155,000	$ -	$ (75,000)	$ 6,080,000	$ 135,000
Sales tax revenue bonds	17,355,000	-	(890,000)	16,465,000	930,000
Certificates of participation	5,480,000	-	(380,000)	5,100,000	215,000
Leases	390,916	-	(118,152)	272,764	118,152
SBITA	523,525	10,031	(163,187)	370,369	133,131
Unamortized bond premiums	954,711	-	(84,760)	869,951	-
	30,859,152	10,031	(1,711,099)	29,158,084	1,531,283
Compensated absences	2,629,779	-	(233,849)	2,395,930	1,669,005
Total governmental activities	33,488,931	10,031	(1,944,948)	31,554,014	3,200,288
Business-type activities					
Certificates of participation	460,000	-	(230,000)	230,000	230,000
Bonds payable	32,940,000	-	(1,965,000)	30,975,000	2,020,001
Unamortized bond premiums	2,973,883	-	(482,102)	2,491,781	-
	36,373,883	-	(2,677,102)	33,696,781	2,250,001
Compensated absences	580,807	-	(73,602)	507,205	352,295
Total business-type activities	36,954,690	-	(2,750,704)	34,203,986	2,602,296
Total primary government	$ 70,443,621	$ 10,031	$ (4,695,652)	$ 65,758,000	$ 5,802,584

A. Long Term Debt - Governmental

The City issues general obligation bonds to provide funds for the acquisition and construction of major capital activities. General obligation bonds have been issued for governmental activities only.

General obligation bonds are direct obligations and pledge the full faith and credit of the City. These bonds generally are issued as 15-year serial bonds with substantially equal debt service payments each year. General obligation bonds currently outstanding are as follows:

On September 25, 2018, the City issued Public Safety Sales Tax bonds in the amount of $15,840,000. The issue bears interest from 3.625 to 5.00%. Final payment is due on September 30, 2038. The outstanding balance at September 30, 2025 is $11,610,000.

On June 30, 2021, the City issued Certificates of Participation in the amount of $6,540,000. The issue bears interest from 3.00 to 4.00%. Final payment is due on June 15, 2036. The outstanding balance at September 30, 2025 is $5,100,000.

On September 1, 2021, the City issued Highway Allocation Fund Pledge bonds in the amount of $6,175,000. The issue bears interest of 3.00%. Final payment is due on December 15, 2036. The outstanding balance at September 30, 2025 is $6,080,000.

On June 14, 2024, the City issued Sales Tax Revenue bonds in the amount of $5,055,000. The issue bears interest from 4.00 to 4.50%. Final payment is due on June 15, 2039. The outstanding balance at September 30, 2025 is $4,855,000.

PRELIMINARY

NOTE 7 - LONG-TERM LIABILITIES (CONTINUED)

A. Long Term Debt – Governmental (Continued)

The City has received bond premiums in governmental funds totaling $1,312,274. The City is amortizing the bond premiums using the straight-line method over the life of the various bond issues as a reduction of interest expense. Amortization for the year ended September 30, 2025, totaled $84,760. The unamortized premium balance at September 30, 2025, is $869,951 and is reported as an addition to long- term debt.

Annual debt service requirement to maturity, including principal and interest, for long-term debt as of September 30, 2025, are as follows:

	Governmental Activities					
Year Ending	General Obligation Bonds		Sales Tax Revenue Bonds		Certificates of Participation	
September 30,	Principal	Interest	Principal	Interest	Principal	Interest
2026	$ 135,000	$ 180,375	$ 930,000	$ 630,938	$ 395,000	$ 156,950
2027	195,000	175,425	970,000	591,588	410,000	141,150
2028	260,000	168,600	1,010,000	550,538	425,000	128,850
2029	330,000	159,750	1,055,000	507,788	435,000	116,100
2030	400,000	148,800	1,090,000	469,125	450,000	103,050
2031-2035	3,210,000	498,750	6,090,000	1,710,681	2,450,000	305,250
2036-2040	1,550,000	43,950	5,320,000	492,856	535,000	16,050
Total	$ 6,080,000	$ 1,375,650	$ 16,465,000	$ 4,953,514	$ 5,100,000	$ 967,400

B. Long Term Debt - Business-Type

On March 21, 2014, the City issued Certificates of Participation in the amount of $2,470,000. The issue bears interest from 0.45 to 3.40%. Final payment is due on September 15, 2026. The outstanding balance at September 30, 2025, is $230,000.

On August 7, 2012, the City issued Combined Revenue and Refunding Bonds in the amount of $5,785,000. The issue bears interest from 0.30 to 3.10%. Final payment was due on June 15, 2027. On July 23, 2015, the City issued Series 2015A Combined Revenue Refunding Bonds in the amount of $4,030,000. The issue bears interest from 2.00 to 3.30%. Final payment was due on June 15, 2030. The outstanding balance at September 30, 2025, is $2,238,580.

On August 26, 2015, the City issued Series 2015B Combined Revenue Bonds in the amount of $9,800,000. The issue bears interest from 3.00 to 3.55%. Final payment was due on June 15, 2035. These 3 bonds were refinanced into one bond on August 19, 2020. This issue bears interest from 4.00 to 5.00% and final payment is due on June 15, 2035. The outstanding balance at September 30, 2025, is $8,971,420.

On September 30, 2016, the City issued Series 2016 Combined Revenue Refunding Bonds in the amount of $13,760,000. The issue bears interest from 2.00 to 4.00%. Final payment is due on December 15, 2036. The outstanding balance at September 30, 2025, is $9,925,000.

On December 27, 2018, the City issued Series 2018 Combined Revenue Bonds in the amount of $10,380,000. The issue bears interest from 4.00 to 5.00%. Final payment is due on June 15, 2038. The outstanding balance at September 30, 2025, is $9,840,000.

PRELIMINARY

NOTE 7 - LONG-TERM LIABILITIES (CONTINUED)

B. Long Term Debt - Business-Type (Continued)

The City has received bond premiums totaling $5,497,235. The City is amortizing the bond premiums using the straight-line method over the life of the various bond issues as a reduction of interest expense. Amortization for the year ended September 30, 2025, totaled $482,102. The unamortized premium balance at September 30, 2025, is $2,491,781 and is reported as an addition to long-term debt.

Annual debt service requirement to maturity, including principal and interest, for long-term debt as of September 30, 2025, are as follows:

Year Ending	Business-Type Activities			
	Certificates of Participation		Bonds Payable	
September 30,	Principal	Interest	Principal	Interest
2026	$ 230,000	$ 2,806	$ 2,020,000	$ 1,282,025
2027	-	-	2,130,000	1,192,725
2028	-	-	2,205,000	1,095,575
2029	-	-	2,315,000	990,575
2030	-	-	2,425,000	880,325
2031-2035	-	-	13,835,000	2,697,488
2036-2040	-	-	6,045,000	327,850
Total	$ 230,000	$ 2,806	$ 30,975,000	$ 8,466,563

NOTE 8 - LEASE LIABILITIES

The City leases building and parking lot space, the terms of which expire in various years through 2031.

The following is a schedule by year of payments under the leases as of September 30, 2025:

Year Ending	Governmental Activities		
September 30,	Principal	Interest	Total
2026	$ 125,587	$ 10,911	$ 136,498
2027	133,375	5,887	139,262
2028	3,089	552	3,641
2029	3,321	429	3,750
2030	3,862	296	4,158
2031	3,530	153	3,683
Total	$ 272,764	$ 18,228	$ 290,992

PRELIMINARY

NOTE 9 - SBITA LIABILITIES

The City has subscription based information technology arrangements for call center and various other software, the terms of which expire in various years through 2028.

The following is a schedule by year of payments under the SBITAs as of September 30, 2025:

Year Ending December 31,	Governmental Activities		
	Principal	Interest	Total
2026	$ 133,131	$ 14,680	$ 147,811
2027	135,381	9,421	144,802
2028	101,857	4,074	105,931
Total	$ 370,369	$ 28,175	$ 398,544

NOTE 10 - DEFINED CONTRIBUTION RETIREMENT PLANS

The City has multiple defined contribution plans.

A. Employees' Pension Plan

All regular full-time civilian employees of the City are covered by a voluntary defined contribution plan. Contributions made by the City equal 6% of the participants' compensation. Participants also contribute 6% of their earnings. Vesting of employer contributions occurs over seven years of employment. The amount of employer and employee contributions to this plan during the fiscal year was $618,521 and $632,668, respectively. There were no forfeitures used to offset employer contributions for the year ended September 30, 2025. The Plan is administered by a trustee independent of the City and is, therefore, not included in these financial statements.

B. Fire Retirement Plan

All regular full-time fire fighters of the City are covered by a defined contribution plan. Certain fire fighters are also covered by a single employer defined benefit pension plan (see Note 11). Participants are required to contribute 6.50% of their earnings but may contribute up to the maximum amount allowed under the Internal Revenue Code. Contributions made by the City equal 13% of the participants' earnings. Vesting of employer contributions occurs between four and seven years of employment. Forfeitures shall be allocated to the Unallocated Employer Account and if the Unallocated Employer Account is sufficient to meet Plan liabilities, then forfeitures shall first be used to pay expenses of administration and then to reduce City contributions. The plan members and the City contributed $214,644 and $320,733, respectively, to the plan during the year ended September 30, 2025. The Plan is administered by a trustee independent of the City and is, therefore, not included in these financial statements.

PRELIMINARY

NOTE 10 - DEFINED CONTRIBUTION RETIREMENT PLANS (CONTINUED)

C. Police Retirement Plan

All regular full-time sworn officers of the City are covered by a defined contribution plan. Certain sworn officers are also covered by a single employer defined benefit pension plan (see Note 11). Participants are required to contribute 7.0% of their earnings but may contribute up to the maximum amount allowed under the Internal Revenue Code. Contributions made by the City equal 7.0% of the participants' earnings. Vesting of employer contributions occurs between two and seven years of employment. Forfeitures shall be allocated to the Unallocated Employer Account and if the Unallocated Employer Account is sufficient to meet Plan liabilities, then forfeitures shall first be used to pay expenses of administration and then to reduce City contributions. The plan members and the City contributed $247,470 and $247,470, respectively, to the plan during the year ended September 30, 2025. The Plan is administered by a trustee independent of the City and is, therefore, not included in these financial statements.

NOTE 11 - DEFINED BENEFIT PENSION PLAN

A. Fire Plan

Employees who were hired prior to January 1, 1984, the date at which the Fire Plan was amended from a defined benefit plan to the current status as a defined contribution plan, were assured of receiving retirement benefits under the new plan at least as great as those under the old defined benefit plan.

Plan Description

The City has a single employer defined benefit pension plan covering fire fighters hired on or before December 31, 1983. The plan is closed to new employees. The terms of the plan, including contribution rates and minimum pension benefits are established through State Statute. The City does not issue a separate report that includes financial statements and required supplementary information for the fire pension plan.

Summary of Benefit Provisions

Contribution rates are described for the defined contribution plan in Note 9. The accumulated value of the employee and employer account including contributions and investment earnings is the Retirement Account Value. In the event that a participant's retirement account value will not provide for the minimum pension benefits of the plan, the City will be required to contribute an additional amount to fund the minimum pension benefits specified in Statute. Participants must have been employed on January 1, 1984 and continuously employed by the City through retirement date after attaining age 55 and completing 25 years of service. Minimum pension benefit equals 40% of regular pay for commencement between ages 55 and 60; 50% of regular pay for commencement at age 60 or later offset by the State Statute Actuarial Equivalence of the Retirement Account Value.

Plan Membership

As of September 30, 2025, plan membership consists of 1 inactive member entitled to but not yet receiving benefits and 1 inactive member currently receiving benefits.

Contributions and Funding Policy

The City's contributions for the additional amount to fund minimum pension benefits are limited to amounts paid to retirees during the fiscal year. Contributions made by the City for the year ended September 30, 2025, were $7,308.

PRELIMINARY

NOTE 11 - DEFINED BENEFIT PENSION PLAN (CONTINUED)

B. Actuarial Methods and Assumptions and Pension Liability

Actuarially determined contribution rates are calculated as the City's contributions paid to retirees during the fiscal year to fund the minimum pension benefits of the plan. Valuations were determined using the following actuarial assumptions:

Valuation Date	December 31, 2020
Measurement Date	September 30, 2021
Actuarial Cost Method	Entry Age Normal
Investment Rate of Return	1.00%

Mortality Table Pub-2010 Public Safety Retiree and Public Safety Contingent Annuitant Median Mortality Table (Amount- Weighted), both with fully generational projection of mortality improvements using Scale MP-2020.

The City's obligation is unfunded at September 30, 2025. The City has assigned an allocation of certificates of deposit totaling $70,580 for pension benefits as of September 30, 2025, but these assets are not held in trust. The actuarial present value of future benefits at December 31, 2020, the most recent actuarial valuation date, was $125,423. After deducting the actuarial value of the assets allocated by the City of $70,580, the remaining balance of $54,843 has been deemed immaterial by management and is not recorded in the governmental activities financial statements.

NOTE 12 - COMMITMENTS AND CONTINGENCIES

The City participates in numerous federal- and state-assisted grant programs which are governed by various rules and regulations of the grantor agencies. These programs are subject to financial and compliance audits by the granting agencies. To the extent that the City has not complied with the rules and regulations governing the grants, refunds of any money received may be required. In the opinion of the City, there are no significant contingent liabilities relating to compliance with the rules and regulations governing the respective grants.

The City has elected to be a reimbursable employer with regard to unemployment claims filed by former employees. Therefore, the City is required to reimburse to State of Nebraska for any claims paid on behalf of the City. As of September 30, 2025, the amount of liability, if any, is indeterminable.

Various lawsuits and claims against the City are presently pending involving claims for personal injury, tax appeals, and miscellaneous cases. In the opinion of management, suits or claims, either individually or in the aggregate, will not have a material effect on the financial position of the City.

During 2025 and 2024, the City entered into agreements for construction, street improvements and for certain improvement projects that have not been completed and/or fully paid for at year-end.

NOTE 13 - MAJOR CUSTOMERS

The City received approximately 25% of the total water and sewer revenues from one major customer in the year ended September 30, 2025.

PRELIMINARY

NOTE 14 - SELF-INSURANCE PLAN

The City's health insurance coverage is a partially self-insured plan administered by a third-party administrator. The City pays the administrator to manage the employee health plan operations and to purchase reinsurance to cover specific claims over $80,000 and aggregate claims that are over $3,611,298 or 100% of the expected annual claims, whichever is greater.

NOTE 15 - RISK MANAGEMENT

The City is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. During the year, the City carried commercial insurance for general liability, linebacker, property, umbrella, worker's compensation, inland marine, automobile, law enforcement and crime coverage. Settled claims resulting from these risks have not exceeded commercial insurance coverage in any of the past three fiscal years.

NOTE 16 - INTERFUND BALANCES AND TRANSFERS

In 2014, the Electric fund loaned $2,362,040 to the Solid Waste fund for the acquisition and construction of a transfer station. The loan is to be repaid in annual installments, with fixed or variable interest as determined by the Mayor and Finance Director at the time payment is issued. Interest-only payments began September 15, 2014, and principal payments begin September 15, 2027. Final payment is due September 15, 2034.

During the course of operations, transactions occur between individual funds that may result in amounts owed between funds. Those that are related to goods and services transactions are classified as "due to and from other funds". As of September 30, 2025 the Solid Waste Fund owed the Electric Fund $2,362,040.

Transfers between funds are to cover operational expenses for the funds and to move assets to the appropriate funds.

	Transfer From									
	General	Street Fund	Sales Tax	Nonmajor Governmental	Water	Sewer	Electric	Storm Water	Solid Waste	Total
Transfer to										
General	$ -	$ 900,000	$ 8,304,692	$ 1,689,224	$ 168,150	$ 329,630	$ 2,444,091	$ 7,840	$ 115,540	$ 13,959,167
Streets/ Engineering	-	-	-	-	-	-	1,040,524	-	-	1,040,524
Sales Tax	462,700	-	-	-	-	-	15,915	-	-	478,615
Nonmajor Governmental	-	-	-	-	-	-	1,196,965	-	-	1,196,965
Total due to other funds	$ 462,700	$ 900,000	$ 8,304,692	$ 1,689,224	$ 168,150	$ 329,630	$ 4,697,495	$ 7,840	$ 115,540	$ 16,675,271

As a general rule, the effect of interfund activity has been eliminated from the government-wide financial statements.

PRELIMINARY

NOTE 17 - SALES TAX

The City has received voter approval ten times since 1995 for a one percent or one- half percent City sales tax. Currently, the local sales tax rate is a total of one and one-half percent (1.50%). Through March of 2027, the 1% may be used for capital improvements, including street and drainage projects and to repay debt for the same type of projects, and to fund the operation of Pawnee Plunge Water Park and Columbus Aquatic Center.

The one-half percent tax was reauthorized at the May 10, 2016, election. The one- half percent is for funding Police and Fire facilities and a Library/Cultural Arts Center. This tax will cease upon the later of the completion of such projects, voter rejection of bond elections for such projects or the date on which there are no outstanding bonds.

NOTE 18 - TAX ABATEMENTS

The City provides tax abatements through three programs: Tax Increment Financing (TIF) program, Employment and Investment Growth Act, and Nebraska Advantage Act.

The Tax Increment Financing Law allows for the increased property taxes generated by the improvement of blighted property to be used to pay for financing of community redevelopment projects. The City declares the area as substandard, blighted and in need of redevelopment and is required to prepare a redevelopment plan. TIF bonds may be issued for the acquisition of property, site preparation, and public improvements. An agreement is entered into between the City and the Developer and a base valuation is established. The base property valuation remains assessable to all taxing entities. Any increase in value and the resulting property taxes are used to pay off debt incurred for the redevelopment project within a 15- year period.

Total property taxes abated through TIF for the year ended September 30, 2025, were approximately $2.5 million.

The Employment and Investment Growth Act and the Nebraska Advantage Act provide benefits in the form of sales tax rebates for businesses which invest and/or increase employment by specified amounts. Businesses that qualify must be involved in research, data processing, finance or businesses transporting, wholesaling, storing, or selling products, but not retailers who do not make their own products. Businesses must propose a qualifying project and be approved by the State of Nebraska Department of Revenue. The obligations of each party are set out in a contract with the State. If the project qualifies for benefits but later falls below the required levels of jobs or investment, the company receives no benefits for that year and one-seventh of the benefits already received are recaptured for each year the company fails to qualify. For the year ended September 30, 2025, the State of Nebraska on behalf of the City abated approximately $30,000 in sales tax revenue under these two programs.

PRELIMINARY

NOTE 19 – CHANGE IN ACCOUNTING PRINCIPLE

During the current fiscal year, the City adopted Governmental Accounting Standards Board Statement No. 101, *Compensated Absences*. GASB Statement No. 101 improves the recognition and measurement guidance for compensated absences and requires governments to recognize a liability for certain leave that was not previously reported, including leave that is attributable to past services and for which a payment is more likely than not.

As a result of implementing GASB Statement No. 101, the City restated its beginning net position and fund balances as of October 1, 2024, to recognize additional compensated absence liabilities that existed at the end of the prior fiscal year but were not previously reported. The change in net position for the impacted funds were as follows:

Net Position - Governmental Activities	$ (1,308,729)
Net Position - Water Fund	$ (36,257)
Net Position - Sewer Fund	(189,559)
Net Position - Solid Waste	(50,617)
Net Position - Business Type Activities	$ (276,433)

NOTE 20 - FUND BALANCES

As of September 30, 2025, governmental fund balances are classified as follows:

	General Fund	Streets/ Engineering Fund	Sales Tax Fund	1/2 Cent Sales Tax Fund	Other Governmental Funds	Total
Nonspendable						
Gerrard Park Trust	$ -	$ -	$ -	$ -	$ 161,644	$ 161,644
Restricted for						
Debt service	-	-	-	2,333,192	-	2,333,192
Public safety	-	-	-	-	877,853	877,853
Airport	-	-	-	-	1,009,106	1,009,106
Downtown	-	-	-	-	139,136	139,136
Gaming	-	-	-	-	590,492	590,492
Capital improvements	-	(2,259,018)	4,176,427	-	-	1,917,409
Housing	-	-	-	-	412,343	412,343
Economic development	-	-	-	-	1,721,779	1,721,779
Library	-	-	-	-	623,646	623,646
Total restricted	-	(2,259,018)	4,176,427	2,333,192	5,374,355	9,624,956
Committed for						
Library endowment	-	-	-	-	1,857,430	1,857,430
Total committed	-	-	-	-	1,857,430	1,857,430
Assigned for						
Pension benefits	70,580	-	-	-	-	70,580
Total assigned	70,580	-	-	-	-	70,580
Unassigned	10,837,341		-	-	(451,187)	10,386,154
Total fund balances	$ 10,907,921	$ (2,259,018)	$ 4,176,427	$ 2,333,192	$ 6,942,242	$ 22,100,764

The deficit fund balance in the Streets/Engineering Fund will be reduced as assessments are made in future years.

PRELIMINARY

REQUIRED SUPPLEMENTARY INFORMATION

PRELIMINARY

City of Columbus
Statement of Receipts, Disbursements, and
Changes in Fund Balances -
Budget and Actual - Budget Basis - General Fund
Year Ended September 30, 2025

	Original and Final Budgeted Amounts	Actual Amounts	Variance with Final Budget - Over (Under)
Revenues			
Property taxes	$ 7,252,776	$ 7,271,852	$ 19,076
Fees, taxes, permits, and licenses	819,850	1,122,157	302,307
Sales tax	1,731,058	1,795,121	64,063
Donations	65,600	42,197	(23,403)
Charges for services	2,841,200	3,212,851	371,651
Grants	2,774,825	1,125,804	(1,649,021)
Other local revenues	50,200	749,832	699,632
Investment income	271,150	353,308	82,158
Total revenues	15,806,659	15,673,122	(133,537)
Expenditures			
General government	2,800,030	3,153,058	353,028
Public safety	10,296,434	10,893,424	596,990
Parks and recreation	6,190,419	7,542,605	1,352,186
Community development	707,770	713,775	6,005
Capital outlay	7,697,700	6,275,220	(1,422,480)
Principal retirement	-	141,410	141,410
Total expenditures	27,692,353	28,719,492	1,027,139
Excess of revenues over (under) expenditures	(11,885,694)	(13,046,370)	(1,160,676)
Other Financing Sources (Uses)			
Transfers in (out), net	12,498,245	13,105,897	607,652
Total other financing sources (uses)	12,498,245	13,105,897	607,652
Net change in fund balances	$ 612,551	$ 59,527	$ (553,024)

PRELIMINARY

See note to required supplementary information.

City of Columbus
Statement of Receipts, Disbursements, and
Changes in Fund Balances -
Budget and Actual - Budget Basis - Streets/Engineering Fund
Year Ended September 30, 2025

	Original and Final Budgeted Amounts	Actual Amounts	Variance with Final Budget - Over (Under)
Revenues			
Fees, taxes, permits, and licenses	$ 3,848,312	4,135,454	$ 287,142
Charges for services	151,500	251,328	99,828
Grants	2,213,450	631,603	(1,581,847)
Other local revenues	30,000	78,631	48,631
Investment income	40,000	1,042	(38,958)
Total revenues	6,283,262	5,098,058	(1,185,204)
Expenditures			
Public works	3,199,972	2,251,168	(948,804)
Capital outlay	6,405,500	3,811,945	(2,593,555)
Total expenditures	9,605,472	6,063,113	(3,542,359)
Excess of revenues over (under) expenditures	(3,322,210)	(965,055)	2,357,155
Other Financing Sources (Uses)			
Transfers in (out), net	2,285,500	140,524	(2,144,976)
Total other financing sources (uses)	2,285,500	140,524	(2,144,976)
Net change in fund balances	$ (1,036,710)	$ (824,531)	$ 212,179

PRELIMINARY

See note to required supplementary information.

City of Columbus
Statement of Receipts, Disbursements, and
Changes in Fund Balances -
Budget and Actual - Budget Basis - Sales Tax Fund
Year Ended September 30, 2025

	Original and Final Budgeted Amounts	Actual Amounts	Variance with Final Budget - Over (Under)
Revenues			
Sales tax	$ 6,248,333	$ 6,945,960	$ 697,627
Investment income	245,000	135,240	(109,760)
Total revenues	6,493,333	7,081,200	587,867
Excess of revenues over expenditures	6,493,333	7,081,200	587,867
Other Financing Sources (Uses)			
Transfers in (out), net	(8,544,725)	(8,304,692)	240,033
Total other financing sources (uses)	(8,544,725)	(8,304,692)	240,033
Net change in fund balances	$ (2,051,392)	$ (1,223,492)	$ 827,900

PRELIMINARY

See note to required supplementary information.

City of Columbus
Statement of Receipts, Disbursements, and
Changes in Fund Balances -
Budget and Actual - Budget Basis - 1/2 Sales Tax Fund
Year Ended September 30, 2025

	Original and Final Budgeted Amounts	Actual Amounts	Variance with Final Budget - Over (Under)
Revenues			
Sales tax	$ 2,826,667	$ 3,140,734	$ 314,067
Donations	-	3,025,000	3,025,000
Investment income	140,000	112,613	(27,387)
Total revenues	2,966,667	6,278,347	3,311,680
Expenditures			
Principal retirement	10,890,000	890,000	(10,000,000)
Other	769,170	669,970	(99,200)
Total expenditures	11,659,170	1,559,970	(10,099,200)
Excess of revenues over (under) expenditures	(8,692,503)	4,718,377	13,410,880
Net change in fund balances	$ (8,692,503)	$ 4,718,377	$ 13,410,880

PRELIMINARY

See note to required supplementary information.

City of Columbus
Note to Required Supplementary Information

NOTE 1 - BUDGETARY ACCOUNTING

Annual budgets are adopted on a basis consistent with the Nebraska Budget Act. The Nebraska Budget Act requires that the City adopt its budget on a *cash basis*. All annual appropriations lapse at fiscal year-end.

The appropriated budget is prepared by fund, function, and department. The City's department heads may make transfers of appropriations within a fund with the City Administrator's approval. Transfers of appropriations between funds require the approval of the City Council. The legal level of budgetary control (i.e., the level at which expenditures may not legally exceed appropriations) is the city level.

Encumbrances (e.g., purchase orders, contracts) outstanding at year-end do not constitute expenditures or liabilities because the commitments will be re- appropriated and honored during the subsequent year.

Amounts presented on a non-GAAP budget basis of accounting differ from those presented in accordance with GAAP due to the treatment afforded accruals, encumbrances, and funds for which legally adopted annual budgets are established. A reconciliation for the year ended September 30, 2025, which discloses the nature and amount of the adjustments necessary to convert the actual GAAP data to the budgetary basis, is presented below:

	General Fund	Streets/ Engineering Fund	Sales Tax Fund	1/2 Cent Tax Fund
Excess (deficiency) of revenues over expenditures and other financing uses (budgetary basis)	$ 59,527	$ (824,531)	$ (1,223,492)	$ 4,718,377
Adjustments				
To adust revenues for receivables and deferred revenue	492,589	(13,884)	73,133	(2,965,388)
To adust expenses for payables and accrued expenses	1,412,066	(776,346)	-	-
Total	$ 1,964,182	$ (1,614,761)	$ (1,150,359)	$ 1,752,989

PRELIMINARY

PRELIMINARY

SUPPLEMENTARY INFORMATION

PRELIMINARY

City of Columbus
Combining Balance Sheet - Nonmajor Governmental Funds
September 30, 2025

	Airport	Downtown	Gaming	E911	Wireless 911	911 Equipment Share
Assets						
Cash and cash equivalents	$ 543,247	$ 137,970	$ 483,032	$ 744,716	$ 230,406	$ -
Cash at county treasurer	-	-	104,725	-	-	-
Investments	722,218	1,288	2,735	-	-	-
Receivables						
Accounts	3,024	-	-	-	-	-
Due from other governments	301,835	-	-	-	-	-
Special assessments	-	-	-	-	-	-
Notes	-	-	-	-	-	-
Total assets	$ 1,570,324	$ 139,258	$ 590,492	$ 744,716	$ 230,406	$ -
Liabilities						
Accounts payable	$ 264,243	$ 122	$ -	$ 5,516	$ -	$ -
Accrued expenses	5,175	-	-	38,528	-	-
Due to other funds	-	-	-	29,582	23,643	53,744
Total liabilities	269,418	122	-	73,626	23,643	53,744
Deferred Inflows of Resources						
Unavailable revenues	-	-	-	-	-	-
Leases receivable	291,800	-	-	-	-	-
Total deferred inflows of resources	291,800	-	-	-	-	-
Fund Balances						
Nonspendable	-	-	-	-	-	-
Restricted	1,009,106	139,136	590,492	671,090	206,763	-
Committed	-	-	-	-	-	-
Unassigned	-	-	-	-	-	(53,744)
Total fund balances	1,009,106	139,136	590,492	671,090	206,763	(53,744)
Total liabilities, deferred inflows of resources, and fund balances	$ 1,570,324	$ 139,258	$ 590,492	$ 744,716	$ 230,406	$ -

PRELIMINARY

Housing Rehab Loans	Progress and Jobs Growth	Keno	Library Foundation	Debt Service	Library Endowment	Gerrard Park Trust	Total Other Governmental
$ 315,977	$ -	$ -	$ -	$ 8,133	$ -	$ 2,127	$ 2,465,608
-	-	-	-	-	-	-	104,725
80,678	1,664,118	509,980	623,646	-	1,857,430	159,517	5,621,610
-	-	-	-	-	-	-	3,024
16,400	105,988	-	-	-	-	-	424,223
-	-	-	-	106,444	-	-	106,444
518,900	1,518,000	-	-	-	-	-	2,036,900
$ 931,955	$ 3,288,106	$ 509,980	$ 623,646	$ 114,577	$ 1,857,430	$ 161,644	$ 10,762,534
$ 712	$ -	$ -	$ -	$ -	$ -	$ -	$ 270,593
-	-	-	-	-	-	-	43,703
-	480,487	77,820	-	405,576	-	-	1,070,852
712	480,487	77,820	-	405,576	-	-	1,385,148
518,900	1,518,000	-	-	106,444	-	-	2,143,344
-	-	-	-	-	-	-	291,800
518,900	1,518,000	-	-	106,444	-	-	2,435,144
-	-	-	-	-	-	161,644	161,644
412,343	1,289,619	432,160	623,646	-	-	-	5,374,355
-	-	-	-	-	1,857,430	-	1,857,430
-	-	-	-	(397,443)	-	-	(451,187)
412,343	1,289,619	432,160	623,646	(397,443)	1,857,430	161,644	6,942,242
$ 931,955	$ 3,288,106	$ 509,980	$ 623,646	$ 114,577	$ 1,857,430	$ 161,644	$ 10,762,534

PRELIMINARY

City of Columbus
Combining Statement of Revenues, Expenditures, and
Changes in Fund Balances - Nonmajor Governmental Funds
Year Ended September 30, 2025

	Airport	Downtown	Gaming	E911	Wireless 911	911 Equipment Share
Revenues						
Property taxes	$ -	$ 51,327	$ -	$ -	$ -	$ -
Fees, taxes, permits and licenses	188,280	-	-	-	-	-
Sales tax	-	-	-	-	-	-
Gaming tax	-	-	621,186	-	-	-
Charges for services	7,746	-	-	71,440	-	-
Donations	-	-	-	-	-	-
Grants	898,966	-	-	-	97,264	-
Investment earnings	57,530	4,251	14,892	29,486	7,756	-
Miscellaneous	417	214	-	1,759,720	-	-
Total revenues	1,152,939	55,792	636,078	1,860,646	105,020	-
Expenditures						
Current						
General government	-	40,600	-	-	-	-
Public safety	-	-	-	1,628,807	92,531	-
Public works	281,501	-	-	-	-	-
Cultural and recreation	-	-	-	-	-	-
Community development	-	-	-	-	-	-
Capital outlay	1,395,659	-	-	162,074	-	-
Debt service						
Principal	-	-	-	-	-	-
Interest and fiscal charges	-	-	-	-	-	-
Total expenditures	1,677,160	40,600	-	1,790,881	92,531	-
Excess of revenues over (under) expenditures	(524,221)	15,192	636,078	69,765	12,489	-
Other Financing Sources (Uses)						
Transfers in	478,615	51,376	-	-	-	-
Transfers out	-	(2,500)	(300,000)	-	-	-
Total other financing sources (uses)	478,615	48,876	(300,000)	-	-	-
Net change in fund balances	(45,606)	64,068	336,078	69,765	12,489	-
Fund Balances						
Beginning of year	1,054,712	75,068	254,414	601,325	194,274	(53,744)
End of year	$ 1,009,106	$ 139,136	$ 590,492	$ 671,090	$ 206,763	$ (53,744)

PRELIMINARY

Housing Rehab Loans	Progress and Jobs Growth	Keno	Library Foundation	Debt Service	Library Endowment	Gerrard Park Trust	Total Other Governmental
$ -	$ -	$ -	$ -	$ (74)	$ -	$ -	$ 51,253
31,500	-	-	-	1,412	-	-	221,192
-	431,922	-	-	-	-	-	431,922
-	-	-	-	-	-	-	621,186
17,394	-	579,410	-	0	-	-	675,990
-	-	-	5,883	-	-	-	5,883
215,050	-	-	-	-	-	-	1,211,280
9,571	70,622	22,192	19,614	-	238,703	9,522	484,139
-	30,000	-	-	-	-	-	1,790,351
273,515	532,544	601,602	25,497	1,338	238,703	9,522	5,493,196
-	-	-	-	-	-	-	40,600
-	-	-	-	-	-	-	1,721,338
-	-	-	-	-	-	-	281,501
-	-	-	2,291	-	-	3,000	5,291
57,027	1,284,571	-	-	-	-	-	1,341,598
-	-	-	-	-	-	-	1,557,733
-	-	-	-	455,000	-	-	455,000
-	-	-	-	356,825	-	-	356,825
57,027	1,284,571	-	2,291	811,825	-	3,000	5,759,886
216,488	(752,027)	601,602	23,206	(810,487)	238,703	6,522	(266,690)
-	-	-	-	995,589	150,000	-	1,675,580
-	-	(795,315)	(171,865)	-	-	(2,915)	(1,272,595)
-	-	(795,315)	(171,865)	995,589	150,000	(2,915)	402,985
216,488	(752,027)	(193,713)	(148,659)	185,102	388,703	3,607	136,295
195,855	2,041,646	625,873	772,305	(582,545)	1,468,727	158,037	6,805,947
$ 412,343	$ 1,289,619	$ 432,160	$ 623,646	$ (397,443)	$ 1,857,430	$ 161,644	$ 6,942,242

PRELIMINARY

City of Columbus
Schedule of Expenditures of Federal Awards
Year Ended September 30, 2025

Federal Agency/Pass Through Agency/Program Title	Assistance Listing Number	Expenditures
U.S. Department of Justice		
Bulletproof Vest Partnership Program	16.607	3,481
Total U.S. Department of Justice		3,481
U.S. Department of Transportation		
Highway Safety Cluster		
Through Nebraska Department of Transportation		
State and Community Highway Safety	20.600	19,721
Total Highway Safety Cluster		19,721
Through Nebraska Department of Transportation		
Formula Grants for Rural Areas	20.509	203,941
Airport Improvement Program	20.106	1,385,323
Total U.S. Department of Transportation		1,608,985
Total Federal Expenditures		$ 1,612,466

PRELIMINARY

See notes to the schedule of expenditures of federal awards.

City of Columbus
Notes to the Schedule of Expenditures of Federal Awards
Year Ended September 30, 2025

NOTE 1 - BASIS OF PRESENTATION

The accompanying schedule of expenditures of federal awards (the "Schedule") includes the federal award activity of the City of Columbus, Nebraska under programs of the federal government for the year ended September 30, 2025. The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of the City of Columbus, Nebraska, it is not intended to and does not present the financial position, changes in net position or cash flows of the City of Columbus, Nebraska.

NOTE 2 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Expenditures reported on the Schedule are reported on the accrual basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, or other applicable regulatory guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement. Negative amounts shown on the Schedule, if any, represent adjustments or credits made in the normal course of business to amounts reported as expenditures in prior years.

NOTE 3 - INDIRECT COST RATE

The City of Columbus, Nebraska has elected not to use the 10 percent de minimis indirect cost rate allowed under the Uniform Guidance.

PRELIMINARY

PRELIMINARY

Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*

Independent Auditor's Report

Honorable Mayor and Members
of the City Council
City of Columbus
Columbus, Nebraska

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards)*, the financial statements of the governmental activities, the business-type activities, each major fund and the aggregate remaining fund information of the City of Columbus, Nebraska (the City), as of and for the year ended September 30, 2025, and the related notes to the financial statements, which collectively comprise the City's basic financial statements, and have issued our report thereon dated March __, 2026.

Report on Internal Control Over Financial Reporting
In planning and performing our audit of the financial statements, we considered the City's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, we do not express an opinion on the effectiveness of the City's internal control.

Our consideration of internal control was for the limited purpose described in the preceding paragraph and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies, and therefore, material weaknesses or significant deficiencies may exist that have not been identified. However, as described in the accompanying schedule of findings and questioned costs, we identified certain deficiencies in internal control that we consider to be material weaknesses and significant deficiencies.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected, on a timely basis. We consider the deficiency described in the accompanying schedule of findings and questioned costs as item 2025-001 to be a material weakness.

PRELIMINARY

Report on Internal Control Over Financial Reporting (Continued)
A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance. We consider the deficiency described in the accompanying schedule of findings and questioned costs as item 2025-002 to be a significant deficiency.

Report on Compliance and Other Matters
As part of obtaining reasonable assurance about whether the City's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

The City's Response to Findings
Government Auditing Standards requires the auditor to perform limited procedures on the City's response to the findings identified in our audit and described in the accompanying schedule of findings and questioned costs. The City's response was not subjected to the auditing procedures applied in the audit of the financial statements, and accordingly, we express no opinion on the response.

Purpose of this Report
The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Omaha, Nebraska
March __, 2026

PRELIMINARY

Report on Compliance for the Major Federal Program and Report on Internal Control over Compliance in Accordance with the Uniform Guidance

Independent Auditor's Report

Honorable Mayor and Members
of the City Council
City of Columbus
Columbus, Nebraska

Report on Compliance for the Major Federal Program

Opinion on the Major Federal Program

We have audited the City of Columbus, Nebraska's (the City's) compliance with the types of compliance requirements identified as subject to audit in the *U.S. Office of Management and Budget (*OMB) Compliance Supplement that could have a direct and material effect on the City's major federal program for the year ended September 30, 2025. The City's major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, the City complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on its major federal program for the year ended September 30, 2025.

Basis for Opinion on the Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*); and the audit requirements of *Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the "Auditor's Responsibilities for the Audit of Compliance" section of our report.

We are required to be independent of the City and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for the major federal program. Our audit does not provide a legal determination of the City's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to the City's federal programs.

PRELIMINARY

Auditor's Responsibilities for the Audit of Compliance
Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the City's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the City's compliance with the requirements of the major federal program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the City's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the City's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control Over Compliance
A *deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

PRELIMINARY

Report on Internal Control Over Compliance (Continued)
Our consideration of internal control over compliance was for the limited purpose described in the "Auditor's Responsibilities for the Audit of Compliance" section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Omaha, Nebraska
March __, 2026

PRELIMINARY

City of Columbus, Nebraska
Schedule of Findings and Questioned Costs
Year Ended September 30, 2025

SECTION I – SUMMARY OF AUDITOR'S RESULTS

Financial Statements

Type of auditor's report issued:	We issued an unmodified opinion on the fair presentation of the financial statements of the governmental activities, business-type activities, each major fund, and the aggregate remaining fund information in accordance with accounting principles generally accepted in the United States of America (GAAP).
Internal control over financial reporting:	
• Material weakness(es) identified?	Yes, Audit finding 2025-001
• Significant deficiency(ies) identified?	Yes, Audit finding 2025-002
Noncompliance material to financial statement noted?	No

Federal Awards

Type of auditor's report issued on compliance for major programs:	Unmodified
Internal control over major programs:	
• Material weakness(es) identified?	No
• Significant deficiency(ies) identified?	None reported
Any audit findings disclosed that are required to be reported in accordance with section 510(a) of Circular A-133?	No

Identification of Major Programs

Assistance Listing No:	20.106
Name of Federal Program:	Airport Improvement Program
Dollar threshold used to distinguish between type A and type B programs:	$1,000,000
Auditee qualified as low risk auditee?	No

PRELIMINARY

City of Columbus, Nebraska
Schedule of Findings and Questioned Costs
Year Ended September 30, 2025

SECTION II – FINANCIAL STATEMENT FINDINGS

2025-001 Material Weakness – Year-End Financial Reporting

Criteria:
Management is responsible for achieving appropriate financial reporting objectives, including maintaining complete accounting records and preparing financial statements in accordance with accounting principles generally accepted in the United States of America.

Condition:
Material journal entries were proposed to adjust net position to be materially correct for financial reporting.

Effect or Potential Effect:
Intentional and unintentional errors could be made and not detected within a timely period by the City's personnel in the normal course of performing their assigned functions since they are not performing this process.

Recommendation:
A remedy for this situation would be to regularly review related balances to ensure they are being adjusted appropriately in a timely manner.

Views of Responsible Officials:
Management has reviewed the adjustments and will implement procedures to identify and record any necessary entries in the future.

PRELIMINARY

SECTION II – FINANCIAL STATEMENT FINDINGS (CONTINUED)

2025-002 Significant Deficiency

Segregation of Duties

Criteria:
Proper internal accounting controls require segregation of duties so that no one individual has access to both the accounting records and cash items or handles a transaction from inception to completion.

Condition:
The City utilizes its office and accounting personnel to segregate duties where feasible but due to the size of the accounting and office staff during the year the City did not have appropriate segregation of duties in all areas. There are instances where individuals responsible for performing or overseeing accounting functions also have access to cash and cash items.

Effect or Potential Effect:
Intentional or unintentional errors could be made and not be detected within a timely period by the City's management in the normal course of performing their assigned functions.

Recommendation:
A remedy for this situation would be for the City to reassign duties to other personnel, accounting staff or an outsourced accountant to allow for improved internal accounting control and segregation of duties.

Views of Responsible Officials:
The City continues to evaluate its processes and controls and will implement changes to improve its internal control structure where feasible.

SECTION III – FEDERAL AWARD FINDINGS AND QUESTIONED COSTS

None

PRELIMINARY

City of Columbus, Nebraska
Summary Schedule of Prior Audit Findings
Year Ended September 30, 2024

Reference Number	Summary of Finding	Status
2024-001	Material Audit adjustment & prior period adjustment	Repeated See 2025-001
2024-002	Segregation of Duties	Repeated See 2025-002

PRELIMINARY

11. **REPORTS OF SPECIAL COMMITTEES: None**

12. **REPORTS ON LEGISLATION: None**

13. **NEW BUSINESS**

13.A. Appointment of Jason Romshek as police sergeant.

City Hall
2500 14th Street, Suite 3
Columbus, NE 68601
402-562-4220
columbusne.us

MEMORANDUM

DATE: **March 16, 2026**

TO: **City Council Members**

FROM: **James B. Bulkley, Mayor**

SUBJECT: **Appointment**

With your permission, I wish to submit the name of **Jason Romshek** for appointment to the Police Sergeant position at the March 16, 2026, City Council meeting. Per Council Rules, the two-week waiting period is waived for an appointment of a Police Sergeant. The Civil Service Commission certified Mr. Romshek at their August 5, 2025, Civil Service Commission meeting.

Officer Romshek is a graduate of Aquinas High School and received his Bachelor Degree in Criminal Justice from Midland Lutheran College in Fremont, Nebraska. He joined the Columbus Police Department in January of 2000 and is currently a firearms instructor, patrol rifle instructor, red dot instructor, emergency vehicle instructor, close quarters combat instructor, and field training officer. He is heavily involved in training within the department as well as driving and firearms training for new recruits at the Law Enforcement Training Center.

Officer Romshek chose his career path as a police officer at a very young age and has remained deeply committed throughout his career. He is passionate about the work he does each day and is grateful for the opportunity to continue serving the City of Columbus in his new role as sergeant.

James B. Bulkley, Mayor
City of Columbus

13.B. Application from Advanced Consulting Engineering Services on behalf of Keyes Development, LLC for preliminary plat of Dubas Addition (extensions and connection of Isaiah Drive and 44th Avenue). (Planning Commission recommends approval.)

Accountability - Dedication
Honesty - Integrity - Respect

MEMORANDUM

DATE: March 4, 2026

TO: Tara Vasicek, City Administrator

FROM: Richard J. Bogus, City Engineer

RE: Dubas Addition – Preliminary Plat

RECOMMENDATION:

I recommend the approval of the preliminary plat of Dubas Addition as it is amendable with the land use and is in accordance with the Columbus Land Development Ordinance.

DISCUSSION:

The addition consists of 19 lots for residential use. It will be voluntary annexed and rezoned as part of the final plat process. Public improvements include roadways, storm sewer, water and sanitary sewer. The roadway connects the street system in the area. The storm water treatment facility is located in the rear of lots in Block A and will be part of the Home Owner's Association for operation and maintenance.

FISCAL IMPACT:

None.

ALTERNATIVE:

Do not approve.

CONCURRENCE:

By: Andrea J Woehrer

SIGNATURE:

By: Richard J Bogus

Approved By:

MAJOR APPLICATION
FOR SUBDIVISION OR ADDITION
APPLICATION TYPE (CHECK BOX):

☑ **PRELIMINARY PLAT** ☐ **FINAL PLAT**

DATE: FEBRUARY 10, 2026

NAME OF SUBDIVISION: DUBAS ~~SUBDIVISION~~ Addition LRR

NAME OF PROPERTY OWNER: KEYES DEVELOPMENT, LLC

APPLICANT CONTACT INFORMATION:

NAME OF REPRESENTATIVE: LEANNE RITTER, ACES

ADDRESS OF REPRESENTATIVE (to include City, State, Zip):
133 W. WASHINGTON STREET, WEST POINT, 68788

PHONE NUMBER: 402-372-1923

REPRESENTATIVE E-MAIL: LRITTER@ACESNE.COM

NUMBER OF LOTS IN SUBDIVISION: 19

ADDRESS OF SUBDIVISION: PARCEL #710096390

PROPERTY OWNER CONTACT INFORMATION:

NAME OF PROPERTY OWNER: KEYES DEVELOPMENT, LLC

ADDRESS OF PROPERTY OWNER (to include City, State, Zip:
2815 14TH STREET, COLUMBUS, NE 68601

PHONE NUMBER: 402-750-7287

PROPERTY OWNER E-MAIL: LANDON.WIETFELD@GMAIL.COM

DEVELOPER INFORMATION:

NAME OF DEVELOPER: KEYES DEVELOPMENT, LLC (LANDON WIETFELD)

ADDRESS (to include City, State, Zip):
2815 14TH STREET, COLUMBUS, NE 68601

PHONE NUMBER: 402-750-7287

DEVELOPER E-MAIL: LANDON.WIETFELD@GMAIL.COM

SURVEYOR INFORMATION:

NAME OF SURVEYOR: TERRY SCHULZ

SURVEYOR LICENSE NO.: 550

ADDRESS (to include City, State, Zip):

133 W. WASHINGTON STREET, WEST POINT, 68788

PHONE NUMBER: 402-372-1923

SURVEYOR E-MAIL: LRITTER@ACESNE.COM

ATTORNEY INFORMATION:

NAME OF ATTORNEY: KATIE SHARP @ JARECKI SHARP & PETERSON P.C., LLO

ADDRESS (to include City, State, Zip):

525 W. STATE STREET, ALBION 68620

PHONE NUMBER: 402-395-1010

ATTORNEY E-MAIL: KATIE@JSPLAWPC.COM

I hereby apply for a Major Subdivision / Addition which follows the Columbus Land Development Ordinance requirements and have paid $325.00 application fee plus additional lot review fees - Preliminary Plats will be $20 per lot and Final Plats will be $15 per lot.

Leanne R. Ritter

Owner or Owner's Representative

City Attorney
Neal Valorz – nvalorz@1492law.com
Gene G. Schumacher – gschum@1492law.com

UP-TO-DATE INFORMATION CAN BE FOUND IN CHAPTER 2, ARTICLE 3 PROCEDURES AND ADMINISTRATION https://www.columbusne.us/114/Land-Development-Zoning-Code

PRELIMINARY PLAT

DUBAS ADDITION

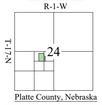
Located in Lot 1, Block A and Lot 1, Block B in New Hope 2nd Subdivision to the City of Columbus, Platte County, Nebraska and in the North 1/2 of the Northeast 1/4 of the Southwest 1/4 of Section 24, T17N, R1W of the 6th P.M., Platte County, Nebraska.

N
W E
S

Drawn By: LRR
Date: March 2, 2026
Project Number: S-071-202
Scale: 1" = 40'

0 20 40 80
SCALE IN FEET

Situation Sketch
R-1-W



Platte County, Nebraska

ZONING
Existing Zone: R-1
Proposed Zone: R-2

OWNER/DEVELOPER:
Keyes Development, LLC
c/o Landon Wietfeld
2815 14th Street
Columbus, NE 68601
Phone: 402-750-7287

ENGINEER:
John A. Zwingman, PE
Advanced Consulting Engineering Services, Inc.
133 West Washington Street
West Point, NE 68788
Phone: 402-372-1923

SURVEYOR:
Terry L. Schulz, LS
Advanced Consulting Engineering Services, Inc.
133 West Washington Street
West Point, NE 68788
Phone: 402-372-1923

NOTE:
All existing buildings, driveways, wells, septic systems within this subdivision will be removed or abandoned.

LEGEND

- Property Corner Found
- Property Corner Set (5/8" x 24" I.B. w/Cap)
- Calculated Point
- M — Measured Distance
- R — Recorded Distance (TAT)Thomas A. Tremel, LS #455, dated March 19, 2013 and June 24, 2020. (RCJ) Richard C. Johnson, LS #429, dated December 22, 2011.
- C — Calculated Distance
- Curbstop
- Fire Hydrant
- Water Valve
- Guy Anchor
- Light Pole
- Manhole
- Power Pole
- Sign
- T — Telephone Pedestal
- Proposed Sanitary Manhole
- Proposed Water Valve
- Proposed Fire Hydrant
- S — Existing Sanitary Sewer Main
- T — Telephone Line
- OHP — Overhead Power Line
- UGP — Underground Power Line
- FO FO — Fiber Optic
- W — Existing Water Main
- Existing Storm Sewer
- Proposed 6" Water Main
- Proposed 8" Sewer Main
- Easement Line

This survey was prepared at the request of John DuBray, Columbus, Nebraska.

LEGAL DESCRIPTION
A tract of land located Lot 1, Block A and Lot 1, Block B in New Hope 2nd Subdivision to the City of Columbus, Platte County, Nebraska and in the North 1/2 of the Northeast 1/4 of the Southwest 1/4 of Section 24, T17N, R1W of the 6th P.M., City of Columbus, Platte County, Nebraska, more particularly described as follows:

Beginning at the Southwest corner of New Hope 2nd Subdivision to the City of Columbus, Platte County, Nebraska; thence N 88°11'12" E on the South line of Lot 1, Block B, New Hope 2nd Subdivision, 88.17 feet to the Southeast corner of said Lot 1, Block B; thence N 01°44'04" W on the East line of said Lot 1, Block B, 135.02 feet to the Northeast corner of said Lot 1, Block B; thence S 88°17'25" W on the North line of said Lot 1, Block B, 88.28 feet to the Northwest corner of said Lot 1, Block B; thence N 01°44'07" W on the West line of said New Hope 2nd Subdivision, 60.00 feet to the Southwest corner of Lot 1, Block A of said New Hope 2nd Subdivision; thence N 88°15'42" E on the South line of said Lot 1, Block A, 88.03 feet to the Southeast corner of said Lot 1, Block A; thence N 01°34'59" W on the East line of said Lot 1, Block A, 134.98 feet to the Northeast corner of said Lot 1, Block A; thence S 88°15'00" W on the North line of said Lot 1, Block A, 88.47 feet; thence N 01°49'31" W on the West line of Sunset 2nd Addition to the City of Columbus, Platte County, Nebraska, 197.46 feet to the Southeast corner of Sunset 4th Addition to the City of Columbus, Platte County, Nebraska; thence S 88°10'27" W, on the South line of said Sunset 4th Addition, 350.81 feet to the Northeast corner of New Hope Addition to the City of Columbus, Platte County, Nebraska; thence S 01°52'53" E on the East line of said New Hope Addition, 527.20 feet to the North line of Solar Gate Subdivision to the City of Columbus, Platte County, Nebraska; thence N 88°14'18" E on the North line of said Solar Gate Subdivision, 349.96 feet to the Point of Beginning, containing 4.79 acres, more or less.

COLUMBUS, NEBRASKA PLANNING COMMISSION
This Preliminary Plat of DUBAS ADDITION to the City of Columbus, Nebraska approved by the

Planning Commission on this _____day of _____, 2026.

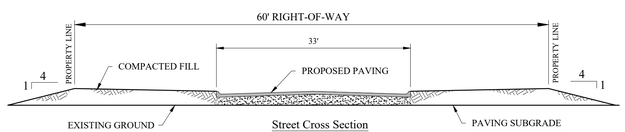
_____
Chairman

COLUMBUS, NEBRASKA CITY COUNCIL
This Preliminary Plat of DUBAS ADDITION to the City of Columbus, Nebraska approved by the City

Council on this _____ day of _____, 2026.

_____ _____
Mayor City Clerk

Storm Water Treatment Facility Volume Required:	8,104 cu.ft.
Storm Water Treatment Facility Volume Provided (Southwest):	12,653.46 cu.ft.
Storm Water Treatment Facility Volume Provided (Northeast):	132.37 cu.ft.



Street Cross Section

ADVANCED CONSULTING ENGINEERING SERVICES
West Point & Columbus
Phone: (402) 372-1923

LOCATION MAP

No Scale

N
W E
S

Drawn By: LRR
Date: January 16, 2026
Scale: None
Project Number: S-071-202

ADVANCED CONSULTING ENGINEERING SERVICES
West Point & Columbus
Phone: (402) 372-1923

13.C. Plans, specifications, estimate of cost in the amount of $175,000, and authorization to advertise for bids for Sanitary Sewer Rehabilitation 2026 (plans and specifications on file in the engineering department). CIP #20-94

Accountability - Dedication
Honesty - Integrity - Respect

MEMORANDUM

DATE: March 11, 2026

TO: Tara Vasicek, City Administrator

FROM: Richard J. Bogus, City Engineer

RE: Sanitary Sewer Rehabilitation 2026

RECOMMENDATION:

I recommend approval of the plans, specifications, cost estimate in the amount of $175,000 for the above-referenced project, and to authorize staff to advertise for bids.

DISCUSSION:

The project locations are as follows and as shown on the attached map:

- 33rd Avenue and 25th Street crossing
- 27th Street from 45th to 46th Avenues
- Alley between 25th and 26th Avenues and 12th and 13th Streets
- Alley between 15th and 16th Avenues and 5th and 6th Streets
- 17th Street between 33rd and 34th Avenues
- 35th Avenue one-half block north and south of 20th Street
- 20th Avenue one-half block north and south of 15th Street
- 9th Avenue from 6th Street south approximately 365 feet
- Alley between 27th and 28th Avenues and 20th and 21st Streets

Work includes 12-inch, 8-inch and 6-inch cast-in-place resin-impregnated flexible tube lining of existing sanitary sewer main, service taps, and related work. These segments of the main have failed due to sewer gases which build up when sewerage is not flowing properly. The cured in place liner will extend the life of the jointed pipes and provide better flows and ease of maintenance.

Design and construction phase services internally by the Engineering Department. If you have any questions or require additional information, please feel free to contact me.

FISCAL IMPACT:

2025-2026 budget CIP 20-94 in the amount of $175,000

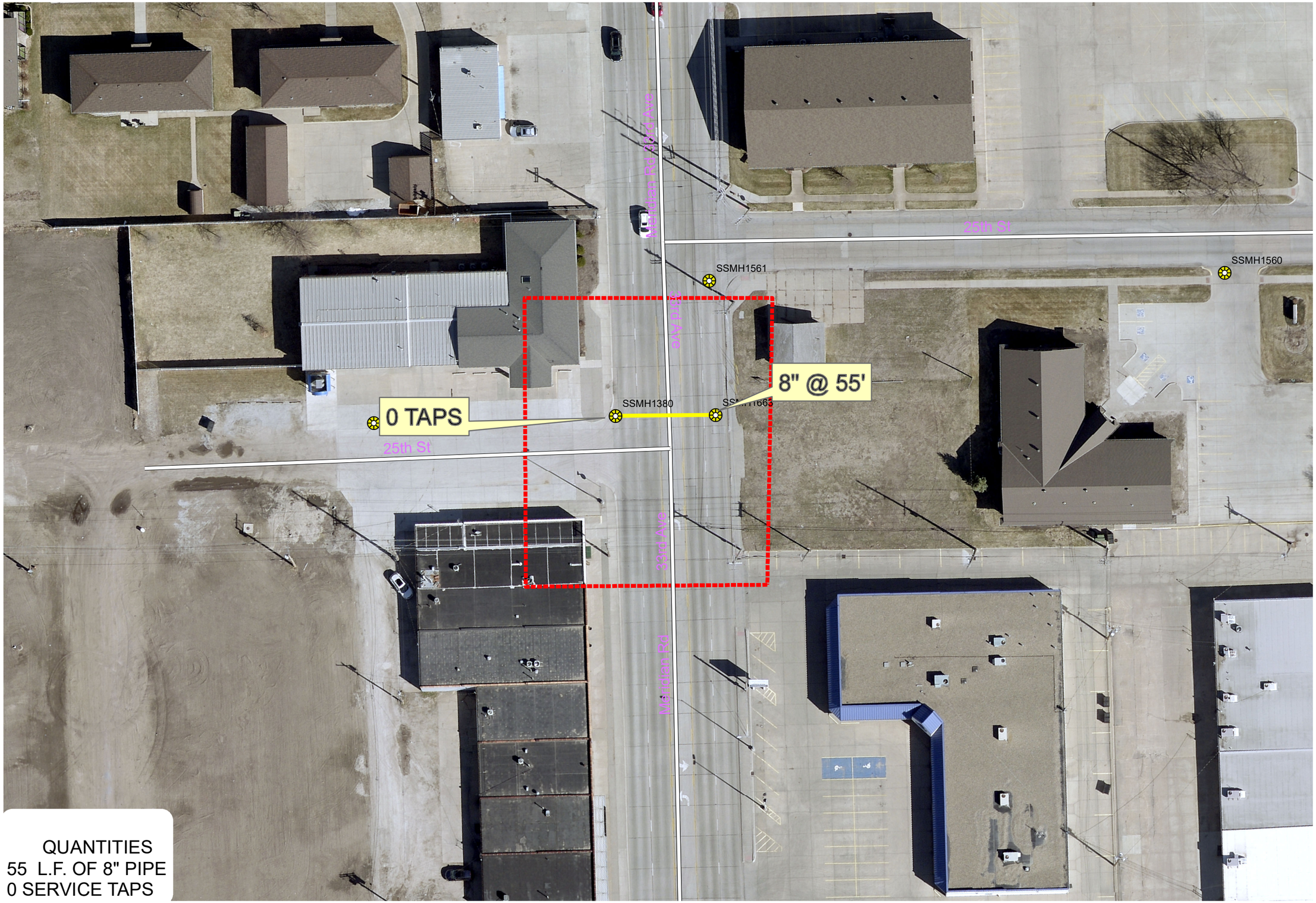
ALTERNATIVE:

Do not approve.

SIGNATURE:

By: Richard J. Bogus

Approved By:



QUANTITIES
55 L.F. OF 8" PIPE
0 SERVICE TAPS

3/16/2026

REVISIONS

THE CITY OF COLUMBUS NEBRASKA
ENGINEERING DEPARTMENT
(402) 562-4309

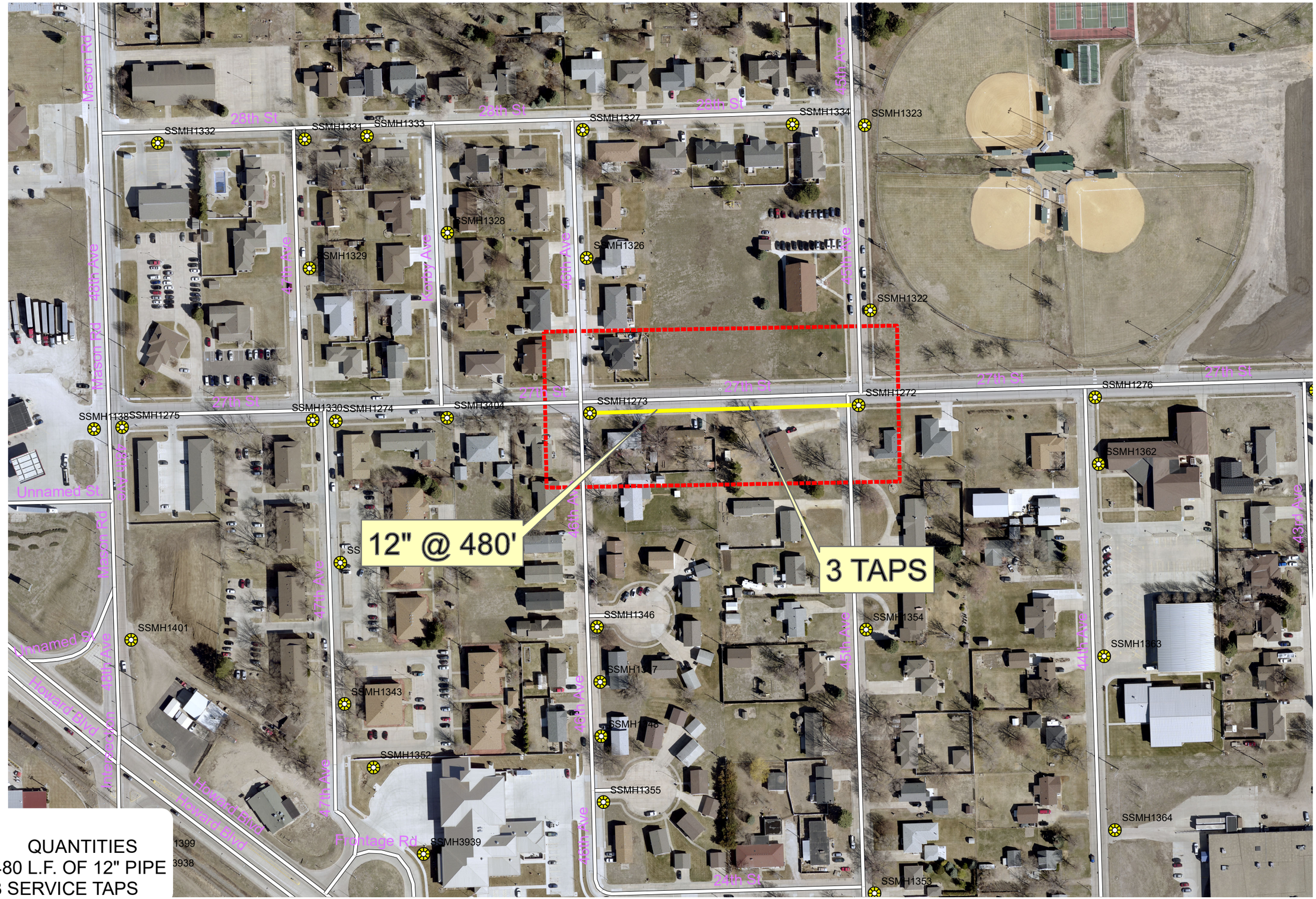
SCALE IN FEET

SANITARY SEWER
REHABILITATION 2026

DRN BY BLI
DATE 3/11/2026
REV No.
CIP No.

Nebraska 811
Know what's below. 811 before you dig.

SHEET 1



QUANTITIES
480 L.F. OF 12" PIPE
3 SERVICE TAPS

3/15/2026

REVISIONS

CITY OF COLUMBUS NEBRASKA
ENGINEERING DEPARTMENT
(402) 562-4309

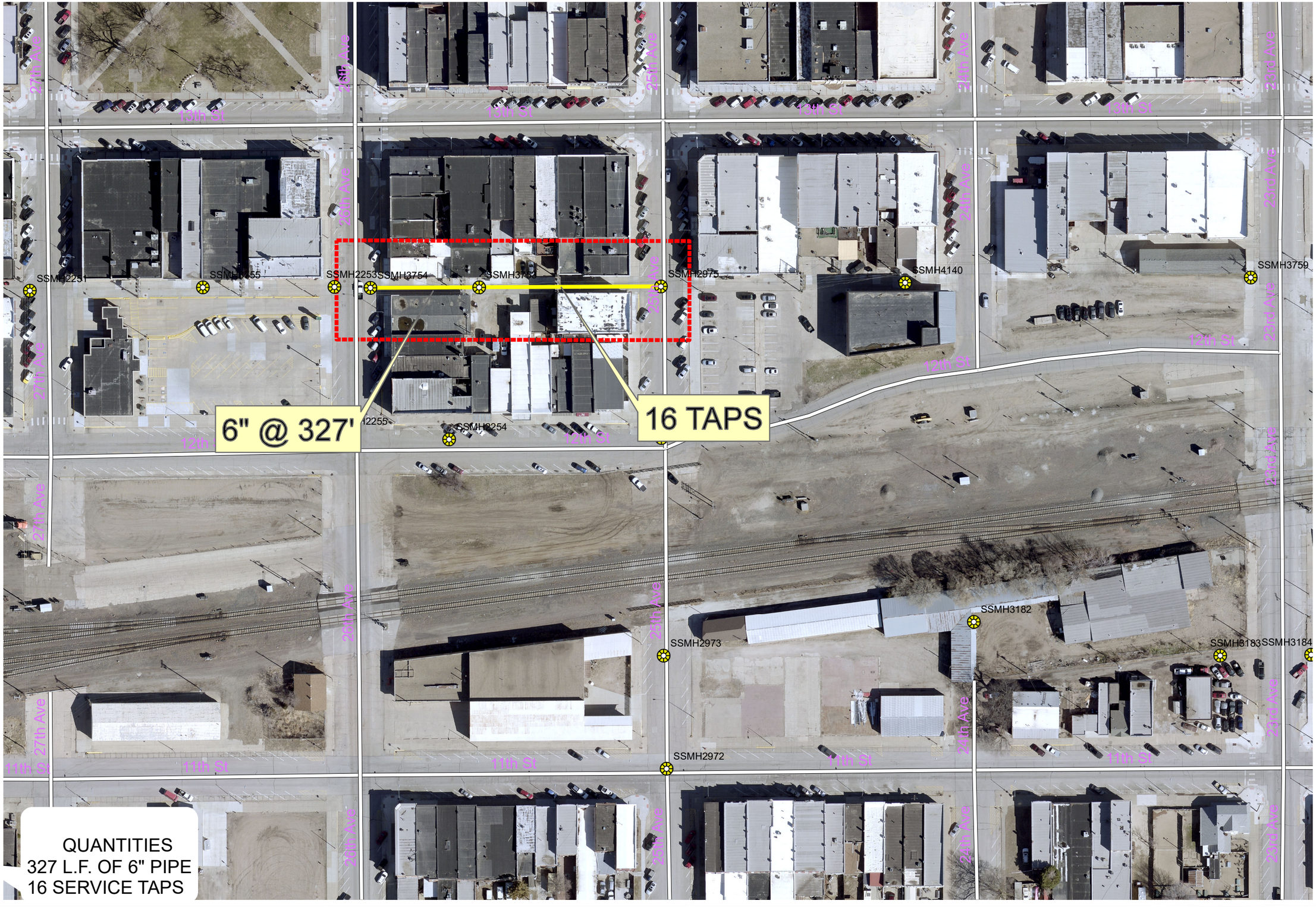
SCALE IN FEET

SANITARY SEWER
REHABILITATION 2026

DRN BY BLI
DATE 3/11/2026
REV No.
CIP No.

Nebraska 811
Know what's below. Call before you dig.

SHEET 2



QUANTITIES
327 L.F. OF 6" PIPE
16 SERVICE TAPS

Professional Civil Engineer
Richard J. Boggs
3/16/2026

REVISIONS

THE CITY OF COLUMBUS NEBRASKA
ENGINEERING DEPARTMENT
(402) 562-4309

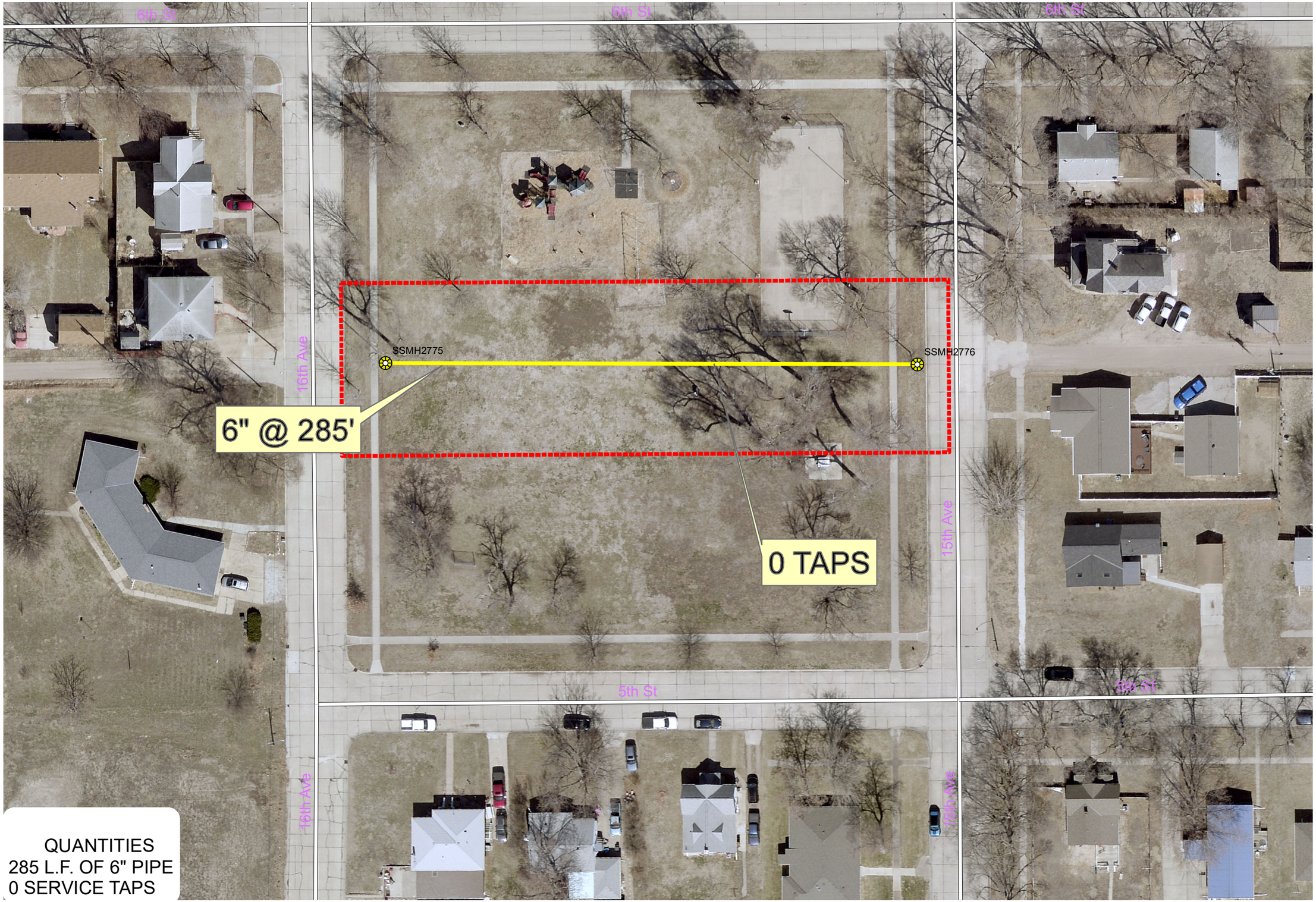
SCALE IN FEET
XXX
XX
X

SANITARY SEWER
REHABILITATION 2026

DRN BY BLI
DATE 3/11/2026
REV No.
CIP No.

Nebraska 811
Know what's below. Call before you dig.

SHEET 3



QUANTITIES
285 L.F. OF 6" PIPE
0 SERVICE TAPS

3/15/2026

REVISIONS

THE CITY OF COLUMBUS NEBRASKA
ENGINEERING DEPARTMENT
(402) 562-4309

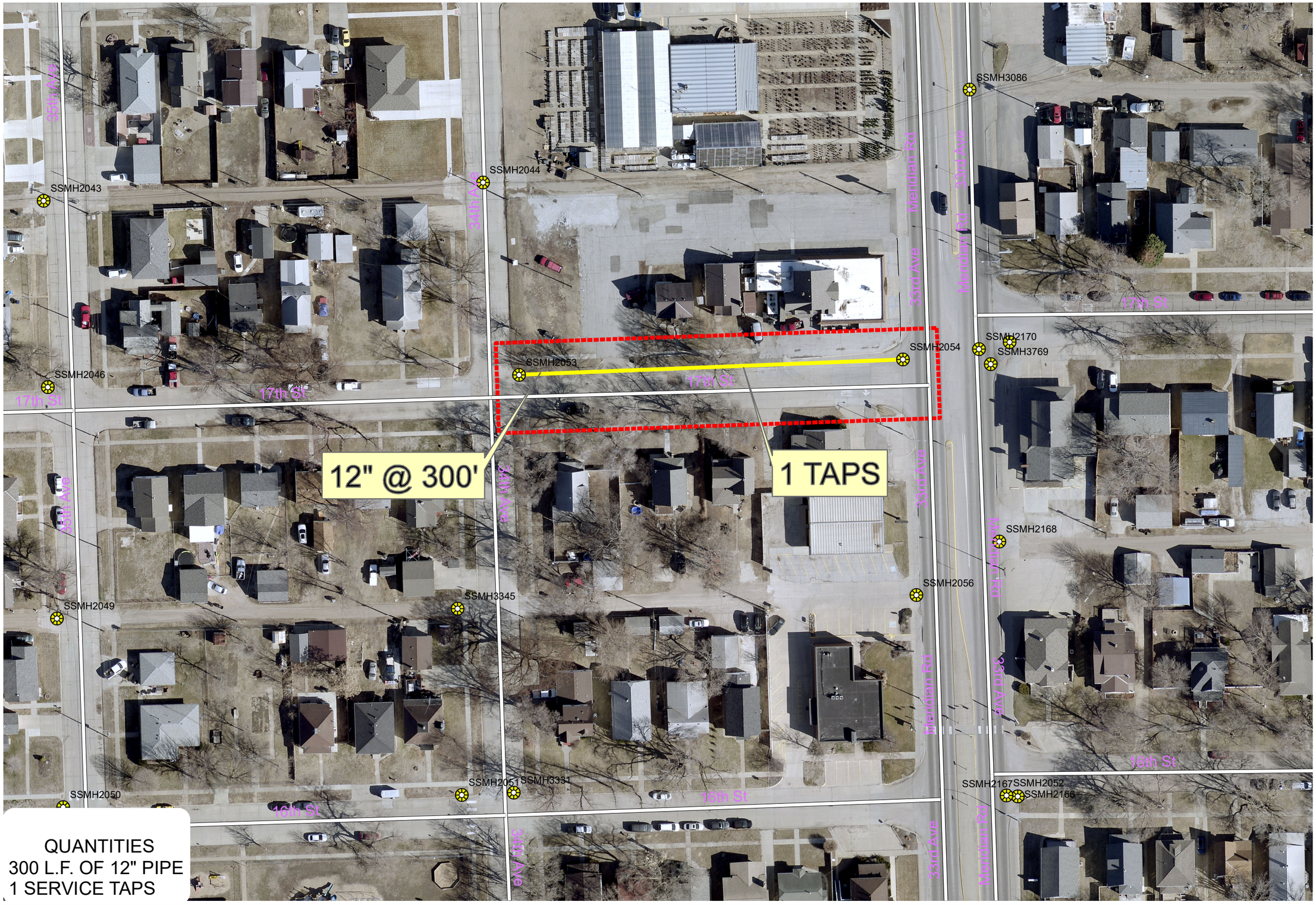
SCALE IN FEET

SANITARY SEWER REHABILITATION 2026

DRN BY BLI
DATE 3/11/2026
REV No.
CIP No.

Nebraska811 Know what's below. 811 before you dig.

SHEET 4



QUANTITIES
300 L.F. OF 12" PIPE
1 SERVICE TAPS

Professional Civil Engineer
Richard J. Boger
E-8235
3/16/2026

REVISIONS

THE CITY OF COLUMBUS NEBRASKA
ENGINEERING DEPARTMENT
(402)-562-4309

SCALE IN FEET

SANITARY SEWER
REHABILITATION 2026

DRN BY BLI
DATE 3/11/2026
REV No.
CIP No.

Nebraska 811
Know what's below. Call before you dig.

SHEET 5

3/16/2026

REVISIONS

THE CITY OF COLUMBUS NEBRASKA
ENGINEERING DEPARTMENT
(402) 562-4309

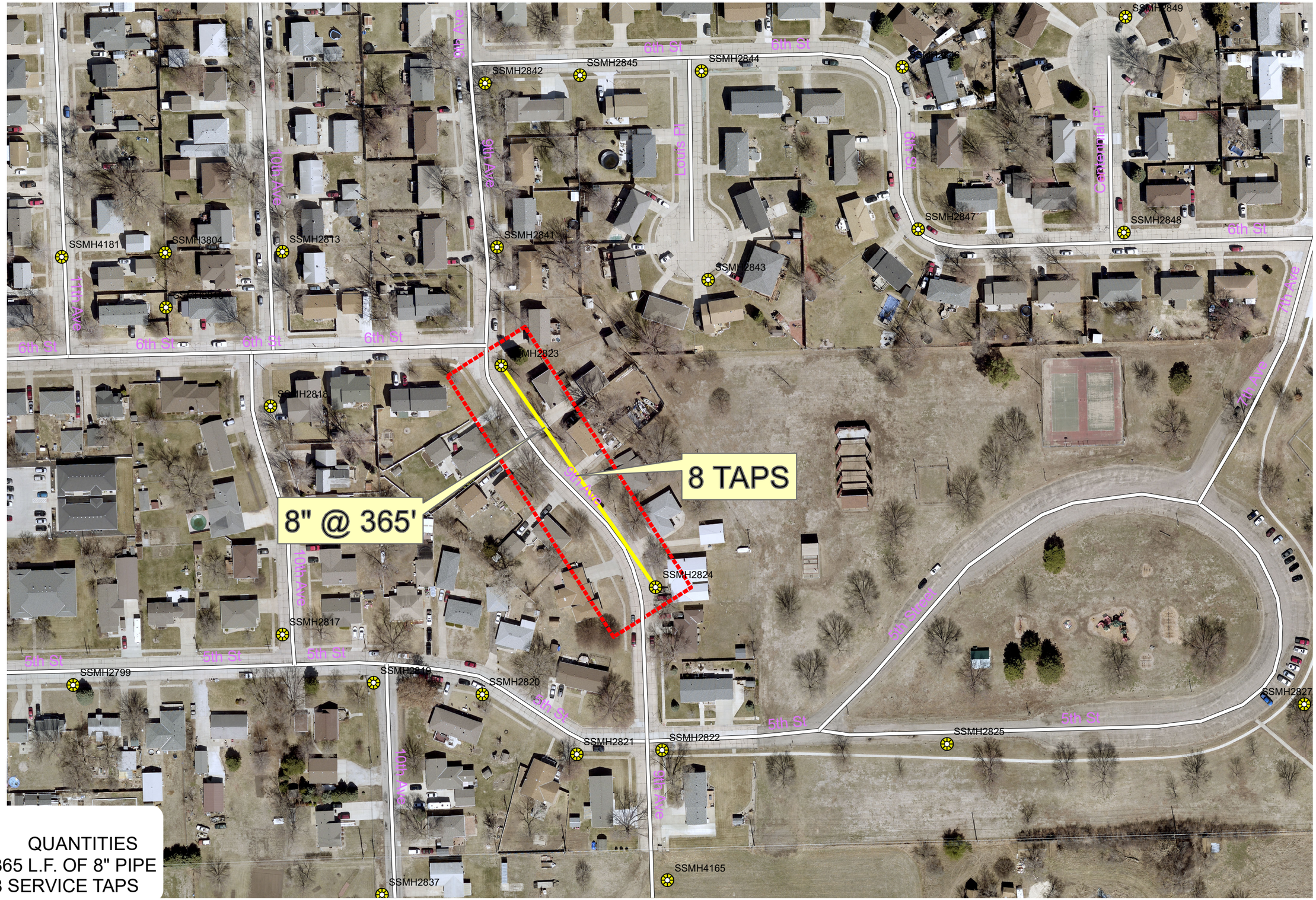
SCALE IN FEET

SANITARY SEWER REHABILITATION 2026

DRN BY BLI
DATE 3/11/2026
REV No.
CIP No.

Nebraska 811 Know what's below. Call before you dig.

SHEET 6



QUANTITIES
365 L.F. OF 8" PIPE
8 SERVICE TAPS

Professional Civil Engineer
BRIANNE L. IMMEL
BOGUS
E-8225
3/16/2026

REVISIONS

CITY OF COLUMBUS NEBRASKA
ENGINEERING DEPARTMENT
(402)-562-4309

SCALE IN FEET

SANITARY SEWER
REHABILITATION 2026

DRN BY BLI
DATE 3/11/2026
REV No.
CIP No.

Nebraska 811
Know what's below. Call before you dig.

SHEET 8

QUANTITIES
288 L.F. OF 6" PIPE
12 SERVICE TAPS

Richard L. Bolton
PROFESSIONAL CIVIL ENGINEER
RICHARD L. BOLTON
E-8235
COMPANY NAME
3/16/2026

REVISIONS

THE CITY OF COLUMBUS NEBRASKA
ENGINEERING DEPARTMENT
(402)-562-4309

SCALE IN FEET

SANITARY SEWER
REHABILITATION 2026

DRN BY BLI
DATE 3/11/2026
REV No.
CIP No.

Nebraska 811
Know what's below. Call before you dig.

SHEET 9

QUANTITIES
344 L.F. OF 6" PIPE
10 SERVICE TAPS

Richard J. Beier
3/15/2026

REVISIONS

THE CITY OF COLUMBUS NEBRASKA
ENGINEERING DEPARTMENT
(402) 562-4309

SCALE IN FEET

SANITARY SEWER REHABILITATION 2026

DRN BY BLI
DATE 3/11/2026
REV No.
CIP No.

Nebraska 811 Know what's below. Call before you dig.

SHEET 10

13.D. Comments from mayor and city council members.

14. **RESOLUTIONS**

14.A. Resolution No. R26-45 approving and accepting permanent utility and access easement with Meadow Ridge Properties, LLC located at 34th Street west of 53rd Avenue.

DRAFT

RESOLUTION NO. R26-45

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF COLUMBUS, NEBRASKA, APPROVING AND ACCEPTING PERMANENT UTILITY AND ACCESS EASEMENT AGREEMENT WITH MEADOW RIDGE PROPERTIES, LLC, LOCATED IN PART OF NW1/4 NE1/4 OF SECTION 14, TOWNSHIP 17 NORTH, RANGE 1 WEST OF THE 6TH P.M., PLATTE COUNTY, NEBRASKA, A COPY OF WHICH IS ATTACHED HERETO AND INCORPORATED HEREIN; AND TO REPEAL ALL RESOLUTIONS OR PORTIONS THEREOF IN CONFLICT HEREWITH.

BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF COLUMBUS, NEBRASKA, that the permanent utility and access easement agreement with Meadow Ridge Properties, LLC, located in part of NW1/4 NE1/4 of Section 14, Township 17 North, Range 1 West of the 6th P.M., Platte County, Nebraska, as stated in the Easement Agreement, attached hereto, and incorporated herein by this reference and executed by Meadow Ridge Properties, LLC, be approved and accepted by the City of Columbus, Nebraska.

This resolution shall repeal all resolutions or portions thereof in conflict herewith.

INTRODUCED BY COUNCIL MEMBER _____

PASSED AND ADOPTED THIS ____ DAY OF _____, 2026.

_____
MAYOR

ATTEST:

_____
CITY CLERK

APPROVED AS TO FORM:

_____
CITY ATTORNEY

14.B. Resolution No. R26-46 approving five-year contract with Digital-Ally in the total amount of $227,809.50 for body-worn and in-car camera service.

DRAFT

RESOLUTION NO. R26-46

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF COLUMBUS, NEBRASKA, APPROVING FIVE-YEAR CONTRACT WITH DIGITAL-ALLY IN THE TOTAL AMOUNT OF $227,809.50 FOR BODY-WORN AND IN-CAR CAMERA SERVICE; A COPY OF WHICH IS ATTACHED HERETO AND INCORPORATED HEREIN.

WHEREAS, the City desires to extend its contract with Digital-Ally for body-worn and in-car camera service for five additional years; and

WHEREAS, the City utilized Digital-Ally body-worn and in-car camera systems under a five-year lease-to-own agreement; and

WHEREAS, the agreement concludes in 2026 and the City will take ownership of the camera equipment; however, the replacement warranty and cloud-based storage for all recorded video will expire upon such ownership; and

WHEREAS, Digital-Ally is the only vendor fully compatible with the camera equipment and extension of the service agreement will insure continuity of operations, evidence retention, and equipment reliability.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF COLUMBUS, NEBRASKA that the five-year contract with Digital-Ally in the total amount of $227,809.50 for body-worn and in-car camera service, a copy of which is attached hereto and incorporated herein by this reference, is hereby approved.

This resolution shall repeal all resolutions or portions thereof in conflict herewith.

INTRODUCED BY COUNCIL MEMBER _____

PASSED AND ADOPTED THIS ____ DAY OF _____, 2026.

_____
MAYOR

ATTEST:

_____
CITY CLERK

APPROVED AS TO FORM:

_____
CITY ATTORNEY

Video Solution Subscription Program

Contract Creation Date : 03/9/2026

Account:	Bill To:	Ship To:
COLNE1 Columbus Police Department Doug Molczyk 2419 14th Street Columbus, NE 68601	Columbus Police Department Accounts Payable 2419 14th Street Columbus, NE 68601	Columbus Police Department Doug Molczyk 2419 14th Street Columbus, NE 68601

The Terms of The Quote Are Incorporated Into This Contract.

Quote#_QUO-05422-W9W7P6

*** Purchasing Upfront - Project Total for 5% Discount / Customer Loyalty Discount**

Annual Subscription Breakdown:

(1st Year Includes Hardware, Licenses, and Freight)

1st Year=$ 46,313.90

2nd Year=$ 45,373.90

3rd Year=$ 45,373.90

4th Year=$ 45,373.90

5th Year=$ 45,373.90

5-Year Total = $ 227,809.50

This Contract is Effective Only if Signed Within 30 Days of the Creation Date!

Length of Agreement -- 60 Months (5 year) **Billing Frequency -- ☒ annually**

Pmt due – Net 30 Terms from Fulfillment

Initial Pmt Amt: $227,809.50 due Net 30

VIDEO SOLUTIONS SUBSCRIPTION PROGRAM STANDARD TERMS AND CONDITIONS

The Video Solutions Subscription Program Quotation ("**Quotation**") attached hereto will be subject to and governed by the following Standard Terms and Conditions ("**Agreement**") if and when such Quotation is accepted and agreed to by Customer ("**Customer**" or "**you**") and Digital Ally, Inc. ("**Digital Ally**" or "**we**").

1. The VUVAULT.COM®, FleetVu-Manager™, and/or the evo.VuVault®.com programs (each a "**Program**" herein) are designed to be event recording programs offered by Digital Ally that use an Internet-based software application, including cloud storage capabilities, powered and/or owned by Digital Ally and/or its designated cloud service provider(s). Digital Ally's event recording hardware ("**Equipment**") leased or purchased as part of the Program pursuant to this Agreement is intended to collect and record events chosen by each customer. Under the Program design, the data, when recorded by firmware in the Equipment, is transmitted to, and stored on, cloud servers pursuant to the terms of this Agreement, based upon options selected by the customer ("**Subscription Plan**"), utilizing the internet to access each customer's account on the Digital Ally website ("**Website Account**"). Your Quotation will show the Subscription Plan you have selected, which includes the amount of cloud-based storage in your Subscription Plan. With the Program, you will be charged a "**Subscription Fee**" for the goods and services included in the Subscription Plan you have selected, which will be available for customers to deploy in accordance with the terms of this Agreement.

2. Digital Ally leases or sells, as applicable, the Equipment to Customer, and Customer leases or buys the Equipment from Digital Ally, in each case on the terms, and subject to the conditions, described in this Agreement. Customer will use the Equipment solely as permitted herein, in a careful and proper manner, in full compliance with all applicable laws and regulations.

3. Digital Ally hereby provides a limited license to Customer to utilize the Website Account, Digital Ally software and services, and Subscription Plan as described herein, subject to our Website Services and Cloud Storage License Agreement ("**License**") which is published by Digital Ally on the Digital Ally Website and which License is hereby incorporated into this Agreement. Licensee shall use the Software and Services (as defined in the License), the Equipment, and the Subscription, in a careful and proper manner, in full compliance with all applicable laws and regulations, including those dealing with the use, purchase and distribution of the Subscription components, including the Software, Services, and Equipment (collectively, "**Components**"). Customer agrees at all times to comply with all United States laws or regulations, as they may exist from time to time, regarding export licenses or the control or regulation of exportation or re-exportation of products or technical data sold or supplied to Customer. Without limiting the generality of the foregoing, Customer specifically agrees not to resell any Components leased or purchased hereunder to any party, if such a sale would constitute a violation of any laws or regulations of the United States. In conformity with the FCPA, Customer represents and warrants that neither Customer, nor any of its directors or any of its members, managers, officers, employees, or agents is an official agent, or employee of any foreign government or governmental agency or political party. Customer agrees to promptly notify Digital Ally of the occurrence of any event which would render the foregoing representation and warranty incorrect or misleading. In addition, Customer will at all times comply with all applicable laws of the United States concerning foreign corrupt practices or which in any manner prohibits the giving of anything of value to any official, agents or employee of any government, governmental agency, political party or any officer, employee, or agent thereof. Unless a specific provision of the License contains a different or superseding term regarding the Software and Services (in which case that provision shall apply to the Software and Services only), the general provisions of this Agreement apply equally to the License.

4. Customer will pay Digital Ally the Total Payment Amount at the time and manner set forth in the Quotation (including the Subscription Fee) without deduction or set-off. The Total Payment Amount must be paid to Digital Ally at the address noted on the Quotation unless a different method of payment is set forth in the Quotation. In the event Customer fails to make any part of the Total Payment Amount when due, Digital Ally may assess a late charge equal to 1 ½% per month of the amount past due, or the highest rate then permitted by law, whichever is less, in addition to Digital Ally's other rights under this Agreement. Customer must also reimburse Digital Ally for its costs incurred (including internal administrative expenses and reasonable attorneys' fees) in the collection of all past due payments comprising the Total Payment Amount.

5. Customer acknowledges that the Equipment is, and at all times will remain during the Term designated in the Quotation ("**Term**"), the sole and exclusive property of Digital Ally, unless and until the Equipment is paid in full.

Customer agrees, at any time to do or cause to be done, all acts, and to execute and deliver, all such documents as may be reasonably requested in order to protect Digital Ally's ownership interest in the Equipment during the Term, including the filing of financing statements as necessary to perfect its interest. After payment of the Total Payment Amount at the expiration of the Term ("**Expiration**") or earlier, Customer will own the Equipment, however, if this Agreement is terminated for any reason prior to full payment for the Equipment, all Equipment will be returned to Digital Ally at the Customer's cost. Furthermore, upon Expiration or termination of the Term, Customer will discontinue its utilization of and relinquish its use of the License, and all of its rights and access to the Digital Ally Website and Program Software and services.

6. "**Customer Information**" is the content which Customer transmits to its Program Account, including the audio and video transmissions and meta data recorded by Customer on Digital Ally's event recording hardware. Customer Information is Customer's exclusive property, including any related intellectual property rights. Customer is solely responsible for (i) the development, maintenance, use, and retention of its Customer Information; (ii) preserving and backing up Customer Information during and beyond the Term; (iii) complying with the terms of this Agreement and all applicable laws, including copyright laws and import and export control laws and regulations, (iv) any claims relating to its Customer Information and its use, including claims by third parties; and (v) for insuring that Customer or its licensors own all right, title, and interest in and to the Customer Information. Customer agrees to be solely responsible for, and to adhere to, reasonable retention practices suitable to its business and/or government needs and requirements and will adhere to state statute of limitations before for deleting Customer Information. Metadata is proprietary to Digital Ally, and Customer understands that any metadata contained in the Customer Information will not be accessible to Customer without VUVAULT.COM®, FleetVu-Manager™, and/or the evo.VuVault®.com programs that permit Customer access to Digital Ally's Internet based back- office storage solution, whether during or after the Term. If Customer wishes to continue to access the metadata in its Customer Information for archival purposes, as there is no viewer software recorder available, Customer may continue to subscribe to VUVAULT.COM®, FleetVu-Manager™, and/or the evo.VuVault®.com programs as its video retention solution, subject to the terms and conditions of this Agreement.

7. Upon expiration or termination of the Subscription, or at such other time agreed to by Digital Ally, if Customer requests that Digital Ally provide assistance to Customer in downloading its audio and video files onto a Customer Device in MP4 format ("**Download Assistance**"), Digital Ally may provide such assistance for an additional fee, which will be quoted at the time of the request, unless earlier quoted. The files that may be downloaded (to the extent accessible) with this Download Assistance will be the files as originally configured. Metadata will be included in the data download, but Customer will not be able to interpret the metadata without a Program Subscription. Customer created segmented and redacted video may be available using this process but Customer notes and information from customer's "cases" section will not be available. The Download Assistance offered hereunder may be provided to Customer in Digital Ally's discretion and in accordance with Digital Ally's then current Statement of Work terms. Any Download Assistance that Digital Ally agrees to provide to Customer shall be provided on an "***As Is***" and "***As Available***" basis. **DIGITAL ALLY MAKES, AND CUSTOMER RECEIVES, NO WARRANTIES, REPRESENTATIONS, OR GUARANTEES OF ANY KIND ARISING FROM OR RELATING TO ANY DOWNLOAD ASSISTANCE, OR RESULTS INVOLVED THEREUNDER, WHETHER EXPRESS, IMPLIED, STATUTORY, OR IN ANY COMMUNICATION WITH CUSTOMER, AND DIGITAL ALLY SPECIFICALLY DISCLAIMS ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE OR ARISING FROM USAGE OF TRADE OR COURSE OF DEALING OR PERFORMANCE.** Once Customer Information (including video) is transferred to Customer, Customer is solely responsible for the integrity and long-term storage of the Customer Information, as well as all matters relating to chain of custody of such transferred Customer Information. The Customer Information Download, if supplied hereunder, will be an MP4 file, of a type that can be played on a media player/VLC, unless other playback options are separately negotiated by Customer and Digital Ally at the time of service, at additional cost to be determined at the time. Once Customer Information is transferred to Customer via a Download pursuant to this Paragraph, Digital Ally will keep a backup of the Customer Information for seven (7) days or until Digital Ally verifies that Customer has received the Customer Information backup, whichever time period is shorter, after which such Customer Information will be permanently removed from the Program storage solution, unless a court order prevents the deletion. Unless download assistance is requested pursuant to this Section, Customer Information at termination shall be available as provided in Section 15 of the License.

8. If Customer fails to pay any amounts due under this Agreement when due, and fails to cure such payment breach within 10 days after Digital Ally's written notice to Customer concerning such breach, or if Customer is otherwise in breach of this Agreement, including without limitation pursuant to Section 13, then Digital Ally may take any one or more of the following actions, in its sole discretion: (a) declare the aggregate Total Payment Amount due during the Term to be immediately due and payable upon written notice to Customer, (b) sue for and recover the Total Payment Amount due during the Term and other amounts then or thereafter owing to Digital Ally under this Agreement, (c) if the Equipment is not fully paid for, take possession of the Equipment, without demand or notice to Customer, wherever it is located, without any court order or other process of law (Customer waives all damages occasioned by such repossession), (d) terminate this Agreement, (e) disallow access to and utilization of the Digital Ally Website and/or Subscription services, and (f) pursue any other remedy available at law or in equity. Notwithstanding any repossession or any other action that Digital Ally may take, Customer will be and remain liable for the full performance of its obligations under this Agreement. All of Digital Ally's remedies are cumulative and may be exercised concurrently or separately.

9. Customer must keep the Equipment and other Components free and clear of all liens until fully paid for. Customer must report and pay when due all license and registration fees, assessments, sales use and property taxes, and other taxes, fees and governmental charges similar or dissimilar to the foregoing, arising out of the possession, use or operation of the Components during the Term, together with any penalties or interest, that are imposed by any federal, state or local government or any agency, or department thereof, upon either the Components or the use, operation or leasing of the Components during the Term, and whether or not assessed against or in the name of Customer or Digital Ally.

10. Digital Ally will use commercially reasonable efforts to comply with Customer's shipping instructions. Unless otherwise stated by Digital Ally in a Quotation, all shipments will be F.O.B. Destination, with shipping costs and insurance fees, if any, to be paid by Customer and included in Digital Ally's invoice to Customer. If Customer's shipping account is utilized, such shipments will be shipped F.O.B. Origin. Digital Ally is not responsible for any duty or customs fees and Customer may be invoiced separately for these charges.

11. Purchased Equipment and other purchased Components will be deemed accepted upon the earlier of Customer's formal acceptance of the Components or the expiration of 30 days from delivery of the Components ("**Acceptance of the Components**"). If Customer discovers upon initial inspection of the Components that (a) some or all of the Components are defective or (b) that the Components delivered do not conform to Customer's order, Customer must promptly notify Digital Ally of its rejection of the Components within 30 days from the delivery date, after which notice Digital Ally shall have a reasonable opportunity to cure any non-conformance with Customer's order. Claims for shortages in shipment or claims for damage to Components during shipping will not be considered unless written notice is given to Digital Ally within 10 days from date of receipt of the Components. All Components must be inspected prior to disposing of packaging materials, with packing materials to be maintained if there is a claim for damage during shipping.

12. Digital Ally will not be liable to Customer for any loss, damage, delay, or failure of delivery resulting from causes that are beyond Digital Ally's reasonable control, including those delays arising from product manufacture and shipping (each, a "**force majeure**").

13. During the Term, Customer will not be liable for any cost of repairs or replacement of the Equipment pursuant to the Warranty, unless repairs or the need to replace the Equipment is a result of abuse, accident, unauthorized use, or destruction while in the possession of the Customer.

14. Customer assumes, and will bear all risk of loss or damage to the Components from the date of delivery. Customer will carry insurance against loss or damage by fire, theft, explosion, and all other hazards and risks ordinarily subject to extended coverage insurance for the full fair replacement value of the Components. Customer assumes all responsibility for its use of, and the results of using, the Equipment, Software, and Services delivered as part of the Subscription.

15. Termination or expiration of this Agreement will not relieve either party of obligations that by their nature or terms survive such termination or Expiration, including but not limited to, obligation to make all payments that have or will become due under this Agreement, and the obligations in Sections 8, 14, 15, 16, 17, 18, 19, and 20 of the Agreement.

16. If Digital Ally learns: (i) that the Software, Services, or Equipment are being used by anyone without authorization; (ii) that the Software, Services, or Equipment are being used for any unauthorized purpose; (iii) if Customer breaches its obligation to protect Digital Ally's Confidential Information or engages in an act prohibited under this the Agreement or the License, or (iv) if use of the Software, Services, or Equipment violates applicable law, Digital Ally may immediately and without notice of any kind, at its option, temporarily suspend Customer's access to the Software, Services, and Equipment, or may terminate the Agreement and License, and in either case, may exercise all of its legal and equitable rights and remedies for such breaches, including without limitation Digital Ally's rights and remedies set forth in Section 8. Subject to the foregoing and to Section 8, this Agreement may be terminated: (i) by either party on thirty (30) days written notice ("**Notice Period**") to the other party following a material breach of the Agreement or License if the other party fails to cure such breach during the Notice Period. Digital Ally, by written notice, may terminate the Agreement and License any time, in whole or in part, without cause and/or for its convenience, and such termination shall not constitute a default. In such event, Digital Ally shall be entitled to payment for the Subscription Plan in effect up to the time of said termination, and Digital Ally shall return to Customer any advance payments made for such Subscription Plan. With at least 60 days written notice, Customer may terminate this Agreement any time, in whole or in part, without cause, and such termination shall not constitute a default, so long as Customer completes its payments due under this Agreement for the Services during the then current Term, including for its then current Cloud Storage Plan and Options, and also fulfills its surviving obligations hereunder. Upon termination of the Agreement and License for any reason by either party, Customer Information at termination shall be available as provided in Section 15 of the License; Digital Ally is not obligated to otherwise maintain Customer's information contained in Customer's Website Account unless required by a court, or other government entity, with jurisdiction over this Agreement. Upon termination of the Agreement and License for any reason by either party, and other than as expressly provided herein or in the License, Customer shall immediately cease use of the Services, and the Software, and any Equipment not yet paid for, and at Digital Ally's expense, return to Digital Ally all Confidential Information (as defined in the License), including all copies thereof, then in its possession or custody or control, and certify in writing as to such action.

17. Unless you are a government agency located in the United States and are prohibited by applicable law from indemnifying Digital Ally, to the fullest extent permitted by applicable law, Customer will defend, indemnify, and hold harmless Digital Ally, its directors, officers, shareholders, agents, employees, successors and assigns (collectively, the "**Indemnified Parties**"), from and against any third party claims for damages, losses, costs, and expenses (including reasonable attorneys' fees) arising out of or relating to: (i) Customer's use of the Equipment, Software, and Services leased and/or licensed under this Agreement and the License, including any claim that Customer or its agents, employees, or authorized users used the Equipment, Software, or Services for unauthorized or illegal monitoring, or negligently; (ii) any breach by Customer of this Agreement or the License, including engaging in any prohibited conduct hereunder or thereunder; or (iii) Customer's breach or violation of applicable law.

18. **UNDER NO CIRCUMSTANCES WILL DIGITAL ALLY OR ITS SUBSIDIARIES, AND THEIR RESPECTIVE OFFICERS, DIRECTORS, EMPLOYEES, AGENTS, SUCCESSORS, ASSIGNS, SHAREHOLDERS, MEMBERS, SUBCONTRACTORS OR LICENSORS (COLLECTIVELY, THE DIGITAL ALLY PARTIES"), BE LIABLE FOR ANY INDIRECT, INCIDENTAL, CONSEQUENTIAL, SPECIAL OR PUNITIVE DAMAGES, OR FOR LOSS OF PROFITS, REVENUE, TIME, OPPORTUNITY OR DATA, WHETHER IN AN ACTION IN CONTRACT, TORT, PRODUCT LIABILITY, STATUTE, EQUITY OR OTHERWISE, EVEN IF ADVISED OF THE POSSIBILITY OF THOSE DAMAGES. UNDER NO CIRCUMSTANCES WILL DIGITAL ALLY OR THE DIGITAL ALLY PARTIES' CUMULATIVE LIABILITY UNDER THIS AGREEMENT EXCEED THE AMOUNT PAID BY CUSTOMER TO DIGITAL ALLY DURING THE SIX (6) MONTHS IMMEDIATELY PRECEDING THE EARLIEST EVENT GIVING RISE TO THE DAMAGES. EACH CLAUSE OF THIS SECTION IS SEPARATE FROM THE OTHERS AND FROM THE REMEDY LIMITATIONS AND EXCLUSIONS ELSEWHERE IN THIS AGREEMENT AND WILL APPLY NOTWITHSTANDING ANY FAILURE OF ESSENTIAL PURPOSE OF A REMEDY OR TERMINATION OF THIS AGREEMENT.**

19. **Limited Warranty; Warranty Disclaimer.** Digital Ally's Equipment and Software will be repaired, replaced, or upgraded, in the discretion of Digital Ally, at Digital Ally's premises during the Term in accordance with the Limited Warranty pertaining to the Equipment, attached hereto, and in accordance with the License pertaining to the Software and Website services provided by Digital Ally as part of the Subscription ("**Warranty**"). Customer shall be responsible for the installation of any such repaired, replaced or upgraded Equipment or Software, at Customer's expense. **EXCEPT AS EXPRESSLY SET FORTH IN THIS SECTION, DIGITAL ALLY MAKES NO OTHER WARRANTIES AND DISCLAIMS ALL WARRANTIES, WHETHER EXPRESS, IMPLIED, STATUTORY, OR OTHERWISE, INCLUDING ANY WARRANTIES OF MERCHANTABILITY, NON-INFRINGEMENT, FITNESS FOR A PARTICULAR PURPOSE, AND WARRANTIES IMPLIED FROM A COURSE OF DEALING, COURSE OF PERFORMANCE OR USAGE OF TRADE. DIGITAL ALLY DOES NOT WARRANT THAT THE EQUIPMENT, SOFTWARE, SERVICES, OR ANY GOODS, SERVICES, OR DELIVERABLES PROVIDED HEREUNDER WILL OPERATE UNINTERRUPTED OR ERROR FREE OR ACHIEVE ANY INTENDED RESULTS.**

20. This Agreement shall be governed by and construed in accordance with the laws of the State of Kansas without regard to its choice of law principles. Any action arising from or relating to this Agreement must be brought in the District Court of Johnson County, Kansas (and its appellate courts) or in the U.S. District Court for the District of Kansas (and its appellate courts), and the parties hereby irrevocably consent to the exclusive jurisdiction of, and venue in, such courts. Each party irrevocably and unconditionally waives any right it may have to a trial by jury in respect of any legal action arising out of or relating to this Agreement or the transactions contemplated hereby.

21. If Customer's Subscription includes participation in Digital Ally's Advance Exchange Equipment Program on Digital Ally hardware, offered in conjunction with the Warranty, during the term of the Warranty, Digital Ally will send Customer the replacement Equipment replaced pursuant to the terms of the Warranty in advance of receiving the Equipment Digital Ally has agreed in writing to replace for Customer ("**Replaced Equipment**"). In such case, Customer expressly understands, accepts, and agrees that: (i) Customer is solely responsible for both the removal and preservation of the data previously stored on, or gathered in connection with, the Replaced Equipment; (ii) Customer will follow all Digital Ally and carrier shipping rules in returning the Replaced Equipment to Digital Ally; (iii) the return of the Replaced Equipment is final, and that by participating in the Advance Exchange Program, ownership of the Replaced Equipment is transferred irrevocably to Digital Ally immediately; (iv) the Replaced Equipment will not be returned to Customer under any circumstances, and Customer is irrevocably transferring the Replaced Equipment to Digital Ally with no possibility of return; (v) Customer is giving Digital Ally permission to destroy, utilize, re-sell, lease, or dispose of the Replaced Equipment in Digital Ally's sole discretion; and (vi) Customer will ship the Replaced Equipment back to Digital Ally within thirty (30) days of Customer's receiving Customer's replacement. If Customer fail to return the Replaced Equipment to Digital Ally within such thirty (30) day period, Digital Ally may, in its sole discretion, immediately suspend Customer's participation in the Advance Exchange Program for such breach, until Customer either: (i) returns the Replaced Equipment to Digital Ally; or (ii) pays to Digital Ally the purchase price of the new Equipment that was sent to replace the Replaced Product. If Customer fails to return the Replaced Equipment to Digital Ally for a period exceeding ninety (90) days, Digital Ally may, in its sole discretion, immediately terminate Customer's participation in the Advance Exchange Program, with no further opportunity to cure the breach, as well as remaining obligated to pay to Digital Ally the purchase price of the new Equipment that was sent to replace the Replaced Product. When returning the Replaced Equipment, Customer must return all parts and accessories comprising of the Replaced Equipment, exclusive of wiring, or Customer will be responsible for payment of that part of the Replaced Equipment not returned, which will be charged on a pro-rata basis in accordance with the value that Digital Ally in its discretion assigns to the parts and accessories not returned.

22. If Digital Ally agrees in writing to accept the return of previously purchased Equipment from Customer and offers Customer an Equipment credit memo ("**Credit Memo**") in exchange thereof to be applied to a future purchase by Customer from Digital Ally ("**Credit Memo Program**"), the Credit Memo Program is subject to the following additional rules. Customer expressly understand, accept and agree that: (i) Customer are solely responsible for both the removal and preservation of the data previously stored on, or gathered in connection with, the products and equipment being traded ("**Traded Equipment**"); (ii) Customer will follow all Digital Ally and carrier shipping rules in returning the Traded Equipment to Digital Ally; (iii) the trade-in transaction described in this section is final and that by Customer's accepting the Credit Memo Program, ownership of Traded Equipment is transferred irrevocably to Digital

Ally immediately, the Traded Equipment will not be returned to Customer under any circumstances, and Customer are irrevocably transferring the Traded Equipment to Digital Ally with no possibility of return; and (iv) Customer are giving Digital Ally permission to destroy, utilize, re-sell, lease, or dispose of the Traded Equipment in Digital Ally's sole discretion. No Credit Memo will be issued to Customer in advance of the receipt by Digital Ally of the Traded Equipment, and Customer agrees and acknowledged that the Credit Memo cannot be exchanged for cash, cannot be transferred, nor can it be applied to anything other than a future purchase by Customer from Digital Ally. When returning the Traded Equipment, Customer must further comply with all return shipping requirements set forth by Digital Ally in writing in order to receive the Credit Memo.

23. Any cause of action or claim Customer may have arising out of or relating to this Agreement must be commenced within one (1) year after the cause of action accrues, otherwise, such cause of action or claim is permanently barred.

24. This Agreement and the agreements and policies referenced herein, including the License, Digital Ally Website Terms Of Use, Privacy Policy, the Quotation, Digital Ally sales invoices, and the Warranty (collectively, the "**Program Documents**"), constitute the entire agreement and understanding of the parties with respect to the transactions contemplated under this Program, and supersedes all prior agreements, arrangements and understandings of the parties, whether written or verbal, with respect to the subject matter of this Agreement. This Agreement may not be amended, supplemented, or otherwise modified (including any waiver of a right, power, or privilege) except in a writing executed by Digital Ally and Customer. If any provision of the Agreement or License is deemed illegal or otherwise unenforceable, that provision shall be severed and the remainder of the Agreement or License shall remain in full force and effect if the essential provisions of such Program Document remains valid, legal and enforceable. The waiver of any breach, right, or election of any remedy in one instance, by either party, shall not affect, nor constitute a waiver of, any breach, rights, or remedies in another instance. A waiver shall be effective only if made in writing and signed by an authorized representative of the party against whom the waiver is sought to be enforced. No failure or delay in exercising any right or remedy or requiring the satisfaction of any condition under this Agreement or the License, and no act, omission, or course of dealing between the parties operates as a waiver or estoppel of any right, remedy, or condition.

25. Customer cannot assign this Agreement or transfer or sublease any of the Components during the Term without Digital Ally's prior written consent. This Agreement will be binding upon, and inure to the benefit of, the successors and permitted assigns of Customer and Digital Ally. Nothing expressed or referred to in this Agreement will be construed to give any person other than the parties to the Agreement any legal or equitable right, remedy or claim under or with respect to this Agreement or any of the Components, except such rights as will inure to a successor or permitted assignee under this Section.

26. This Agreement and the License require that Customer appoint a primary administrator ("**Primary Administrator**") with the technical knowledge necessary to install and perform routine maintenance on the Components, to make firmware updates and fixes, and to perform Component upgrades for and basic troubleshooting on the Components. Unless Customer provides written notice to Digital Ally that another person shall be the Primary Administrator, the person named in the Quotation shall be the Primary Administrator.

27. Any pronoun used in this Agreement shall include the corresponding masculine, feminine and neutered forms. Words of the singular number will be deemed to include the plural number and vice versa, where applicable. The words "include" and "including" shall be deemed to be followed by the phrase "without limitation." The words "herein," "hereof," "hereto," "hereunder," and similar terms shall refer to this Agreement, unless the context otherwise requires. As used in this Agreement, the words "shall" or "will" are intended to be mandatory in nature and the word "may" is intended to be permissive in nature. The references to Paragraphs, Exhibits, Sections, Subsections or Articles are references to the Paragraphs, Exhibits, Sections, Subsections or Articles of this Agreement unless the context otherwise requires. The recitals and exhibits to this Agreement are hereby incorporated into and made a part of this Agreement by this reference. This Agreement shall be deemed drafted equally by all parties, and no construction, presumption or burden of proof shall arise favoring or disfavoring any party by virtue of the authorship of any provision of this Agreement. Digital Ally and Customer are independent contracting parties and nothing in this Agreement shall be deemed to create a partnership, joint venture or agency relationship between them nor does it grant either party any authority to assume or create any obligation on behalf of or in the name of the other party.

28. This Agreement may be executed in several counterparts, all of which together shall constitute one agreement binding on all parties hereto, their successors and permitted assigns, notwithstanding that all the parties have not signed the same counterpart. A signature provided by electronic or facsimile transmission shall constitute a valid signature for the purpose of this Agreement.

29. All notices required or permitted under this Agreement will be in writing and delivered by courier or overnight delivery service, or by certified mail, and in each instance will be deemed given upon receipt. All notices will be sent to the addresses set forth in the Quotation, or to such other address as may be specified by either party to the other in accordance with this section.

30. Customer, and the signatory to this Agreement, warrant and represent to Digital Ally that the person signing below has all authority and capacity necessary to enter into this Agreement and agree to these terms on behalf of Customer.

31. Additional or different terms or conditions proposed by Customer (including any additional or different terms provided in a Customer purchase order) will be void and of no effect unless expressly accepted in writing by Digital Ally. Digital Ally's Program Documents, and any special conditions agreed to in writing and signed by Customer and Digital Ally, are incorporated, and collectively referred to herein as the "**Subscription**", which supersedes and cancels all prior communications between us, whether verbal or written, and constitutes the entire agreement between Customer and Digital Ally unless modified in writing and signed by each party. In the event of a conflict between these Terms and the terms of any special conditions agreed to in writing and signed by Customer and Digital Ally ("**Additional Agreement(s)**"), the terms of those Additional Agreements shall take precedence over these Terms but only with respect to the subject matter or specific purchase to which such Additional Agreement applies. If Customer's purchase includes a license or licenses to permit Customer to use Digital Ally software and services, the terms of the software license(s) provided to Customer by Digital Ally shall apply to such software and services. No provision of these Terms shall be deemed waived, amended, or modified by either party unless such waiver, amendment or modification be in writing signed by the party against whom enforcement of such waiver, amendment or modification is sought. If any provision of these Terms are held to be illegal or unenforceable to any extent, the legality and enforceability of the remainder of these Terms shall not be affected thereby, shall remain in full force and effect, and shall be enforced to the greatest extent permitted by law. Nothing referred to in these Terms will be construed to give any person other than the parties any legal or equitable right, remedy, or claim hereunder. The provisions of the various Program Documents shall, to the extent possible, be interpreted so as to supplement each other and this Agreement and avoid any conflict between and among them. In the event of a conflict between this Agreement on the one hand and the terms and conditions of another Program Document on the other hand, the terms and conditions of this Agreement shall control, unless explicitly stated in such other Program Document.

The parties, through their duly authorized representatives, hereby agree and accept the terms, conditions and obligations described in the Quotation and the above standard terms and conditions and have caused this Agreement to be executed as of the date last set out below.

CUSTOMER:

By: _____

Name: _____

Title: _____

Date: _____

DIGITAL ALLY, INC:

By: _____

Name: _____

Title: _____

Date: _____

LIMITED WARRANTY

The terms of this Limited Warranty ("**Warranty**") are applicable to all Digital Ally, Inc. manufactured hardware products ("**Product(s)**"), and by using the Products, the customer, for itself and its users, purchasing the Products ("**Customer**") agrees to be bound by this Warranty. This Warranty constitutes the entire agreement between Digital Ally, Inc. ("**Digital Ally**") and Digital Ally's Customer concerning the subject matter hereof, superseding all previous representations or understandings, whether oral or written. No person is authorized to give any other warranties or to change this warranty.

Warranty and Procedure:

DIGITAL ALLY WARRANTS THAT THE PRODUCTS WILL BE FREE FROM DEFECTS IN WORKMANSHIP AND MATERIAL FOR A PERIOD OF 12 MONTHS FROM THE DATE OF PURCHASE BY THE ORIGINAL PURCHASER ("WARRANTY PERIOD").

If Digital Ally determines that a Product was or may be defective within the Warranty Period under normal use (as defined in the product installation and user's guide), Digital Ally, in its sole discretion, at no cost to customer, will repair or replace such Product with the same or a like Product, at Digital Ally's premises, as the exclusive remedy for a claim under this Warranty.

Extended warranties on designated Products may be available for purchase at an additional charge, and if Products are covered by a Digital Ally extended warranty, all other terms and conditions of this Limited Warranty shall apply to such extended warranties, except that the 12-month term of this Warranty shall in such cases be replaced with the period of time designated in the extended warranty. By way of example, if a three-year extended warranty is purchased for a Product, the "**Warranty Term**" on that Product will begin on the date of purchase and extend for a three-year period.

To receive coverage under this Warranty, Customer must contact Digital Ally's Product Support department at www.digitalallyinc.com and further selecting the customer portal tab or by telephone at 1-800-440-4947 within the Warranty Period.

Once replaced, the replacement Product shipped by Digital Ally to you ("**Replacement Product**") shall be considered a Product hereunder and shall be covered under this Warranty for the remainder of the Warranty Period covering the Product being replace ("**Replaced Product**"), or for ninety (90) days from the date of delivery of the Replacement Product to Customer, whichever is longer. Replacement Products may be new or manufacturer-certified reconditioned models. If Digital Ally agrees to provide Customer with a Replacement Product, Customer is solely responsible for the removal and preservation of the data previously stored on the Replaced Product; the return of the Replaced Product is final, ownership of the Replaced Product is transferred irrevocably to Digital Ally immediately, and Digital Ally can destroy, utilize, or dispose of the Replaced Product in Digital Ally's sole discretion. Prior to returning a Product to Digital Ally at any time and/or for any reason, including for repair or replacement of a Product under this Warranty, Customer must first obtain a Return Material Authorization ("**RMA**") from Digital Ally's Product Support department. Digital Ally, Inc.'s Product Return Policy & RMA is attached hereto.

Coverage:

This Warranty applies to defects in a Product's internal electronic components, circuitry, cabling, and connectors, as well as the Product's recording capabilities and ability to download data files. This Warranty does not cover Products for the following: (i) normal wear and tear on the Product, consumables, frayed cables or wires, broken connectors, scratched or broken cases, or damage to external parts of the Product; (ii) damage caused by operator abuse, negligence or neglect, or by repairs or modifications not authorized by Digital Ally; (iii) any failure of the Product of any nature due to installation unless installation is provided by Digital Ally pursuant to a Statement of Work; (iv) damage caused by fire, flood, lightning, vandalism, collision, or other events beyond the reasonable control of Digital Ally; and (v) damage from use of the Product in hostile operating environments, or caused by operator's use or storage of the Product in a manner not consistent with the written instructions or manual provided by Digital Ally. Digital Ally reserves the right to charge for repairs to a Product during the Warranty Period made necessary because of any of the foregoing causes at Digital Ally's standard rates for repair of Products not under warranty.

Batteries are consumables and are covered for failure hereunder during the first 90 days following Product purchase only. Digital Ally software is not covered under this Warranty. Refer to the applicable Digital Ally software license agreement for more information regarding Customer's use of Digital Ally software.

It is Customer's responsibility to: (i) properly install and perform routine maintenance on the Products and Product components; (ii) cooperate with Digital Ally in attempting to resolve any problems with the Products using online communications, email, or telephone; (iii) appoint an administrator with the technical knowledge necessary to install and perform routine maintenance on the Products, and perform basic troubleshooting on the Products, and (iv) to comply with all laws regarding the use of the Product, and Customer assumes responsibility for the foregoing.

Limitations:

Digital Ally is not, and shall not be, liable for any damages or personal injuries arising out of or relating to Customer's deployment, use, or misuse of the Products, and Customer assumes the risk from its purchase and use of the Product. Harmful personal contact with a Product might occur in the event of violent maneuvers, collisions, or similar circumstances, even if the Product was properly installed and used, and Digital Ally specifically disclaims any liability therefrom.

THIS WARRANTY IS GIVEN IN LIEU OF ALL OTHER WARRANTIES. THERE ARE NO WARRANTIES, WHETHER EXPRESS, IMPLIED, STATUTORY, WRITTEN, OR ORAL, THAT EXTEND BEYOND THIS WARRANTY. OTHER THAN THIS WARRANTY, ALL EXPRESS AND IMPLIED WARRANTIES ARE DISCLAIMED, INCLUDING, WITHOUT LIMITATION, WARRANTIES OF MERCHANTABILITY, DESIGN, NON-INFRINGEMENT, AND FITNESS FOR A PARTICULAR PURPOSE, WARRANTIES AGAINST HIDDEN OR LATENT DEFECTS, AND WARRANTIES IMPLIED FROM A COURSE OF DEALING, COURSE OF PERFORMANCE OR USAGE OF TRADE. DIGITAL ALLY DOES NOT WARRANT THAT THE PRODUCTS WILL OPERATE UNINTERRUPTED OR ERROR FREE OR ACHIEVE ANY INTENDED RESULT. CUSTOMER EXPRESSLY UNDERSTANDS AND AGREES THAT, TO THE MAXIMUM EXTENT PERMITTED BY APPLICABLE LAW, DIGITAL ALLY WILL NOT BE LIABLE UNDER ANY THEORY OF LIABILITY (WHETHER CONTRACT, TORT (INCLUDING NEGLIGENCE), OR OTHERWISE) FOR ANY LOST PROFITS OR LOST REVENUE, LOSS OF USE, LOSS OF DATA, OR ANY INDIRECT, INCIDENTAL, SPECIAL, PUNITIVE, CONSEQUENTIAL OR EXEMPLARY DAMAGES THAT MAY BE INCURRED BY CUSTOMER ARISING FROM OR RELATING TO THIS WARRANTY OR THE SALE, USE, OR INSTALLATION OF THE PRODUCTS, WHETHER OR NOT DIGITAL ALLY HAS BEEN ADVISED OF OR SHOULD HAVE BEEN AWARE OF THE POSSIBILITY OF ANY SUCH LOSSES ARISING. CUSTOMER EXPRESSLY UNDERSTANDS AND AGREES THAT DIGITAL ALLY'S CUMULATIVE LIABILITY TO ANY PARTY FOR ANY LOSS OR DAMAGE RESULTING FROM ANY CLAIMS, DEMANDS, OR ACTIONS ARISING OUT OF OR RELATING TO THE PRODUCTS SHALL NOT EXCEED THE PURCHASE PRICE PAID TO DIGITAL ALLY FOR THE SPECIFIC PRODUCT IN CONTROVERSY. EACH CLAUSE OF THIS PARAGRAPH IS SEPARATE FROM THE OTHERS AND FROM THE REMEDY LIMITATIONS AND EXCLUSIONS HEREIN AND ELSEWHERE IN THIS LIMITED WARRANTY, AND EACH DISCLAIMER, LIMITATION, AND EXCLUSION WILL APPLY, INCLUDING WITHOUT LIMITATION, THE CONSEQUENTIAL DAMAGES WAIVER, NOTWITHSTANDING ANY FAILURE OF ESSENTIAL PURPOSE OF A REMEDY. THE PARTIES EXPRESSLY ACKNOWLEDGE THAT THE DISCLAIMERS, LIMITATIONS, AND EXCLUSIONS CONTAINED HEREIN ARE PART OF THE CONSIDERATION FOR THE AGREED UPON PRICE OF THE PRODUCTS.

General:

Any goods sold to Customer that are not manufactured by Digital Ally are not warranted by Digital Ally. With regard to such goods, Digital Ally agrees to pass along the manufacturers' warranties on such goods to Customer, to the fullest extent permitted by such manufacturers' warranties, and Customer agrees to accept such manufacturers' warranties as its sole and exclusive remedy in case of defects in such goods. This Warranty is not transferable. All parts of this Warranty apply to the maximum extent permitted by applicable law or unless prohibited by applicable law. If statutory or implied warranties cannot be lawfully disclaimed by applicable law, then all such warranties are limited to the duration of this Warranty and are further limited to and by the other provisions contained in this Warranty.

PRODUCT RETURN POLICY & RMA

Returns for Defect or Non-conformity Prior to Acceptance:

Subject to the Terms of Sale of the products purchased by you, the customer, from Digital Ally ("Product(s)"), Products will be deemed accepted upon the earlier of your formal acceptance of the Products or the expiration of 30 days from delivery of the Products ("Acceptance"). If you discover prior to Acceptance that some or all of the Products are (a) defective, or (b) do not conform to Digital Ally, Inc.'s ("Digital Ally") product specifications, they may be returned to Digital Ally for replacement or a credit of the purchase price that can be applied towards future purchases. Products returned prior to Acceptance must be in original box with original accessories, packaging, and manuals (if included) in undamaged, clean, and brand-new condition. Products that are returned incomplete, damaged, or with serial number missing or tampered with may not be accepted for return. All other terms of this Product Return Policy shall apply to returns for defect or non-conformity prior to Acceptance.

All Returns:

Digital Ally is not responsible for Products that you ship to us that are lost or damaged in transit. You are solely responsible for filing claims against the carrier for any such loss or damage, and in such case, Digital Ally will furnish to you all available information and give any other reasonable assistance requested by you to assist you in filing a claim for delivery damage. Digital Ally will be responsible for filing claims against the carrier for any such loss or damage for Products Digital Ally ships to you.

At Digital Ally's sole discretion, it may accept returns for replacement or credit after the Acceptance date.

Custom order Products (i.e. special cable lengths or engineer customized items) are sold on a non-cancelable and non-returnable basis (NCNR), and returns of such custom order Products ("Custom Products") will be accepted on a case by case basis following written approval by a Digital Ally executive officer. If such return is authorized, Custom Products may only be returned for credit towards another Product of equal or greater value. Digital Ally retains the right to refuse returns of Custom Products.

Digital Ally retains the right to refuse the return of any Product, except as provided in the Digital Ally, Inc. Limited Warranty accompanying your Product purchase ("Product Warranty"). Other than returns covered by a Product Warranty, returns may be subject to a 20% restocking fee. Out-of-warranty returns will be charged a shipping fee.

Prior to returning a Product to Digital Ally for any reason, including under the Product Warranty, you must first obtain a Return Material Authorization ("**RMA**") from Digital Ally by contacting Digital Ally's Product Support department, supplying the requested information regarding the Product to be returned, and receiving Digital Ally's approval of the return. You will be given a case number for reference. Digital Ally will not accept returns without (a) an approved RMA, (b) the appropriate documentation included, and (c) compliance with this Product Return Policy.

The returned Product must be sent back to Digital Ally packed in accordance with Digital Ally's return shipping instructions, with the RMA number clearly marked on the outside of the return packaging, with the Product invoice, and all return shipping information necessary for Digital Ally to ship, as applicable, the exchanged or repaired Product back to you. You are responsible for shipping and insurance expenses arising from the Product return, and any repair or replacement costs, except as provided under the Product Warranty, and the RMA may require that, in addition to the Product to be returned, you also return any media, documentation, and any other items that were included in your original shipment. All Product returns shall be sent to the following address:

Digital Ally, Inc., 14001 Marshall Dr., Lenexa, KS 66215, ATTN: RMA

You are responsible for the removal and preservation of all data, including videos, previously stored on the Product you are returning; if Digital Ally accepts the return of a Product, the return is final, and ownership of the returned Product is transferred irrevocably to Digital Ally immediately.

Before an RMA is issued, Digital Ally may require the prepayment of items for which you are responsible, including, but not limited to, applicable restocking fees, shipping fees, and cost of repair or replacement of Products beyond the term or terms of the Product Warranty.

Columbus Police Department
Capt. Douglas M. Molczyk
2330 14th St
Columbus, NE 68601
RSM - Derek Butler - 1/29/2026

SUBSCRIPTION PLAN:
Cloud Plan 90 Option with 90-day Unlimited Data Storage
and 5-Year Contract Cost Proposal

Qty	Description	Unit Price	Hardware Discount Unit Price	Total Hardware Discount - Shown Annualy	Extended Total Price Year 1	Extended Total Price Year 2	Extended Total Price Year 3	Extended Total Price Year 4	Extended Total Price Year 5
HARDWARE, EVIDENCE MANAGEMENT AND CLOUD STORAGE:									
20	**EVO-HD In-Vehicle Camera and FirstVu PRO Body Camera - Subscriprion Cloud and 5 Year warranty Contract - Keeping Existing Hardware** **Cloud Plan 90** at $191/device/month *Includes the following:* Body Camera Health Check Status (back end) Remote Activation, Live GPS Tracking, Group Messaging, Redaction, Patented Automatic Activation 60-month Advanced Exchange Warranty for FirstVu PRO 60-month Advanced Exchange Warranty for EVO-HD **Honoring Refresh of Bodyworn to Existing or New Solution When Available within 5 Year Plan** EVO Web Share Portal - GovCloud Video Management	$2,292.00 per device, per year	$1,268.00	$20,480.00	**$25,360.00** per year	**$25,360.00** per year	**$25,360.00** per year	**$25,360.00** per year	**$25,360.00** per year
10	**Additional FirstVu PRO Body Cameras - Subscriprion Cloud and 5 Year warranty Contract - Keeping Existing Hardware** **Cloud Plan 90** at $51/device/month *Includes the following:* Body Camera Health Check Status (back end) Remote Activation, Live GPS Tracking, Group Messaging 60-month Advanced Exchange Warranty EVO Web Portal GovCloud Video Management Unlimited Cloud Storage with 90-day retention	$612.00 per device, per year	$482.20	$6,490.00	**$4,822.00** per year	**$4,822.00** per year	**$4,822.00** per year	**$4,822.00** per year	**$4,822.00** per year

5	**EVO-HD In-Vehicle Camera and FirstVu PRO Body Camera** **Cloud Plan 90** at $191/device/month *Includes the following:* EVO-HD In-Vehicle Two-Camera System Kit FirstVu PRO Body Camera Complete Kit (First Vu Pro Syncs Audio and Video with Evo HD incar system in Evo Web cloud platform) Body Camera Health Check Status (back end) Remote Activation, Live GPS Tracking, Group Messaging, Redaction, Patented Automatic Activation 60-month Advanced Exchange Warranty for FirstVu PRO 60-month Advanced Exchange Warranty for EVO-HD EVO Web Share Portal - GovCloud Video Management	$2,292.00 per device, per year			**$11,460.00** per year	**$11,460.00** per year	**$11,460.00** per year	**$11,460.00** per year	**$11,460.00** per year
10	**Additional FirstVu PRO Body Cameras** **Cloud Plan 90** at $51/device/month *Includes the following:* FirstVu PRO Body Camera with Battery **Honoring Refresh of Bodyworn to Existing or New Solution When Available within 5 Year Plan** Body Camera Health Check Status (back end) Remote Activation, Live GPS Tracking, Group Messaging 60-month Advanced Exchange Warranty EVO Web Portal GovCloud Video Management Unlimited Cloud Storage with 90-day retention	$612.00 per device, per year			**$6,120.00** per year	**$6,120.00** per year	**$6,120.00** per year	**$6,120.00** per year	**$6,120.00** per year
1	**5% Annual Customer Loyalty Discount Honored on New Hardware and Existing Cloud and Warranty Subscription Cost**	-$2,388.10	-$2,388.10	$0.00	**-$2,388.10** per year	**-$2,388.10** per year	**-$2,388.10** per year	**-$2,388.10** per year	**-$2,388.10** per year
20	**Activation Fee on New Devices**	$30.00			**$600.00**				
				Grand Total Discount	$26,970.00				
				Subtotal for Each Year	$45,973.90	$45,373.90	$45,373.90	$45,373.90	$45,373.90
				Tax					
				Shipping and Handling	$340.00				
				Totals for Each Year	**$46,313.90**	**$45,373.90**	**$45,373.90**	**$45,373.90**	**$45,373.90**
								Grand Total for all 5 Years	**$227,809.50**

Quote	QUO-05422-W9W7P6
Date	2/26/2026
Page	1

14001 Marshall Drive
Lenexa, KS 66215
1-800-440-4947 www.digitalallyinc.com

Customer:

Columbus Police Department
Doug Molczyk
2419 14th Street
Columbus, NE 68601

Customer ID	Salesperson	Shipping Method	Payment Terms	Created By	Quote Valid
COLNE1	DB3	FEDERAL EXPRESS	Net 30	Derek Butler	90 Days

Ordered	Item Number	Description	Retail Price	Item Discount	Discount	Ext. Price
20		Existing EVO-HD - First Vu PRO - 90 Day Unlimited Plan - 5 Year Cloud and Warranty Contract Extension	$6340.00	$317.00	$6,340.00	$120,460.00
5	K001-15252-EVO-	EVO/PRO-90 Ultd 5Yr Sub	$11460.00	$573.00	$2,865.00	$54,435.00
10	K001-15252-FVP90	FVPRO-90 Ultd 5Yr Sub	$3060.00	$153.00	$1,530.00	$29,070.00
10		Existing First Vu PRO - 90 Day Unlimited Plan - 5 Year Cloud and Warranty Contract Extension	$2411.00	$120.55	$1,205.50	$22,904.50
20	012-00042-00	Activation Fee	$30.00	$0.00	$0.00	$600.00

Notes:

5 Year Subscription Annual Cost Breakout: (First Year Cost Includes Activation, Accessories and Freight)
* Honoring Refresh of Body Worn Units to Existing or New Solution When Available within 5 Year Plan
* Purchasing Upfront - Project Total for 5% Discount / Customer Loyalty Discount

Year 1 = $46,313.90
Year 2 = $45,373.90
Year 3 = $45,373.90
Year 4 = $45,373.90
Year 5 = $45,373.90

Project Total = $227,809.50

Total Discount	$11,940.50
Subtotal	$227,469.50
Misc	
Tax	$0.00
Freight	$340.00
Total	**$227,809.50**

Thank you for your interest in Digital Ally products. If you would like to place an order, please contact the Digital Ally Sales Team at 1-800-440-4947.

Quote	QUO-05422-W9W7P6
Date	2/26/2026
Page	2

Subscription (3, 5 or 8 Year) Plan Includes:

- ***Advance Exchange Equipment Program on All Hardware (Batteries Included) With Subscription***
- All Inclusive Plans – No Hidden Costs
- Warranty for Life of Subscription
- Support for Life of Products

EVO In-Car Features & Options:

- ***Built-In Patented VuLink Auto-Activation***
- Tablet Interface Sold Separately (EVO Only)
- Near Real-Time Mapping & Geofencing
- Dispatch Activation
- Remote Firmware Updates & Diagnostics

Complete Evidence Management Solution (EVO Web):

- ***Access to Share/Prosecution Portal & Redaction Software***
- Event Tagging, Notations, Playback Review, & Reporting
- Security Groups & Granular Permission Controls
- Case Management & GPS Mapping
- Multi-Angle Playback

Body Camera Features & Options:

- ***S.O.S – Officer Down with Remote Activation (FVPRO Only)***
- Built-In Patented VuLink Auto-Activation. Vulink Hardware Sold Separately
- Near Real-Time Mapping & Geofencing
- Docking Stations: 8 & 24-Bay Docking Station with Interactive Touchscreen
- Unlimited Body Camera Messaging Alert Notifications (FVPRO ONLY)

InterVu Room Features:

- ***Advance Exchange Equipment Program on All Hardware with Subscription***
- Full EVO Web Functionality
- 90-Day Warranty on Installation Services
- All Cloud Licenses on Unlimited Retention/Storage Plan

Deployment & Activation Includes:

- Dedicated Project Manager
- Product Setup & Configuration
- Remote Deployment
- System Administrator & Officer Training Session
- Best Practices & Implementation Planning Session

Optional Products & Services:

- Turnkey Services: Includes Remote or Onsite Training and Activation
- Additional Storage Purchased in Blocks of 100GB.
- Accessories Sold Separately
- Vulink Auto-Activation. Hardware Only.

If applicable, taxes and freight are due upon signing.
3% Additional Fee to be Charged Upon Purchasing with Credit Card
Contact Your Local Representative for Additional Information and Pricing

Accountability - Dedication
Honesty - Integrity - Respect

MEMORANDUM

DATE: March 10, 2026

TO: Tara Vasicek, City Administrator

FROM: Capt. Douglas Molczyk

RE: Extension of contract with Digital-Ally Body Worn and In-Car Camera Service

RECOMMENDATION: Approve the 5-year extension of the contract in the amount of $46,313.90 for year one. Years 2 (two), 3 (three), 4 (four) and 5 (five) would be $45,373.90 each. For a total of $227,809.50.

DISCUSSION:

Body Worn and In-Car Camera System Contract Renewal Justification

Over the past five years, the Columbus Police Department has utilized Digital Ally body worn and in-car camera systems under a five-year lease-to-own agreement. That agreement concludes this budget year, and the department will retain ownership of all camera equipment. However, the replacement warranty associated with the lease will expire at the end of the current budget cycle, as will the cloud-based storage for all recorded video.

To ensure continuity of operations, evidence retention, and equipment reliability, the department contacted Digital Ally to request a proposal for a new five-year agreement. The requested proposal included:

- Expansion of body worn cameras from 30 to 45 units
- Expansion of in-car camera systems from 20 to 25 units
- Full replacement warranty on all equipment for the duration of the contract
- A body worn camera refresh at year three

Digital Ally submitted a proposal totaling **$227,809.50** over five years, structured as follows:

- **Year 1:** $46,313.90
- **Years 2–5:** $45,373.90 annually

The current five-year agreement cost $42,456 per year. The proposed contract represents an increase of **$3,857.90 in year one** and **$2,917.90 in years two through five**, while also expanding equipment capacity and continuing warranty coverage.

It is important to note that the department already owns the existing Digital Ally equipment, and Digital Ally is the only vendor fully compatible with this system. As a result, this procurement

qualifies as a **sole source** due to compatibility requirements and the significant cost associated with replacing the entire platform.

Despite this, the department conducted market research and obtained comparative bids from other vendors that provide both body worn and in-car camera systems. Axon and GTAC, both State Bid vendors, were asked to provide proposals for 45 body worn cameras, 25 in-car systems, and the migration of approximately nine terabytes of existing video data.

The results were as follows:

- **Axon:** $430,048.80 over five years ($86,009.76 annually)
- **GTAC:** $409,777 over five years ($94,938 annually)

Both alternatives would require a complete system replacement and data conversion. Both companies were waiving the data conversion fees but the cost is nearly **double** that of the Digital Ally proposal.

Recommendation

Based on the substantial cost savings, system compatibility, avoidance of operational disruption, and continued warranty protection, it is recommended that the City of Columbus approve the five-year agreement with Digital Ally in the amount of **$227,809.50, structured as follows:**

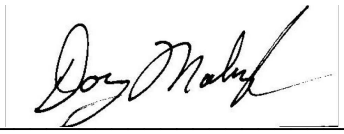
- **Year 1: $46,313.90**
- **Years 2–5: $45,373.90 annually**

This agreement ensures the department maintains a reliable evidence management system, supports officer accountability and transparency, and provides scalable technology to meet future operational needs while remaining fiscally responsible.

FISCAL IMPACT: This expense is a budgeted item. Under the current five-year agreement, the department has been paying $42,456 annually. The proposed contract reflects an increase of $3,857.90 in year one and $2,917.90 in years two through five. The cost will be incorporated into the department's operating budget over the next five fiscal years and will not require a lump-sum payment, allowing the City to plan for the expenditure while minimizing immediate financial impact.

ALTERNATIVE: Except the bid from Axon or GTEC.

SIGNATURE:

By: 

Approved By:

Columbus Police Department
Capt. Douglas M. Molczyk
2330 14th St
Columbus, NE 68601
RSM - Derek Butler - 1/29/2026

SUBSCRIPTION PLAN:
Cloud Plan 90 Option with 90-day Unlimited Data Storage
and 5-Year Contract Cost Proposal

Qty	Description	Unit Price	Hardware Discount Unit Price	Total Hardware Discount - Shown Annualy	Extended Total Price Year 1	Extended Total Price Year 2	Extended Total Price Year 3	Extended Total Price Year 4	Extended Total Price Year 5
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Quote	QUO-05422-W9W7P6
Date	2/26/2026
Page	1

14001 Marshall Drive
Lenexa, KS 66215
1-800-440-4947 www.digitalallyinc.com

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Date	2/26/2026
Page	2

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- Remote Deployment
- System Administrator & Officer Training Session
- Best Practices & Implementation Planning Session

Optional Products & Services:

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- Additional Storage Purchased in Blocks of 100GB.
- Accessories Sold Separately
- Vulink Auto-Activation. Hardware Only.

If applicable, taxes and freight are due upon signing.
3% Additional Fee to be Charged Upon Purchasing with Credit Card
Contact Your Local Representative for Additional Information and Pricing

Columbus Police Department

Axon Body Camera & Dash Camera Proposals

Customer: Columbus Police Department - NE

Program Length: 60 months

Est. Start Date: 11/15/2026

Quote Expiration: 10/15/2026

Payment Terms: Net 30

PROPOSAL #1 - WITH AI ASSISTANT

Total: $497,257.80

Annual: $99,451.56

PROPOSAL #2 - WITHOUT AI ASSISTANT

Total: $430,048.80

Annual: $86,009.76

Axon Body Camera Starter Plan

Axon Body 4

Body Camera Starter Plan • 43 Cameras and 2 Spares

TOTAL PROGRAM COST (5 YEARS)

$153,716.40

Annual Investment: **$30,743.28**

Hardware & Equipment

43 Axon Body 4 Cameras

Latest generation body-worn cameras for 43 officers plus 2 spare units. Includes RapidLock mounts, USB-C cables, and accessories.

Docking Infrastructure

6 Multi-bay docks with wall mounts and North America power cords for efficient charging and evidence offload.

Digital Evidence Management

Unlimited Storage & Licensing

Unlimited cloud storage for Axon devices. Includes 34 Basic licenses and 12 Pro licenses for supervisors/admin.

Third Party Storage

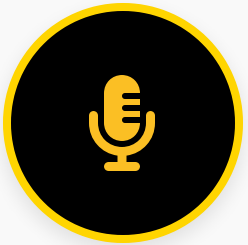
15TB of third party storage to manage existing Digital Ally evidence and other third party data.

Assurance & Warranty

Technology Assurance Plan (TAP)

Full warranty coverage plus a guaranteed hardware refresh of all cameras and docks during the contract term.

Axon AI Assistant – Hands-Free Field Support



Axon AI Assistant

Voice-Activated Intelligence

ES FR DE CN +50 MORE

TOTAL PROGRAM COST (5 YEARS)

$83,979.00

Annual Investment: **$16,795.80**

Core Capabilities

Real-Time Translation

Breaks down language barriers instantly with translation across 50+ languages directly through the Axon Body 4 camera.

General Q&A for the Field

Provides officers with instant answers to field-relevant queries, from drug street names, math calculations, and more.

Operational Benefits

Hands-Free Activation

Push-to-talk voice activation keeps officers' hands free and eyes on the scene, enhancing officer safety and situational awareness.

Full Department Deployment

Includes 43 licenses to equip your entire force with AI-powered field support capabilities.

Fleet 3 Basic – In-Car Video System

Axon Fleet 3

Basic Plan • 22 Vehicles with 2 Spare Hardware Kits

TOTAL PROGRAM COST (5 YEARS)

$220,202.40

Annual Investment: **$44,040.48**

Vehicle Hardware & Connectivity

22 Fleet 3 Standard Camera Kits

Dual-view configuration featuring a front-facing 4K camera and an interior cabin camera for complete incident capture. Includes two spare hardware kits.

Enterprise 5G Connectivity

Includes Cradlepoint R980 5G router with 5-Year NetCloud subscription and high-performance Taoglas 7-in-1 antenna.

Smart Activation & Storage

Axon Signal Vehicle

22 Signal units that automatically activate nearby body cameras and in-car video systems when triggers like lightbars are engaged. Includes two spares.

Unlimited Fleet Storage

Secure cloud storage for all Fleet video evidence included with vehicle licenses.

Professional Installation Included

Full "Rip & Replace" Service

Comprehensive professional installation package included. Certified technicians handle the removal of existing equipment and the complete installation of new Fleet 3 hardware.

Proposal #1 - Cost Breakdown - Axon AI Assistant Included

Investment Details

Axon Body Camera Starter Plan	$153,716.40
Fleet 3 Basic Plan	$220,202.40
Axon AI Assistant	$83,979.00
15TB Third Party Storage	$39,360.00

Included Discounts

1-Day Onsite BWC Training	FREE	$8,000.00
Basic to Pro License Conversions	FREE	$17,899.20
Discount on 15TB Storage	SAVE	$33,540.00
Data Migration Service	FREE	$50,000.00
Spare AB4 with Refresh	FREE	$3,389.00
Two Spare Fleet 3 Kits	FREE	$11,124.96

TOTAL INVESTMENT	$497,257.80
TOTAL DISCOUNTS	$123,953.16

Proposal #1 - Investment Summary - Axon AI Assistant Included

TOTAL 5-YEAR INVESTMENT

$497,257.80

ANNUAL PAYMENT

$99,451.56

Payment Terms: Net 30

BUNDLE & DISCOUNT SAVINGS
$276,767.58

AVG. ANNUAL SAVINGS
$55,353.52

Program Scope

Axon Body 4
43 Officers Included

Fleet 3 Basic
22 Vehicles Included

AI Assistant
Voice Support (43 Users)

Unlimited Axon Storage
Axon BWC & Fleet Video

Third Party Storage
15TB

Professional Services
1-Day Onsite BWC Training, Fleet 3 Install & Data Migration (Channel Services)

PROGRAM LENGTH
60 Months
Start Date: 11/15/2026

QUOTE EXPIRATION
October 15, 2026
Action Required

AXON REPRESENTATIVE
Matthew Moore
(480) 905-2068
mmoore@axon.com

PRIMARY CONTACT
Douglas Molczyk
(402) 564-3201
douglas.molczyk@columbusne.us

Proposal #2 - Cost Breakdown - Axon AI Assistant *Not* Included

Investment Details

Axon Body Camera Starter Plan	$153,716.40
Fleet 3 Basic Plan	$220,202.40
15TB Third Party Storage	$56,130.00

Included Discounts & Free Items

1-Day Onsite BWC Training	FREE	$8,000.00
Basic to Pro License Conversions	FREE	$17,899.20
Discount on 15TB Storage	SAVE	$16,770.00
Data Migration Service	FREE	$50,000.00
Spare AB4 with Refresh	FREE	$3,389.00
Two Spare Fleet 3 Kits	FREE	$11,124.96

TOTAL INVESTMENT $430,048.80

TOTAL DISCOUNTS $107,183.16

Proposal #2 - Investment Summary - Axon AI Assistant *Not* Included

TOTAL 5-YEAR INVESTMENT

$430,048.80

ANNUAL PAYMENT

$86,009.76

Payment Terms: Net 30

BUNDLE & DISCOUNT SAVINGS	AVG. ANNUAL SAVINGS
$259,997.58	**$51,999.52**

Program Scope

Axon Body 4
43 Officers Included

Fleet 3 Basic
22 Vehicles Included

Unlimited Axon Storage
Axon BWC & Fleet Video

Third Party Storage
15TB

Professional Services
1-Day Onsite BWC Training, Fleet 3 Install & Data Migration (Channel Services)

PROGRAM LENGTH
60 Months
Start Date: 11/15/2026

QUOTE EXPIRATION
October 15, 2026
Action Required

AXON REPRESENTATIVE
Matthew Moore
(480) 905-2068
mmoore@axon.com

PRIMARY CONTACT
Douglas Molczyk
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douglas.molczyk@columbusne.us

Why Agencies Choose Axon Over the Competition

AXON ENTERPRISE	THE COMPETITION	WHAT IT MEANS FOR AGENCIES
Integrated Platform Cameras, energy weapons, evidence, and AI built together in a single ecosystem.	**Point Solutions** Strong individual devices requiring multiple vendors and complex integrations.	Less complexity, fewer vendors, and clearer accountability.
Evidence-Centric Design Evidence.com deeply integrated across devices. Automated workflows reduce admin time.	**Evidence as an Add-On** Systems are functional but less mature. More manual steps and dependencies.	Faster case prep, lower compliance risk, and better officer adoption.
Proven Innovation Continuous R&D investment. AI-powered tools like Axon AI Assistant and clear roadmap.	**Incremental Innovation** Slower development cycles. Limited ability to deliver advanced integrated features.	Confidence the platform will evolve with agency needs.
Reliability & Trust One contract, one support model. CJIS-compliant, security-first architecture.	**Fragmented Support** Multiple vendors mean multiple support paths. Integration challenges for the agency.	Reduced operational risk when it matters most.
Lower Total Cost Fewer integrations and less admin overhead. Scales efficiently as agencies grow.	**Low Entry, High Complexity** Costs shift to staffing, IT, and maintenance over time as systems age.	Predictable outcomes over a 5–10 year lifecycle.
Proven at Scale Used by thousands of U.S. state and local law enforcement agencies, with deep penetration across large, mid-size, and small departments, including Omaha PD and Lincoln PD.	**Limited Market Presence** Smaller reach. Often lacks the verified track record of supporting large-scale agencies.	Confidence in proven reliability and peer validation.

Axon is not just a technology provider—it's a long-term public safety partner.

Agencies choose Axon when they prioritize scale, accountability, and future-ready operations.

Proposal #1

With AI Assistant

DETAILED QUOTE DOCUMENT FOLLOWS

Non-Binding Budgetary Estimate

Axon Enterprise, Inc.
17800 N 85th St
Scottsdale, Arizona 85255
United States
VAT: 86-0741227
Domestic:(800) 978-2737
International: +1.800.978.2737

Q-795163-46048MM

Issued: 01/26/2026

Quote Expiration: 10/15/2026

Estimated Contract Start Date: 11/15/2026

Account Number: 326203

Payment Terms: N30

Mode of Delivery: UPS-GND

Credit/Debit Amount: $0.00

SHIP TO	BILL TO
Columbus Police Department - NE 2330 14th St Columbus, NE 68601-5016 USA	Columbus Police Department - NE 2330 14th St Columbus NE 68601-5016 USA Email:

SALES REPRESENTATIVE	PRIMARY CONTACT
Travis Cole Phone: (480) 463-2200 Email: tcole@axon.com Fax: 480-463-2200	Douglas Molczyk Phone: 402-564-3201 Email: douglas.molczyk@columbusne.us Fax: (402) 562-7325

Quote Summary

Program Length	60 Months
TOTAL COST	$497,257.80
ESTIMATED TOTAL W/ TAX	$497,257.80

Discount Summary

Average Savings Per Year	$55,353.52
TOTAL SAVINGS	$276,767.58

Payment Summary

Date	Subtotal	Tax	Total
Oct 2026	$99,451.56	$0.00	$99,451.56
Oct 2027	$99,451.56	$0.00	$99,451.56
Oct 2028	$99,451.56	$0.00	$99,451.56
Oct 2029	$99,451.56	$0.00	$99,451.56
Oct 2030	$99,451.56	$0.00	$99,451.56
Total	**$497,257.80**	**$0.00**	**$497,257.80**

Quote Unbundled Price:	**$772,971.16**
Quote List Price:	**$620,161.96**
Quote Subtotal:	**$497,257.80**

Pricing

All deliverables are detailed in Delivery Schedules section lower in proposal

Item	Description	Qty	Term	Unbundled	List Price	Net Price	Subtotal	Tax	Total
Program									
Fleet3B	Fleet 3 Basic	22	60	$182.46	$166.82	$166.82	$220,202.40	$0.00	$220,202.40
B00102	AXON BODY CAMERA STARTER PLAN	43	60	$110.99	$59.58	$59.58	$153,716.40	$0.00	$153,716.40
CN100147	AXON BODY 4 CNCTD CAMERA NA US FRST RSPNDR BLK RAPIDLOCK	1	60			$0.00	$0.00	$0.00	$0.00
BWCamTAP	Body Worn Camera TAP Bundle	1	60	$31.11	$39.00	$0.00	$0.00	$0.00	$0.00
A la Carte Hardware									
70112	AXON SIGNAL - VEHICLE	2			$279.00	$0.00	$0.00	$0.00	$0.00
101675	AXON FLEET - ERICSSON CRADLEPOINT R980-5GD-A+5YR NETCLOUD	2			$1,899.00	$0.00	$0.00	$0.00	$0.00
72036	AXON FLEET 3 - STANDARD 2 CAMERA KIT	2			$2,695.00	$0.00	$0.00	$0.00	$0.00
101924	AXON FLEET - TAOGLAS ANT - 7-IN-1 4CELL 2WIFI 1GNSS INT	2			$149.00	$0.00	$0.00	$0.00	$0.00
A la Carte Software									
100673	AXON EVIDENCE - ECOM LICENSE - CONVERSION BASIC TO PRO	11	60		$27.12	$0.00	$0.00	$0.00	$0.00
73683	AXON EVIDENCE - STORAGE - 10GB A LA CARTE	1500	60		$0.81	$0.44	$39,360.00	$0.00	$39,360.00
102011	AXON AI ASSISTANT	43	60		$32.55	$32.55	$83,979.00	$0.00	$83,979.00
A la Carte Services									
102526	PSO 1-DAY ONSITE TRAINING	1			$8,000.00	$0.00	$0.00	$0.00	$0.00
80190	AXON EVIDENCE - CHANNEL SERVICES	1			$50,000.00	$0.00	$0.00	$0.00	$0.00
A la Carte Warranties									
80379	AXON SIGNAL - EXT WARRANTY - SIGNAL UNIT	2	48		$1.33	$0.00	$0.00	$0.00	$0.00
80495	AXON FLEET 3 - EXT WARRANTY - 2 CAMERA KIT	2	48		$9.93	$0.00	$0.00	$0.00	$0.00
Total							**$497,257.80**	**$0.00**	**$497,257.80**

Delivery Schedule

Hardware

Bundle	Item	Description	QTY	Shipping Location	Estimated Delivery Date
Fleet 3 Basic	101675	AXON FLEET - ERICSSON CRADLEPOINT R980-5GD-A+5YR NETCLOUD	22	1	10/15/2026
Fleet 3 Basic	101924	AXON FLEET - TAOGLAS ANT - 7-IN-1 4CELL 2WIFI 1GNSS INT	22	1	10/15/2026
Fleet 3 Basic	70112	AXON SIGNAL - VEHICLE	22	1	10/15/2026

Hardware

Bundle	Item	Description	QTY	Shipping Location	Estimated Delivery Date
Fleet 3 Basic	72036	AXON FLEET 3 - STANDARD 2 CAMERA KIT	22	1	10/15/2026
AXON BODY 4 CNCTD CAMERA NA US FRST RSPNDR BLK RAPIDLOCK	100147	AXON BODY 4 - CAMERA - NA US FIRST RESPONDER BLK RAPIDLOCK	1	1	11/15/2026
AXON BODY CAMERA STARTER PLAN	100147	AXON BODY 4 - CAMERA - NA US FIRST RESPONDER BLK RAPIDLOCK	1	1	11/15/2026
AXON BODY CAMERA STARTER PLAN	100147	AXON BODY 4 - CAMERA - NA US FIRST RESPONDER BLK RAPIDLOCK	43	1	11/15/2026
AXON BODY CAMERA STARTER PLAN	100206	AXON BODY 4 - 8 BAY DOCK	6	1	11/15/2026
AXON BODY CAMERA STARTER PLAN	100466	AXON BODY 4 - CABLE - USB-C TO USB-C	48	1	11/15/2026
AXON BODY CAMERA STARTER PLAN	100775	AXON BODY 4 - MAGNETIC DISCONNECT CABLE	48	1	11/15/2026
AXON BODY CAMERA STARTER PLAN	11507	AXON BODY - MOUNT - RAPIDLOCK SINGLE MOLLE	48	1	11/15/2026
AXON BODY CAMERA STARTER PLAN	70033	AXON - DOCK WALL MOUNT - BRACKET ASSY	6	1	11/15/2026
AXON BODY CAMERA STARTER PLAN	71019	AXON BODY - DOCK POWERCORD - NORTH AMERICA	6	1	11/15/2026
A la Carte	101675	AXON FLEET - ERICSSON CRADLEPOINT R980-5GD-A+5YR NETCLOUD	2	1	11/15/2026
A la Carte	101924	AXON FLEET - TAOGLAS ANT - 7-IN-1 4CELL 2WIFI 1GNSS INT	2	1	11/15/2026
A la Carte	70112	AXON SIGNAL - VEHICLE	2	1	11/15/2026
A la Carte	72036	AXON FLEET 3 - STANDARD 2 CAMERA KIT	2	1	11/15/2026
AXON BODY CAMERA STARTER PLAN	73309	AXON BODY - TAP REFRESH 1 - CAMERA	44	1	05/15/2029
AXON BODY CAMERA STARTER PLAN	73689	AXON BODY - TAP REFRESH 1 - DOCK MULTI BAY	6	1	05/15/2029
Body Worn Camera TAP Bundle	73309	AXON BODY - TAP REFRESH 1 - CAMERA	1	1	05/15/2029

Software

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
AXON BODY CAMERA STARTER PLAN	73686	AXON EVIDENCE - STORAGE - UNLIMITED (AXON DEVICE)	43	11/15/2026	11/14/2031
AXON BODY CAMERA STARTER PLAN	73746	AXON EVIDENCE - ECOM LICENSE - PRO	1	11/15/2026	11/14/2031
AXON BODY CAMERA STARTER PLAN	73840	AXON EVIDENCE - ECOM LICENSE - BASIC	43	11/15/2026	11/14/2031
Fleet 3 Basic	80400	AXON EVIDENCE - FLEET VEHICLE LICENSE	22	11/15/2026	11/14/2031
Fleet 3 Basic	80410	AXON EVIDENCE - STORAGE - FLEET 1 CAMERA UNLIMITED	44	11/15/2026	11/14/2031
A la Carte	100673	AXON EVIDENCE - ECOM LICENSE - CONVERSION BASIC TO PRO	11	11/15/2026	11/14/2031
A la Carte	102011	AXON AI ASSISTANT	43	11/15/2026	11/14/2031
A la Carte	73683	AXON EVIDENCE - STORAGE - 10GB A LA CARTE	1500	11/15/2026	11/14/2031

Services

Bundle	Item	Description	QTY
Fleet 3 Basic	100738	AXON FLEET 3 - SIM INSERTION - VZW 4FF	22
Fleet 3 Basic	73391	AXON FLEET 3 - DEPLOYMENT PER VEHICLE - NOT OVERSIZED	22
A la Carte	102526	PSO 1-DAY ONSITE TRAINING	1
A la Carte	80190	AXON EVIDENCE - CHANNEL SERVICES	1

Warranties

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
Fleet 3 Basic	80379	AXON SIGNAL - EXT WARRANTY - SIGNAL UNIT	22	10/15/2027	11/14/2031
Fleet 3 Basic	80495	AXON FLEET 3 - EXT WARRANTY - 2 CAMERA KIT	22	10/15/2027	11/14/2031
AXON BODY CAMERA STARTER PLAN	80464	AXON BODY - TAP WARRANTY - CAMERA	43	11/15/2027	11/14/2031
AXON BODY CAMERA STARTER PLAN	80464	AXON BODY - TAP WARRANTY - CAMERA	1	11/15/2027	11/14/2031
AXON BODY CAMERA STARTER PLAN	80465	AXON BODY - TAP WARRANTY - MULTI BAY DOCK	6	11/15/2027	11/14/2031
Body Worn Camera TAP Bundle	80464	AXON BODY - TAP WARRANTY - CAMERA	1	11/15/2027	11/14/2031

Warranties

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
A la Carte	80379	AXON SIGNAL - EXT WARRANTY - SIGNAL UNIT	2	11/15/2027	11/14/2031
A la Carte	80495	AXON FLEET 3 - EXT WARRANTY - 2 CAMERA KIT	2	11/15/2027	11/14/2031

Shipping Locations

Location Number	Street	City	State	Zip	Country
1	2330 14th St	Columbus	NE	68601-5016	USA

Payment Details

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 1	100673	AXON EVIDENCE - ECOM LICENSE - CONVERSION BASIC TO PRO	11	$0.00	$0.00	$0.00
Annual Payment 1	101675	AXON FLEET - ERICSSON CRADLEPOINT R980-5GD-A+5YR NETCLOUD	2	$0.00	$0.00	$0.00
Annual Payment 1	101924	AXON FLEET - TAOGLAS ANT - 7-IN-1 4CELL 2WIFI 1GNSS INT	2	$0.00	$0.00	$0.00
Annual Payment 1	102011	AXON AI ASSISTANT	43	$16,795.82	$0.00	$16,795.82
Annual Payment 1	102526	PSO 1-DAY ONSITE TRAINING	1	$0.00	$0.00	$0.00
Annual Payment 1	70112	AXON SIGNAL - VEHICLE	2	$0.00	$0.00	$0.00
Annual Payment 1	72036	AXON FLEET 3 - STANDARD 2 CAMERA KIT	2	$0.00	$0.00	$0.00
Annual Payment 1	73683	AXON EVIDENCE - STORAGE - 10GB A LA CARTE	1500	$7,872.00	$0.00	$7,872.00
Annual Payment 1	80190	AXON EVIDENCE - CHANNEL SERVICES	1	$0.00	$0.00	$0.00
Annual Payment 1	80379	AXON SIGNAL - EXT WARRANTY - SIGNAL UNIT	2	$0.00	$0.00	$0.00
Annual Payment 1	80495	AXON FLEET 3 - EXT WARRANTY - 2 CAMERA KIT	2	$0.00	$0.00	$0.00
Annual Payment 1	B00102	AXON BODY CAMERA STARTER PLAN	43	$30,743.25	$0.00	$30,743.25
Annual Payment 1	BWCamTAP	Body Worn Camera TAP Bundle	1	$0.00	$0.00	$0.00
Annual Payment 1	CN100147	AXON BODY 4 CNCTD CAMERA NA US FRST RSPNDR BLK RAPIDLOCK	1	$0.00	$0.00	$0.00
Annual Payment 1	Fleet3B	Fleet 3 Basic	22	$44,040.49	$0.00	$44,040.49
Total				**$99,451.56**	**$0.00**	**$99,451.56**

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Invoice Upon Fulfillment	BWCamTAP	Body Worn Camera TAP Bundle	1	$0.00	$0.00	$0.00
Invoice Upon Fulfillment	Fleet3B	Fleet 3 Basic	22	$0.00	$0.00	$0.00
Total				**$0.00**	**$0.00**	**$0.00**

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 2	100673	AXON EVIDENCE - ECOM LICENSE - CONVERSION BASIC TO PRO	11	$0.00	$0.00	$0.00
Annual Payment 2	101675	AXON FLEET - ERICSSON CRADLEPOINT R980-5GD-A+5YR NETCLOUD	2	$0.00	$0.00	$0.00
Annual Payment 2	101924	AXON FLEET - TAOGLAS ANT - 7-IN-1 4CELL 2WIFI 1GNSS INT	2	$0.00	$0.00	$0.00
Annual Payment 2	102011	AXON AI ASSISTANT	43	$16,795.82	$0.00	$16,795.82
Annual Payment 2	102526	PSO 1-DAY ONSITE TRAINING	1	$0.00	$0.00	$0.00
Annual Payment 2	70112	AXON SIGNAL - VEHICLE	2	$0.00	$0.00	$0.00
Annual Payment 2	72036	AXON FLEET 3 - STANDARD 2 CAMERA KIT	2	$0.00	$0.00	$0.00
Annual Payment 2	73683	AXON EVIDENCE - STORAGE - 10GB A LA CARTE	1500	$7,872.00	$0.00	$7,872.00
Annual Payment 2	80190	AXON EVIDENCE - CHANNEL SERVICES	1	$0.00	$0.00	$0.00
Annual Payment 2	80379	AXON SIGNAL - EXT WARRANTY - SIGNAL UNIT	2	$0.00	$0.00	$0.00
Annual Payment 2	80495	AXON FLEET 3 - EXT WARRANTY - 2 CAMERA KIT	2	$0.00	$0.00	$0.00
Annual Payment 2	B00102	AXON BODY CAMERA STARTER PLAN	43	$30,743.25	$0.00	$30,743.25
Annual Payment 2	BWCamTAP	Body Worn Camera TAP Bundle	1	$0.00	$0.00	$0.00
Annual Payment 2	CN100147	AXON BODY 4 CNCTD CAMERA NA US FRST RSPNDR BLK RAPIDLOCK	1	$0.00	$0.00	$0.00

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 2	Fleet3B	Fleet 3 Basic	22	$44,040.49	$0.00	$44,040.49
Total				**$99,451.56**	**$0.00**	**$99,451.56**

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 3	100673	AXON EVIDENCE - ECOM LICENSE - CONVERSION BASIC TO PRO	11	$0.00	$0.00	$0.00
Annual Payment 3	101675	AXON FLEET - ERICSSON CRADLEPOINT R980-5GD-A+5YR NETCLOUD	2	$0.00	$0.00	$0.00
Annual Payment 3	101924	AXON FLEET - TAOGLAS ANT - 7-IN-1 4CELL 2WIFI 1GNSS INT	2	$0.00	$0.00	$0.00
Annual Payment 3	102011	AXON AI ASSISTANT	43	$16,795.82	$0.00	$16,795.82
Annual Payment 3	102526	PSO 1-DAY ONSITE TRAINING	1	$0.00	$0.00	$0.00
Annual Payment 3	70112	AXON SIGNAL - VEHICLE	2	$0.00	$0.00	$0.00
Annual Payment 3	72036	AXON FLEET 3 - STANDARD 2 CAMERA KIT	2	$0.00	$0.00	$0.00
Annual Payment 3	73683	AXON EVIDENCE - STORAGE - 10GB A LA CARTE	1500	$7,872.00	$0.00	$7,872.00
Annual Payment 3	80190	AXON EVIDENCE - CHANNEL SERVICES	1	$0.00	$0.00	$0.00
Annual Payment 3	80379	AXON SIGNAL - EXT WARRANTY - SIGNAL UNIT	2	$0.00	$0.00	$0.00
Annual Payment 3	80495	AXON FLEET 3 - EXT WARRANTY - 2 CAMERA KIT	2	$0.00	$0.00	$0.00
Annual Payment 3	B00102	AXON BODY CAMERA STARTER PLAN	43	$30,743.25	$0.00	$30,743.25
Annual Payment 3	BWCamTAP	Body Worn Camera TAP Bundle	1	$0.00	$0.00	$0.00
Annual Payment 3	CN100147	AXON BODY 4 CNCTD CAMERA NA US FRST RSPNDR BLK RAPIDLOCK	1	$0.00	$0.00	$0.00
Annual Payment 3	Fleet3B	Fleet 3 Basic	22	$44,040.49	$0.00	$44,040.49
Total				**$99,451.56**	**$0.00**	**$99,451.56**

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 4	100673	AXON EVIDENCE - ECOM LICENSE - CONVERSION BASIC TO PRO	11	$0.00	$0.00	$0.00
Annual Payment 4	101675	AXON FLEET - ERICSSON CRADLEPOINT R980-5GD-A+5YR NETCLOUD	2	$0.00	$0.00	$0.00
Annual Payment 4	101924	AXON FLEET - TAOGLAS ANT - 7-IN-1 4CELL 2WIFI 1GNSS INT	2	$0.00	$0.00	$0.00
Annual Payment 4	102011	AXON AI ASSISTANT	43	$16,795.82	$0.00	$16,795.82
Annual Payment 4	102526	PSO 1-DAY ONSITE TRAINING	1	$0.00	$0.00	$0.00
Annual Payment 4	70112	AXON SIGNAL - VEHICLE	2	$0.00	$0.00	$0.00
Annual Payment 4	72036	AXON FLEET 3 - STANDARD 2 CAMERA KIT	2	$0.00	$0.00	$0.00
Annual Payment 4	73683	AXON EVIDENCE - STORAGE - 10GB A LA CARTE	1500	$7,872.00	$0.00	$7,872.00
Annual Payment 4	80190	AXON EVIDENCE - CHANNEL SERVICES	1	$0.00	$0.00	$0.00
Annual Payment 4	80379	AXON SIGNAL - EXT WARRANTY - SIGNAL UNIT	2	$0.00	$0.00	$0.00
Annual Payment 4	80495	AXON FLEET 3 - EXT WARRANTY - 2 CAMERA KIT	2	$0.00	$0.00	$0.00
Annual Payment 4	B00102	AXON BODY CAMERA STARTER PLAN	43	$30,743.25	$0.00	$30,743.25
Annual Payment 4	BWCamTAP	Body Worn Camera TAP Bundle	1	$0.00	$0.00	$0.00
Annual Payment 4	CN100147	AXON BODY 4 CNCTD CAMERA NA US FRST RSPNDR BLK RAPIDLOCK	1	$0.00	$0.00	$0.00
Annual Payment 4	Fleet3B	Fleet 3 Basic	22	$44,040.49	$0.00	$44,040.49
Total				**$99,451.56**	**$0.00**	**$99,451.56**

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 5	100673	AXON EVIDENCE - ECOM LICENSE - CONVERSION BASIC TO PRO	11	$0.00	$0.00	$0.00
Annual Payment 5	101675	AXON FLEET - ERICSSON CRADLEPOINT R980-5GD-A+5YR NETCLOUD	2	$0.00	$0.00	$0.00
Annual Payment 5	101924	AXON FLEET - TAOGLAS ANT - 7-IN-1 4CELL 2WIFI 1GNSS INT	2	$0.00	$0.00	$0.00
Annual Payment 5	102011	AXON AI ASSISTANT	43	$16,795.82	$0.00	$16,795.82
Annual Payment 5	102526	PSO 1-DAY ONSITE TRAINING	1	$0.00	$0.00	$0.00
Annual Payment 5	70112	AXON SIGNAL - VEHICLE	2	$0.00	$0.00	$0.00
Annual Payment 5	72036	AXON FLEET 3 - STANDARD 2 CAMERA KIT	2	$0.00	$0.00	$0.00

Non-Binding Budgetary Estimate

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 5	73683	AXON EVIDENCE - STORAGE - 10GB A LA CARTE	1500	$7,872.00	$0.00	$7,872.00
Annual Payment 5	80190	AXON EVIDENCE - CHANNEL SERVICES	1	$0.00	$0.00	$0.00
Annual Payment 5	80379	AXON SIGNAL - EXT WARRANTY - SIGNAL UNIT	2	$0.00	$0.00	$0.00
Annual Payment 5	80495	AXON FLEET 3 - EXT WARRANTY - 2 CAMERA KIT	2	$0.00	$0.00	$0.00
Annual Payment 5	B00102	AXON BODY CAMERA STARTER PLAN	43	$30,743.25	$0.00	$30,743.25
Annual Payment 5	BWCamTAP	Body Worn Camera TAP Bundle	1	$0.00	$0.00	$0.00
Annual Payment 5	CN100147	AXON BODY 4 CNCTD CAMERA NA US FRST RSPNDR BLK RAPIDLOCK	1	$0.00	$0.00	$0.00
Annual Payment 5	Fleet3B	Fleet 3 Basic	22	$44,040.49	$0.00	$44,040.49
Total				**$99,451.56**	**$0.00**	**$99,451.56**

Non-Binding Budgetary Estimate

This Rough Order of Magnitude estimate is being provided for budgetary and planning purposes only. It is non-binding and is not considered a contractable offer for sale of Axon goods or services.

Tax is estimated based on rates applicable at date of quote and subject to change at time of invoicing. If a tax exemption certificate should be applied, please submit prior to invoicing.

Exceptions to Standard Terms and Conditions

Proposal #2

Without AI Assistant

DETAILED QUOTE DOCUMENT FOLLOWS

Non-Binding Budgetary Estimate

Axon Enterprise, Inc.
17800 N 85th St
Scottsdale, Arizona 85255
United States
VAT: 86-0741227
Domestic:(800) 978-2737
International: +1.800.978.2737

Q-799273-46048MM

Issued: 01/26/2026

Quote Expiration: 10/15/2026

Estimated Contract Start Date: 11/15/2026

Account Number: 326203

Payment Terms: N30

Mode of Delivery: UPS-GND

Credit/Debit Amount: $0.00

SHIP TO	BILL TO
Columbus Police Department - NE 2330 14th St Columbus, NE 68601-5016 USA	Columbus Police Department - NE 2330 14th St Columbus NE 68601-5016 USA Email:

SALES REPRESENTATIVE	PRIMARY CONTACT
Travis Cole Phone: (480) 463-2200 Email: tcole@axon.com Fax: 480-463-2200	Douglas Molczyk Phone: 402-564-3201 Email: douglas.molczyk@columbusne.us Fax: (402) 562-7325

Quote Summary

Program Length	60 Months
TOTAL COST	$430,048.80
ESTIMATED TOTAL W/ TAX	$430,048.80

Discount Summary

Average Savings Per Year	$51,999.52
TOTAL SAVINGS	$259,997.58

Payment Summary

Date	Subtotal	Tax	Total
Oct 2026	$86,009.76	$0.00	$86,009.76
Oct 2027	$86,009.76	$0.00	$86,009.76
Oct 2028	$86,009.76	$0.00	$86,009.76
Oct 2029	$86,009.76	$0.00	$86,009.76
Oct 2030	$86,009.76	$0.00	$86,009.76
Total	**$430,048.80**	**$0.00**	**$430,048.80**

Quote Unbundled Price:	**$688,992.16**
Quote List Price:	**$536,182.96**
Quote Subtotal:	**$430,048.80**

Pricing

All deliverables are detailed in Delivery Schedules section lower in proposal

Item	Description	Qty	Term	Unbundled	List Price	Net Price	Subtotal	Tax	Total
Program									
Fleet3B	Fleet 3 Basic	22	60	$182.46	$166.82	$166.82	$220,202.40	$0.00	$220,202.40
B00102	AXON BODY CAMERA STARTER PLAN	43	60	$110.99	$59.58	$59.58	$153,716.40	$0.00	$153,716.40
CN100147	AXON BODY 4 CNCTD CAMERA NA US FRST RSPNDR BLK RAPIDLOCK	1	60			$0.00	$0.00	$0.00	$0.00
BWCamTAP	Body Worn Camera TAP Bundle	1	60	$31.11	$39.00	$0.00	$0.00	$0.00	$0.00
A la Carte Hardware									
70112	AXON SIGNAL - VEHICLE	2			$279.00	$0.00	$0.00	$0.00	$0.00
101675	AXON FLEET - ERICSSON CRADLEPOINT R980-5GD-A+5YR NETCLOUD	2			$1,899.00	$0.00	$0.00	$0.00	$0.00
72036	AXON FLEET 3 - STANDARD 2 CAMERA KIT	2			$2,695.00	$0.00	$0.00	$0.00	$0.00
101924	AXON FLEET - TAOGLAS ANT - 7-IN-1 4CELL 2WIFI 1GNSS INT	2			$149.00	$0.00	$0.00	$0.00	$0.00
A la Carte Software									
100673	AXON EVIDENCE - ECOM LICENSE - CONVERSION BASIC TO PRO	11	60		$27.12	$0.00	$0.00	$0.00	$0.00
73683	AXON EVIDENCE - STORAGE - 10GB A LA CARTE	1500	60		$0.81	$0.62	$56,130.00	$0.00	$56,130.00
A la Carte Services									
102526	PSO 1-DAY ONSITE TRAINING	1			$8,000.00	$0.00	$0.00	$0.00	$0.00
80190	AXON EVIDENCE - CHANNEL SERVICES	1			$50,000.00	$0.00	$0.00	$0.00	$0.00
A la Carte Warranties									
80379	AXON SIGNAL - EXT WARRANTY - SIGNAL UNIT	2	48		$1.33	$0.00	$0.00	$0.00	$0.00
80495	AXON FLEET 3 - EXT WARRANTY - 2 CAMERA KIT	2	48		$9.93	$0.00	$0.00	$0.00	$0.00
Total							**$430,048.80**	**$0.00**	**$430,048.80**

Delivery Schedule

Hardware

Bundle	Item	Description	QTY	Shipping Location	Estimated Delivery Date
Fleet 3 Basic	101675	AXON FLEET - ERICSSON CRADLEPOINT R980-5GD-A+5YR NETCLOUD	22	1	10/15/2026
Fleet 3 Basic	101924	AXON FLEET - TAOGLAS ANT - 7-IN-1 4CELL 2WIFI 1GNSS INT	22	1	10/15/2026
Fleet 3 Basic	70112	AXON SIGNAL - VEHICLE	22	1	10/15/2026
Fleet 3 Basic	72036	AXON FLEET 3 - STANDARD 2 CAMERA KIT	22	1	10/15/2026

Hardware

Bundle	Item	Description	QTY	Shipping Location	Estimated Delivery Date
AXON BODY 4 CNCTD CAMERA NA US FRST RSPNDR BLK RAPIDLOCK	100147	AXON BODY 4 - CAMERA - NA US FIRST RESPONDER BLK RAPIDLOCK	1	1	11/15/2026
AXON BODY CAMERA STARTER PLAN	100147	AXON BODY 4 - CAMERA - NA US FIRST RESPONDER BLK RAPIDLOCK	1	1	11/15/2026
AXON BODY CAMERA STARTER PLAN	100147	AXON BODY 4 - CAMERA - NA US FIRST RESPONDER BLK RAPIDLOCK	43	1	11/15/2026
AXON BODY CAMERA STARTER PLAN	100206	AXON BODY 4 - 8 BAY DOCK	6	1	11/15/2026
AXON BODY CAMERA STARTER PLAN	100466	AXON BODY 4 - CABLE - USB-C TO USB-C	48	1	11/15/2026
AXON BODY CAMERA STARTER PLAN	100775	AXON BODY 4 - MAGNETIC DISCONNECT CABLE	48	1	11/15/2026
AXON BODY CAMERA STARTER PLAN	11507	AXON BODY - MOUNT - RAPIDLOCK SINGLE MOLLE	48	1	11/15/2026
AXON BODY CAMERA STARTER PLAN	70033	AXON - DOCK WALL MOUNT - BRACKET ASSY	6	1	11/15/2026
AXON BODY CAMERA STARTER PLAN	71019	AXON BODY - DOCK POWERCORD - NORTH AMERICA	6	1	11/15/2026
A la Carte	101675	AXON FLEET - ERICSSON CRADLEPOINT R980-5GD-A+5YR NETCLOUD	2	1	11/15/2026
A la Carte	101924	AXON FLEET - TAOGLAS ANT - 7-IN-1 4CELL 2WIFI 1GNSS INT	2	1	11/15/2026
A la Carte	70112	AXON SIGNAL - VEHICLE	2	1	11/15/2026
A la Carte	72036	AXON FLEET 3 - STANDARD 2 CAMERA KIT	2	1	11/15/2026
AXON BODY CAMERA STARTER PLAN	73309	AXON BODY - TAP REFRESH 1 - CAMERA	44	1	05/15/2029
AXON BODY CAMERA STARTER PLAN	73689	AXON BODY - TAP REFRESH 1 - DOCK MULTI BAY	6	1	05/15/2029
Body Worn Camera TAP Bundle	73309	AXON BODY - TAP REFRESH 1 - CAMERA	1	1	05/15/2029

Software

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
AXON BODY CAMERA STARTER PLAN	73686	AXON EVIDENCE - STORAGE - UNLIMITED (AXON DEVICE)	43	11/15/2026	11/14/2031
AXON BODY CAMERA STARTER PLAN	73746	AXON EVIDENCE - ECOM LICENSE - PRO	1	11/15/2026	11/14/2031
AXON BODY CAMERA STARTER PLAN	73840	AXON EVIDENCE - ECOM LICENSE - BASIC	43	11/15/2026	11/14/2031
Fleet 3 Basic	80400	AXON EVIDENCE - FLEET VEHICLE LICENSE	22	11/15/2026	11/14/2031
Fleet 3 Basic	80410	AXON EVIDENCE - STORAGE - FLEET 1 CAMERA UNLIMITED	44	11/15/2026	11/14/2031
A la Carte	100673	AXON EVIDENCE - ECOM LICENSE - CONVERSION BASIC TO PRO	11	11/15/2026	11/14/2031
A la Carte	73683	AXON EVIDENCE - STORAGE - 10GB A LA CARTE	1500	11/15/2026	11/14/2031

Services

Bundle	Item	Description	QTY
Fleet 3 Basic	100738	AXON FLEET 3 - SIM INSERTION - VZW 4FF	22
Fleet 3 Basic	73391	AXON FLEET 3 - DEPLOYMENT PER VEHICLE - NOT OVERSIZED	22
A la Carte	102526	PSO 1-DAY ONSITE TRAINING	1
A la Carte	80190	AXON EVIDENCE - CHANNEL SERVICES	1

Warranties

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
Fleet 3 Basic	80379	AXON SIGNAL - EXT WARRANTY - SIGNAL UNIT	22	10/15/2027	11/14/2031
Fleet 3 Basic	80495	AXON FLEET 3 - EXT WARRANTY - 2 CAMERA KIT	22	10/15/2027	11/14/2031
AXON BODY CAMERA STARTER PLAN	80464	AXON BODY - TAP WARRANTY - CAMERA	43	11/15/2027	11/14/2031
AXON BODY CAMERA STARTER PLAN	80464	AXON BODY - TAP WARRANTY - CAMERA	1	11/15/2027	11/14/2031
AXON BODY CAMERA STARTER PLAN	80465	AXON BODY - TAP WARRANTY - MULTI BAY DOCK	6	11/15/2027	11/14/2031
Body Worn Camera TAP Bundle	80464	AXON BODY - TAP WARRANTY - CAMERA	1	11/15/2027	11/14/2031
A la Carte	80379	AXON SIGNAL - EXT WARRANTY - SIGNAL UNIT	2	11/15/2027	11/14/2031
A la Carte	80495	AXON FLEET 3 - EXT WARRANTY - 2 CAMERA KIT	2	11/15/2027	11/14/2031

Shipping Locations

Location Number	Street	City	State	Zip	Country
1	2330 14th St	Columbus	NE	68601-5016	USA

Payment Details

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 1	100673	AXON EVIDENCE - ECOM LICENSE - CONVERSION BASIC TO PRO	11	$0.00	$0.00	$0.00
Annual Payment 1	101675	AXON FLEET - ERICSSON CRADLEPOINT R980-5GD-A+5YR NETCLOUD	2	$0.00	$0.00	$0.00
Annual Payment 1	101924	AXON FLEET - TAOGLAS ANT - 7-IN-1 4CELL 2WIFI 1GNSS INT	2	$0.00	$0.00	$0.00
Annual Payment 1	102526	PSO 1-DAY ONSITE TRAINING	1	$0.00	$0.00	$0.00
Annual Payment 1	70112	AXON SIGNAL - VEHICLE	2	$0.00	$0.00	$0.00
Annual Payment 1	72036	AXON FLEET 3 - STANDARD 2 CAMERA KIT	2	$0.00	$0.00	$0.00
Annual Payment 1	73683	AXON EVIDENCE - STORAGE - 10GB A LA CARTE	1500	$11,226.02	$0.00	$11,226.02
Annual Payment 1	80190	AXON EVIDENCE - CHANNEL SERVICES	1	$0.00	$0.00	$0.00
Annual Payment 1	80379	AXON SIGNAL - EXT WARRANTY - SIGNAL UNIT	2	$0.00	$0.00	$0.00
Annual Payment 1	80495	AXON FLEET 3 - EXT WARRANTY - 2 CAMERA KIT	2	$0.00	$0.00	$0.00
Annual Payment 1	B00102	AXON BODY CAMERA STARTER PLAN	43	$30,743.25	$0.00	$30,743.25
Annual Payment 1	BWCamTAP	Body Worn Camera TAP Bundle	1	$0.00	$0.00	$0.00
Annual Payment 1	CN100147	AXON BODY 4 CNCTD CAMERA NA US FRST RSPNDR BLK RAPIDLOCK	1	$0.00	$0.00	$0.00
Annual Payment 1	Fleet3B	Fleet 3 Basic	22	$44,040.49	$0.00	$44,040.49
Total				**$86,009.76**	**$0.00**	**$86,009.76**

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Invoice Upon Fulfillment	BWCamTAP	Body Worn Camera TAP Bundle	1	$0.00	$0.00	$0.00
Invoice Upon Fulfillment	Fleet3B	Fleet 3 Basic	22	$0.00	$0.00	$0.00
Total				**$0.00**	**$0.00**	**$0.00**

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 2	100673	AXON EVIDENCE - ECOM LICENSE - CONVERSION BASIC TO PRO	11	$0.00	$0.00	$0.00
Annual Payment 2	101675	AXON FLEET - ERICSSON CRADLEPOINT R980-5GD-A+5YR NETCLOUD	2	$0.00	$0.00	$0.00
Annual Payment 2	101924	AXON FLEET - TAOGLAS ANT - 7-IN-1 4CELL 2WIFI 1GNSS INT	2	$0.00	$0.00	$0.00
Annual Payment 2	102526	PSO 1-DAY ONSITE TRAINING	1	$0.00	$0.00	$0.00
Annual Payment 2	70112	AXON SIGNAL - VEHICLE	2	$0.00	$0.00	$0.00
Annual Payment 2	72036	AXON FLEET 3 - STANDARD 2 CAMERA KIT	2	$0.00	$0.00	$0.00
Annual Payment 2	73683	AXON EVIDENCE - STORAGE - 10GB A LA CARTE	1500	$11,226.02	$0.00	$11,226.02
Annual Payment 2	80190	AXON EVIDENCE - CHANNEL SERVICES	1	$0.00	$0.00	$0.00
Annual Payment 2	80379	AXON SIGNAL - EXT WARRANTY - SIGNAL UNIT	2	$0.00	$0.00	$0.00
Annual Payment 2	80495	AXON FLEET 3 - EXT WARRANTY - 2 CAMERA KIT	2	$0.00	$0.00	$0.00
Annual Payment 2	B00102	AXON BODY CAMERA STARTER PLAN	43	$30,743.25	$0.00	$30,743.25
Annual Payment 2	BWCamTAP	Body Worn Camera TAP Bundle	1	$0.00	$0.00	$0.00
Annual Payment 2	CN100147	AXON BODY 4 CNCTD CAMERA NA US FRST RSPNDR BLK RAPIDLOCK	1	$0.00	$0.00	$0.00
Annual Payment 2	Fleet3B	Fleet 3 Basic	22	$44,040.49	$0.00	$44,040.49
Total				**$86,009.76**	**$0.00**	**$86,009.76**

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 3	100673	AXON EVIDENCE - ECOM LICENSE - CONVERSION BASIC TO PRO	11	$0.00	$0.00	$0.00
Annual Payment 3	101675	AXON FLEET - ERICSSON CRADLEPOINT R980-5GD-A+5YR NETCLOUD	2	$0.00	$0.00	$0.00
Annual Payment 3	101924	AXON FLEET - TAOGLAS ANT - 7-IN-1 4CELL 2WIFI 1GNSS INT	2	$0.00	$0.00	$0.00
Annual Payment 3	102526	PSO 1-DAY ONSITE TRAINING	1	$0.00	$0.00	$0.00
Annual Payment 3	70112	AXON SIGNAL - VEHICLE	2	$0.00	$0.00	$0.00
Annual Payment 3	72036	AXON FLEET 3 - STANDARD 2 CAMERA KIT	2	$0.00	$0.00	$0.00
Annual Payment 3	73683	AXON EVIDENCE - STORAGE - 10GB A LA CARTE	1500	$11,226.02	$0.00	$11,226.02
Annual Payment 3	80190	AXON EVIDENCE - CHANNEL SERVICES	1	$0.00	$0.00	$0.00
Annual Payment 3	80379	AXON SIGNAL - EXT WARRANTY - SIGNAL UNIT	2	$0.00	$0.00	$0.00
Annual Payment 3	80495	AXON FLEET 3 - EXT WARRANTY - 2 CAMERA KIT	2	$0.00	$0.00	$0.00
Annual Payment 3	B00102	AXON BODY CAMERA STARTER PLAN	43	$30,743.25	$0.00	$30,743.25
Annual Payment 3	BWCamTAP	Body Worn Camera TAP Bundle	1	$0.00	$0.00	$0.00
Annual Payment 3	CN100147	AXON BODY 4 CNCTD CAMERA NA US FRST RSPNDR BLK RAPIDLOCK	1	$0.00	$0.00	$0.00
Annual Payment 3	Fleet3B	Fleet 3 Basic	22	$44,040.49	$0.00	$44,040.49
Total				**$86,009.76**	**$0.00**	**$86,009.76**

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 4	100673	AXON EVIDENCE - ECOM LICENSE - CONVERSION BASIC TO PRO	11	$0.00	$0.00	$0.00
Annual Payment 4	101675	AXON FLEET - ERICSSON CRADLEPOINT R980-5GD-A+5YR NETCLOUD	2	$0.00	$0.00	$0.00
Annual Payment 4	101924	AXON FLEET - TAOGLAS ANT - 7-IN-1 4CELL 2WIFI 1GNSS INT	2	$0.00	$0.00	$0.00
Annual Payment 4	102526	PSO 1-DAY ONSITE TRAINING	1	$0.00	$0.00	$0.00
Annual Payment 4	70112	AXON SIGNAL - VEHICLE	2	$0.00	$0.00	$0.00
Annual Payment 4	72036	AXON FLEET 3 - STANDARD 2 CAMERA KIT	2	$0.00	$0.00	$0.00
Annual Payment 4	73683	AXON EVIDENCE - STORAGE - 10GB A LA CARTE	1500	$11,226.02	$0.00	$11,226.02
Annual Payment 4	80190	AXON EVIDENCE - CHANNEL SERVICES	1	$0.00	$0.00	$0.00
Annual Payment 4	80379	AXON SIGNAL - EXT WARRANTY - SIGNAL UNIT	2	$0.00	$0.00	$0.00
Annual Payment 4	80495	AXON FLEET 3 - EXT WARRANTY - 2 CAMERA KIT	2	$0.00	$0.00	$0.00
Annual Payment 4	B00102	AXON BODY CAMERA STARTER PLAN	43	$30,743.25	$0.00	$30,743.25
Annual Payment 4	BWCamTAP	Body Worn Camera TAP Bundle	1	$0.00	$0.00	$0.00
Annual Payment 4	CN100147	AXON BODY 4 CNCTD CAMERA NA US FRST RSPNDR BLK RAPIDLOCK	1	$0.00	$0.00	$0.00
Annual Payment 4	Fleet3B	Fleet 3 Basic	22	$44,040.49	$0.00	$44,040.49
Total				**$86,009.76**	**$0.00**	**$86,009.76**

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 5	100673	AXON EVIDENCE - ECOM LICENSE - CONVERSION BASIC TO PRO	11	$0.00	$0.00	$0.00
Annual Payment 5	101675	AXON FLEET - ERICSSON CRADLEPOINT R980-5GD-A+5YR NETCLOUD	2	$0.00	$0.00	$0.00
Annual Payment 5	101924	AXON FLEET - TAOGLAS ANT - 7-IN-1 4CELL 2WIFI 1GNSS INT	2	$0.00	$0.00	$0.00
Annual Payment 5	102526	PSO 1-DAY ONSITE TRAINING	1	$0.00	$0.00	$0.00
Annual Payment 5	70112	AXON SIGNAL - VEHICLE	2	$0.00	$0.00	$0.00
Annual Payment 5	72036	AXON FLEET 3 - STANDARD 2 CAMERA KIT	2	$0.00	$0.00	$0.00
Annual Payment 5	73683	AXON EVIDENCE - STORAGE - 10GB A LA CARTE	1500	$11,226.02	$0.00	$11,226.02
Annual Payment 5	80190	AXON EVIDENCE - CHANNEL SERVICES	1	$0.00	$0.00	$0.00
Annual Payment 5	80379	AXON SIGNAL - EXT WARRANTY - SIGNAL UNIT	2	$0.00	$0.00	$0.00
Annual Payment 5	80495	AXON FLEET 3 - EXT WARRANTY - 2 CAMERA KIT	2	$0.00	$0.00	$0.00
Annual Payment 5	B00102	AXON BODY CAMERA STARTER PLAN	43	$30,743.25	$0.00	$30,743.25
Annual Payment 5	BWCamTAP	Body Worn Camera TAP Bundle	1	$0.00	$0.00	$0.00
Annual Payment 5	CN100147	AXON BODY 4 CNCTD CAMERA NA US FRST RSPNDR BLK RAPIDLOCK	1	$0.00	$0.00	$0.00

Non-Binding Budgetary Estimate

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 5	Fleet3B	Fleet 3 Basic	22	$44,040.49	$0.00	$44,040.49
Total				**$86,009.76**	**$0.00**	**$86,009.76**

Non-Binding Budgetary Estimate

This Rough Order of Magnitude estimate is being provided for budgetary and planning purposes only. It is non-binding and is not considered a contractable offer for sale of Axon goods or services.

Tax is estimated based on rates applicable at date of quote and subject to change at time of invoicing. If a tax exemption certificate should be applied, please submit prior to invoicing.

Exceptions to Standard Terms and Conditions

Rewrite Estimates

Estimated Amounts and Contract Terminations. Any amounts stated as due under existing or terminated contracts — including contract transfer balances carried forward to new or pending contracts — are estimates based on payments received as of the calculation date. These estimates may be adjusted if new contracts are not executed on the anticipated dates or if expected payments are not made.

Refresh Shipment Timing

Technology Assurance Plan (TAP) Refresh Prior to Renewal. For Customers with expiring agreements that include TAP refresh rights, Axon may, in its discretion, ship refresh hardware under the existing contract while renewal or replacement agreements are in progress. Any such shipments will be deemed made under the terms of the existing contract until the new contract is fully executed, after which any applicable updates, fees, or adjustments will apply.

Shipment Timing

Shipment Variance. Estimated shipment dates are provided for planning purposes only and are not guarantees. Axon may ship hardware before or after the estimated shipment date, and failure to meet an estimated shipment date will not, by itself, constitute a breach, provided Axon uses commercially reasonable efforts to meet estimated shipment dates.

We have prepared a quote for you

Columbus PD (NE) - 22 ICV/3 Spare ICVs & 45 BC4 1080 package (5YR)

Quote # 014670
Version 1

Prepared for:

Columbus Police Department - NE

Doug Molczyk
douglas.molczyk@columbusne.us

22 - ICV (5YR Program)

Description		Price	Qty	Ext. Price
OBABTQXHXXXX	**VR-X20G3 for In-Car Video, supports up to 4 cameras - DVR(VR-X20G3)-Ultra5+8GB RAM+256GB SSD+2nd 256GB SSD], Blackbox Recording, Backup Battery,**	$4,248.00	22	$93,456.00
GE-SVTREXT2Y	**In Car Video Solution Extended Warranty - Year 4 & 5 - Getac, In Car Video Solution, Extended Warranty, 2, Year**	$398.00	22	$8,756.00
ORBB5U	**SINGLE PORT DOCK (VD-04U), INCLUDES USB-C TO USB-A CABLE (3.28FT), USB A EXTENSION CABLE (12.5FT), USB-A 10W AC ADAPTER (US), 5 YEAR WARRANTY**	$138.00	22	$3,036.00
OTX15X	**BODY WORN CAMERA BLUETOOTH TRIGGER BOX, 5 YEAR WARRANTY**	$218.00	22	$4,796.00
OIA01X	**Mounting Bracket (Visor) - Universal**	$105.00	22	$2,310.00
ORB46X	**Body Worn Camera (BC-04), magnetic quick release charging USB cable (3.28 ft)**	$40.00	22	$880.00
590GBL001097	**Airgain EZConnect MULTIMAX 5G 3in1 antenna: 2xWi-Fi, 1xGNSS with 1 foot pigtail, Black**	$116.00	22	$2,552.00
590GBL001099	**Airgain EZConnect MULTIMAX 5G 3in1 cable harness, 2xWi-Fi, 1xGNSS, 19 feet RP SMA on Wi-Fi, SMA on GNSS**	$84.00	22	$1,848.00
OUB02M	**Getac Evidence License- Include Cloud Plan for the In-Car Video Up to 4 Cameras, Monthly Unlimited. Access to Reporting, Asset Mgt, Case Mgt, AD**	$56.00	1320	$73,920.00
			Subtotal:	$191,554.00

3 - Spare ICV (no cloud)

Description		Price	Qty	Ext. Price
SPARE ICV NOTE: These packages represent all the required equipment for a complete vehicle, if you need only the DVR/camera option - we can adjust spare package line by line. No Cloud included for these units as they would be swapped out for DVRs under warranty.				
OBABTQXHXXXX	**VR-X20G3 for In-Car Video, supports up to 4 cameras - DVR(VR-X20G3)-Ultra5+8GB RAM+256GB SSD+2nd 256GB SSD], Blackbox Recording, Backup Battery,**	$4,248.00	3	$12,744.00
GE-SVTREXT2Y	**In Car Video Solution Extended Warranty - Year 4 & 5 - Getac, In Car Video Solution, Extended Warranty, 2, Year**	$398.00	3	$1,194.00

3 - Spare ICV (no cloud)

Description		Price	Qty	Ext. Price
ORBB5U	**SINGLE PORT DOCK (VD-04U), INCLUDES USB-C TO USB-A CABLE (3.28FT), USB A EXTENSION CABLE (12.5FT), USB-A 10W AC ADAPTER (US), 5 YEAR WARRANTY**	$138.00	3	$414.00
OTX15X	**BODY WORN CAMERA BLUETOOTH TRIGGER BOX, 5 YEAR WARRANTY**	$218.00	3	$654.00
OIA01X	**Mounting Bracket (Visor) - Universal**	$105.00	3	$315.00
ORB46X	**Body Worn Camera (BC-04), magnetic quick release charging USB cable (3.28 ft)**	$40.00	3	$120.00
590GBL001097	**Airgain EZConnect MULTIMAX 5G 3in1 antenna: 2xWi-Fi, 1xGNSS with 1 foot pigtail, Black**	$116.00	3	$348.00
590GBL001099	**Airgain EZConnect MULTIMAX 5G 3in1 cable harness, 2xWi-Fi, 1xGNSS, 19 feet RP SMA on Wi-Fi, SMA on GNSS**	$84.00	3	$252.00
			Subtotal:	$16,041.00

OPTION ONE: 45 - BC4 1080 LTE OPTION (5YR Program)

Description		Price	Qty	Ext. Price
OVWX6WXXXXX5	**BC-04-1080P - BWC Device, 128GB + FHD/HD/WVGA, LTE + WiFi + GPS + BLE, 5 years warranty, 5 years battery warranty**	$1,448.00	45	$65,160.00
OD4C5U	**8 PORT MULTIDOCK (MD-04), INCLUDES 150W AC ADAPTER (US), 5 YEAR WARRANTY**	$1,148.00	5	$5,740.00
ORB342	**Body Worn Camera Molle Mount**	$20.00	45	$900.00
ORB363	**Body Worn Camera Magnetic (Double-Sided) Mount**	$80.00	45	$3,600.00
ORBD5U	**SINGLE PORT DOCK (VD-04L), USB-C TO USB-A CABLE, USB A EXTENSION CABLE, ETHERNET CABLE, ADAPTOR, 5 YEAR WARRANTY**	$158.00	5	$790.00
OUB01M	**Getac Evidence License- Include Cloud Plan for BWC, Monthly Unlimited. Access to Reporting, Asset Mgt, Case Mgt, AD Integration, Live Stream, Mobile**	$40.00	2700	$108,000.00
			Subtotal:	$184,190.00

OPTION TWO: 45 - BC4 1080 NO LTE OPTION(5YR Program)

Description		Price	Qty	Ext. Price
OVWX6XXXXXX5	**BC-04-1080P - BWC Device, 128GB + FHD/HD/WVGA, WiFi + GPS + BLE, 5 years warranty, 5 years battery warranty**	$1,248.00	45	$56,160.00
OD4C5U	**8 PORT MULTIDOCK (MD-04), INCLUDES 150W AC ADAPTER (US), 5 YEAR WARRANTY**	$1,148.00	5	$5,740.00
ORB342	**Body Worn Camera Molle Mount**	$20.00	45	$900.00
ORB363	**Body Worn Camera Magnetic (Double-Sided) Mount**	$80.00	45	$3,600.00
ORBD5U	**SINGLE PORT DOCK (VD-04L), USB-C TO USB-A CABLE, USB A EXTENSION CABLE, ETHERNET CABLE, ADAPTOR, 5 YEAR WARRANTY**	$158.00	5	$790.00
OUB01M	**Getac Evidence License- Include Cloud Plan for BWC, Monthly Unlimited. Access to Reporting, Asset Mgt, Case Mgt, AD Integration, Live Stream, Mobile**	$40.00	2700	$108,000.00
			Subtotal:	$175,190.00

Deployment/Training Services

Description		Price	Qty	Ext. Price
OZX04X	**Getac Video Solution - Remote Setup**	$1,400.00	1	$1,400.00
OZX01X-BR	**Brite Onsite Getac Video configuration and training services**	$2,398.00	4	$9,592.00
Travel	**Travel and Expenses**	$1,000.00	1	$1,000.00
			Subtotal:	$11,992.00

Installation Services

Description		Price	Qty	Ext. Price
Professional Install Services: Hardware	**Professional Install Services: Hardware**	$750.00	20	$15,000.00

Installation Services

Description	Price	Qty	Ext. Price
Installation Note: Includes travel, per diem, prepp, inspection/documentation, post follow-up. NOTE: Part numbers/pricing may change at time of order.			
		Subtotal:	$15,000.00

FINANCE OPTIONS

Description	Qty
22 ICVs/3 Spare ICVs & 45 BCs (with LTE) & deployment/installation services = $ 418,777 @ $97,023/YR (5 Annualized Payments) or 22 ICVs/3 Spare ICVs & 45 BCs (NO LTE) & deployment/installation services = $ 409,777 @ $94,938/YR (5 Annualized Payments)	

Columbus PD (NE) - 22 ICV/3 Spare ICVs & 45 BC4 1080 package (5YR)

Prepared by:

Brite

Brian DeNomme
605-553-6620
Fax 585-758-0222
bdenomme@brite.com

Prepared for:

Columbus Police Department - NE

2330 14th Street
Columbus, NE 68601
Doug Molczyk
(402) 564-3201
douglas.molczyk@columbusne.us

Quote Information:

Quote #: 014670

Version: 1
Delivery Date: 01/20/2026
Expiration Date: 02/28/2026

Quote Summary

Description	Amount
22 - ICV (5YR Program)	$191,554.00
3 - Spare ICV (no cloud)	$16,041.00
OPTION ONE: 45 - BC4 1080 LTE OPTION (5YR Program)	$184,190.00
OPTION TWO: 45 - BC4 1080 NO LTE OPTION(5YR Program)	$175,190.00
Deployment/Training Services	$11,992.00
Installation Services	$15,000.00
Total:	$593,967.00

- Agreed upon payment terms: NET 30
- Any changes to the orders after acceptance may result in additional fees.
- Any returns must be accompanied by a return authorization and will be subject to restocking fees.
- Any returns must be approved with 30 days of shipping dates
- All services will be invoiced upfront and efforts debited against the units described above.
- All Professional Services credits are valid for a period of 1 year from time of purchase and shall be planned in advance with a minimum of four (4) week notice period
- All hardware and accessories will be invoiced when shipped.
- All software will be invoiced upon delivery of license.
- All subscriptions will be invoiced when activated.
- Terms and conditions listed within a Master Services Agreement or Statement of Work supersede any listed here.
- Travel costs will be billed separately unless otherwise stated.
- All support is considered manufacturers depot warranty support unless otherwise stated.
- All taxes on this quote are estimated. Appropriate taxes will be calculated and included at the time of Invoice.
- **Please Note: Global trade and tariff uncertainty has created unpredictable pricing volatility. Brite cannot guarantee pricing of 3rd party solutions. Please confirm quotes prior to order submission.**

Taxes, shipping, handling and other fees may apply. We reserve the right to cancel orders arising from pricing or other errors.

Columbus Police Department - NE

Signature: _____

Name: Doug Molczyk

Date: _____

Getac

CA-NF42 UltraHD DUAL LENS CAMERA

With its dual 4K cameras and AI-enabled auto license plate recognition (ALPR), the CA-NF42 in-vehicle camera provides unprecedented visibility and capability on patrol.

Auto License Plate Recognition

Artificial Intelligence (AI) enables automated license plate recognition (LPR) from up to 65 feet away, enabling faster tracking down of vehicles and smoother, safer driving.

Dual 4K Resolution

4K ULTRA HD

Both the wide-angle and standard camera feature up to 4K Ultra HD resolution with high dynamic range (HDR) encoding for clear detailed images in any ambient lighting.

Wide Field of View (FOV)

A wide field of vision helps keep traffic stops and other events entirely on camera, while providing a broader view of what's happening in a scene's surroundings.

Low Light Viewing, ZeroDark™

Both cameras deliver superb low-light performance with minimal visual noise in dim, ambient, or indirect lighting.

Specifications

Left - Camera 1

Focal Length
3.2mm

FOV (Field of View)
150° Diagonal / 133° Horizontal / 77° Vertical

Position
Fixed

View Type
Panoramic View

LUX
Color 0.03, nighttime low-light recording

Right - Camera 2

Focal Length
7.8mm

FOV (Field of View)
59° Diagonal / 53° Horizontal / 31° Vertical

Position
Fixed

View Type
Normal View for ALPR

LUX
Color 0.03, nighttime low-light recording

Network
Power over Ethernet (POE)

Video Output Format
H.264, H.265

Video Output Resolution
3840x2160 (UltraHD), 2560x1440 (QuadHD), 1920x1080 (FHD)

Video Output Frame Rate
30 fps, 15 fps

Connectivity Interface
POE, RJ45

Operating Temperature
-30° to 60 °C / -22° to 140° F

Dimensions (W x D x H)
83 x 100 x 34mm (3.27" x 3.94" x 1.34")

Weight
281g (0.62lbs)

Rugged Features
MIL-STD-810H

Mount Options
Mounting Arm

Warranty
1-year standard limited warranty
* Extended plans available.

* Specification subject to change. Custom options are available based on customer specifications.

CA-NF42

UltraHD Dual Lens Camera

Getac

Getac USA
15495 Sand Canyon Ave. Suite 350
Irvine, CA 92618
Tel : 949-681-2900
GetacSales_US@getac.com | www.getac.com/us/

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available specification shall be subjected to quotation by request. V01M09Y23US

Accessories

Cable

Ethernet Cable

Getac

BC-04-1080P FHD RUGGED BODY CAMERA

The reliable Getac Body Camera for everyday use high-resolution video, even in low-light conditions.

Easy In-Field Tagging

Use the convenient and intuitive category wheel to save time after each incident and ensure maximum retention. View videos on the mobile app without downloading or breaking chain of custody.

OLED Display

Built-in OLED display is easy to read and provides important information to the operator at a quick glance. Turn it off in covert mode to avoid distractions.

In-Car Integrated

Pair the body-worn camera with Getac in-car video to eliminate the need for a wireless microphone and range issues. Playback audio from both systems together to see and hear all the action as it happened.

Cellular Capable

BC-04-1080P supports AT&T, Verizon, and other worldwide cellular networks for real-time location and live streaming. Don't need another cell plan? A Wi-Fi only model is also available.

See The Action Live

Live stream anytime and maintain maximum situational awareness. Watch multiple users together or along with in-car video systems to see all the angles.

Specifications

Video Output Format
H.264, H.265

Video Output Resolution
1920×1080 (1080p), 1280×720 (720p)

Video Output Frame Rate
30 fps

Recording Time
>12 hrs

Pre-record Time
Max. 2 mins, depending on user configurations in cloud service

FOV (Field of View)
140° Horizontal / 158° Diagonal

Storage
64 GB

Communication
Wi-Fi 802.11 a/b/g/n/ac
Bluetooth 5.0
GPS
Optional: 4G LTE

I/O Interface
Magnetic pogo connector x 1
Docking x 1

Power
Battery (4.2V, 4200mAh)

Buttons
Power, Main, Category Wheel, Covert Switch

Dimensions (W x D x H)
65.6 x 25.4 x 96mm (2.58" x 1" x 3.77")

Weight
230g (0.51lbs)

Temperature
Operating: -20°C to 50°C / -4°F to 122°F
Storage: -40°C to 71°C / -40°F to 160°F

Rugged Features
MIL-STD-810H certified
Vibration & 6ft (1.8m) drop resistant
IP67 certified

Watermark
Supports Date/Time/Officer ID stamp overlay on video footage

Additional Features
Covert Recording Mode
Instant Event Categorization
Background Recording

Warranty
3-year standard limited warranty.
Extended plans available.

* Battery performance will vary based on power management settings and environmental conditions. As with all batteries, maximum capacity decreases with time and use and may eventually need to be replaced by a Getac service provider. Battery life and charge cycles vary by use and settings.

* Specification subject to change. Custom options are available based on customer specifications.

BC-04-1080P

FHD Rugged Body Camera

Getac

Getac USA
15495 Sand Canyon Ave. Suite 350
Irvine, CA 92618
Phone: +1-833-820-5172
sales@getacvideo.com | www.getac.com/us/

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Information provided herewith is for reference only,
available specification shall be subjected to quotation by request. V01M03Y25US

Accessories

TRIGGER BOX

Wireless start / stop recording

CHARGING

8-Port Multi-Dock (MD-04)

Single Dock (VD-04)

Magnetic Breakaway Cable

FLEXIBLE MOUNTING SOLUTIONS

Magnetic Mount

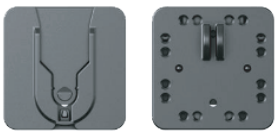
Alligator Clip

Molle Mount

Pocket Mount

Swivel Mount

Double Magnetic Mount



Action Camera Mount

Universal Mount

14.C. Resolution No. R26-47 approving professional services agreement with Points Consulting, LLC in the amount of $40,940 for housing needs and supply study. CIP #22-02 & Reallocated CIP #20-70

DRAFT

RESOLUTION NO. R26-47

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF COLUMBUS, NEBRASKA, APPROVING THE PROFESSIONAL SERVICES AGREEMENT WITH POINTS CONSULTING, LLC IN THE AMOUNT OF $40,940 FOR A HOUSING NEEDS AND SUPPLY STUDY, A COPY OF WHICH IS ATTACHED HERETO AND INCORPORATED HEREIN; TO AUTHORIZE THE MAYOR TO EXECUTE THE SAME ON BEHALF OF THE CITY OF COLUMBUS; AND TO REPEAL ALL RESOLUTIONS OR PORTIONS THEREOF IN CONFLICT HEREWITH.

WHEREAS, the City conducted a formal request for qualifications and received four proposals for a housing needs and supply study to identify housing gaps by income level, household type, and special needs populations; project future housing demand; assess the capacity of current and planned development to meet needs; and provide actionable recommendations for policies, programs, and capital investments; and

WHEREAS, the City determined that Points Consulting, LLC was the most qualified firm to complete the study.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF CITY OF COLUMBUS, NEBRASKA, that the professional services agreement with Points Consulting, LLC in the amount of $40,940 for a housing needs and supply study, a copy of which is attached hereto and incorporated herein by this reference, is hereby approved and the mayor is hereby authorized, directed, and empowered to execute the same on behalf of the City of Columbus, Nebraska.

This resolution shall repeal all resolutions or portions thereof in conflict herewith.

INTRODUCED BY COUNCIL MEMBER_____

PASSED AND ADOPTED THIS _____ DAY OF _____, 2026.

_____
MAYOR

ATTEST:

_____
CITY CLERK

APPROVED AS TO FORM:

_____
CITY ATTORNEY

Accountability - Dedication
Honesty - Integrity - Respect

MEMORANDUM

DATE: March 10, 2026

TO: Tara Vasicek, City Administrator

FROM: Jean Van Iperen, Planning & Economic Development Coordinator

RE: City of Columbus Housing Study

RECOMMENDATION: Approval the agreement with Points Consulting LLC of Moscow, Idaho in the amount of $40,900 for a Housing Needs & Supply Study.

DISCUSSION: The City of Columbus ought a qualified consultant or firm with demonstrated expertise in housing market analysis, forecasting and policy development through and RFQ process. The City received four proposals from: Confluence; RDG; Points Consulting, LLC and JEO Consulting Group, Inc. After careful review by the selection committee, Points Consulting, LLC from Moscow, Idaho was selected as the most qualified firm to complete the study Final scope and fee negotiations proceeded.

Based on the scope that is attached the City will receive an objective, data-driven study that identifies housing gaps by income level, household type, and special needs populations; project future housing demand; assesses the capacity of current and planned development to meet needs and provides actionable recommendations for policies, programs and capital investments.

The total cost of the study is $40,940 which is broken down into these study components with associated costs:

Base Housing Needs Analysis	$23,000
In-Depth Community Engagement	$ 4,250
Policy & Program Recommendations	$ 2,650
Implementation Strategy & Action Plan	$ 4,950
Travel costs are also included:	$ 6,090

The study is expected to take approximately six months to complete.

This study will provide the City with a data-driven foundation to address current housing challenges and plan strategically for future growth.

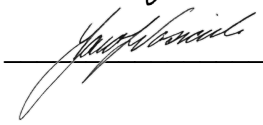
FISCAL IMPACT: $40,940. **CIP #22-02 -- $25,000 and Reallocated CIP #20-70 -- $16,000**

ALTERNATIVE: Not approve.

SIGNATURE:

By:

Concurrence By: Betsy Eckhardt

Approved By: 

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POINTS CONSULTING PROFESSIONAL SERVICES AGREEMENT WITH THE CITY OF COLUMBUS FOR A HOUSING NEEDS & SUPPLY STUDY

Date: 03/10/2026
Client: *City of Columbus, Nebraska*

This Contract for Services is made effective as of 03/16/2026 by and between the City of Columbus, Nebraska of 2500 14th Street, Suite 3, Columbus, NE 68602 (the "Recipient"), and Points Consulting LLC of 120 N. Line Street, Moscow, Idaho 83843 (the "Provider"). Provider is an independent contractor and not an employee, partner, joint venturer, or agent of Recipient. Provider is solely responsible for taxes, withholdings, and benefits.

1. DESCRIPTION OF SERVICES. Beginning on 03/16/2026 Points Consulting LLC will provide to the Recipient the following services (collectively, the "Services"):

See Appendix A and Appendix B for scope of work details.

2. PAYMENT. Payment shall be made to Provider according to the following schedule:

Total Fee: $40,940.00

The following Table shows the cost of each Component described in Appendix B to complete the Services, along with the Total Fee for the project:

Component	Cost
1: Base Housing Needs Analysis	$23,000
2: Community Engagement	$4,250
3: Policy & Program Recommendations	$2,650
4: Implementation Strategy & Action Plan	$4,950
Travel Costs	$6,090
Grand Total	**$40,940**

PC would invoice Recipient monthly based on percentage of completion toward the Components outlined in Appendix B. Invoices are typically sent between the 29th of the prior month and the 5th of the proceeding month with payable terms of Net 30 Days post reception. All checks are due by mail to the Provider's PO Box Address (PO Box 8487, Moscow, Idaho 83843).

If the Recipient fails to pay for the Services when due, Points Consulting LLC has the option to treat such failure to pay as a material breach of this Contract, and may cancel this Contract and/or seek legal remedies. Recipient's obligations are contingent upon availability of funds. In the event funds are not appropriated, Recipient may terminate without penalty. Provider shall retain project records for 3 years and make them available for audit upon reasonable notice.

3. TERM. This Contract will terminate automatically upon completion by Provider of the Services required by this Contract. The schedule of deliverables is provided in Appendix A.

Docusign Envelope ID: E3792651-175E-4BD1-BAFF-C040318DB40C

In all cases, successful delivery of work product is contingent on Client providing necessary inputs and feedback for Provider to complete work within the desired timeline. Lastly, all deliverables will be completed by no later than 08/31/2026.

4. INSURANCE. Provider shall maintain insurance coverage customary for professional consulting firms and provide certificates upon request.

5. WORK PRODUCT OWNERSHIP. Any intellectual property developed in whole or in part by Provider in connection with the Services will be the exclusive property of the Provider, while Project Deliverables are ownership of the Recipient. Intellectual property is defined as copyrightable works, ideas, discoveries, inventions, patents, products, or other information (collectively “Intellectual Property.") Project Deliverables are defined as preliminary reports, draft reports, final reports, infographics, and summarization spreadsheets. Upon request, Provider will execute, within a reasonable period of time, official statements confirming the exclusive ownership of the Deliverables and, if necessary, confirmation that Deliverables have been deleted from Provider’s hard drive.

6. CONFIDENTIALITY. Provider, and its employees, agents, or representatives will not at any time or in any manner, either directly or indirectly, use for the personal benefit of Provider, or divulge, disclose, or communicate in any manner, any information that is proprietary to Recipient. Provider and its employees, agents, and representatives will protect such information and treat it as strictly confidential. This provision will continue to be effective after the termination of this Contract. Any written waiver by Recipient of these confidentiality obligations which allows Provider to disclose Recipient's confidential information to a third party will be limited to a single occurrence tied to the specific information disclosed to the specific third party, and the confidentiality clause will continue to be in effect for all other occurrences.

Provider understands that this Agreement and Deliverables may be subject to public records requests.

7. USE OF WORK PRODUCT FOR MARKETING PURPOSES. Unless otherwise specified in writing by the Recipient, it is assumed by the Provider that all publicly available non-confidential information, including Project Deliverables, can and will be used by the Provider for marketing and advertising purposes. These purposes include, but are not limited to, social media summaries, sharing of project deliverables with third parties, and presenting about project findings to third parties.

8. DEFAULT. The occurrence of any of the following shall constitute a material default under this Contract:

a. The failure to make a required payment when due.
b. The insolvency or bankruptcy of either party.
c. The subjection of any of either party's property to any levy, seizure, general assignment for the benefit of creditors, application or sale for or by any creditor or government agency.

Docusign Envelope ID: E3792651-175E-4BD1-BAFF-C040318DB40C

d. The failure to make available or deliver the Services in the time and manner provided for in this Contract.

9. REMEDIES. In addition to any and all other rights a party may have available according to law, if a party defaults by failing to substantially perform any provision, term or condition of this Contract (including without limitation the failure to make a monetary payment when due), the other party may terminate the Contract by providing written notice to the defaulting party. This notice shall describe with sufficient detail the nature of the default. The party receiving such notice shall have 5 business days from the effective date of such notice to cure the default(s). Unless waived in writing by a party providing notice, the failure to cure the default(s) within such time period shall result in the automatic termination of this Contract.

In the event that either party feels that the other party has not fulfilled obligations outlined in this contract, that party agrees to first approach the other party in order to resolve the difference. In the event that such efforts prove unproductive and the breach of contract is large enough to be of material consequence to either party, both parties agree to accept the advice of a third-party mediator who is jointly agreed upon by both parties. The mediator shall have no direct familial relationship with either party. Both parties agree to listen to the advice of the mediator in an effort to resolve the difference in opinion. However, neither party is required to submit said mediator’s recommendations on a solution.

10. FORCE MAJEURE. If performance of this Contract or any obligation under this Contract is prevented, restricted, or interfered with by causes beyond either party's reasonable control ("Force Majeure"), and if the party unable to carry out its obligations gives the other party prompt written notice of such event, then the obligations of the party invoking this provision shall be suspended to the extent necessary by such event. The term Force Majeure shall include, without limitation, acts of God, fire, explosion, vandalism, storm or other similar occurrence, orders or acts of military or civil authority, or by national emergencies, insurrections, riots, or wars, or strikes, lock-outs, work stoppages or other labor disputes, or supplier failures. The excused party shall use reasonable efforts under the circumstances to avoid or remove such causes of non-performance and shall proceed to perform with reasonable dispatch whenever such causes are removed or ceased. An act or omission shall be deemed within the reasonable control of a party if committed, omitted, or caused by such party, or its employees, officers, agents, or affiliates.

Except for gross negligence or willful misconduct, neither party shall be liable for indirect, incidental, special, or consequential damages. Provider’s total liability shall not exceed the total fees paid under this Agreement.

11. DISPUTE RESOLUTION. The parties will attempt to resolve any dispute arising out of or relating to this Agreement through friendly negotiations amongst the parties and in accordance with Section 9. Remedies.

12. ENTIRE AGREEMENT. This Contract contains the entire agreement of the parties, and there are no other promises or conditions in any other agreement whether oral or written

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concerning the subject matter of this Contract. This Contract supersedes any prior written or oral agreements between the parties.

13. SEVERABILITY. If any provision of this Contract will be held to be invalid or unenforceable for any reason, the remaining provisions will continue to be valid and enforceable. If a court finds that any provision of this Contract is invalid or unenforceable, but that by limiting such provision it would become valid and enforceable, then such provision will be deemed to be written, construed, and enforced as so limited.

14. AMENDMENT. This Contract may be modified or amended in writing by mutual agreement between the parties, if the writing is signed by the party obligated under the amendment.

15. GOVERNING LAW. This Contract shall be construed in accordance with the laws of the State of Nebraska. Provider shall comply with all applicable federal, state, and local laws and City of Columbus policies provided to Provider.

16. NOTICE. Any notice or communication required or permitted under this Contract shall be sufficiently given if delivered in person or by certified mail, return receipt requested, to the address set forth in the opening paragraph or to such other address as one party may have furnished to the other in writing.

17. WAIVER OF CONTRACTUAL RIGHT. The failure of either party to enforce any provision of this Contract shall not be construed as a waiver or limitation of that party's right to subsequently enforce and compel strict compliance with every provision of this Contract.

18. INDEMNIFICATION. Each party agrees to indemnify, defend, and hold harmless the other party from and against any loss, cost, or damage of any kind (including reasonable outside attorneys' fees) to the extent arising out of its breach of this Agreement, and/or its negligence or willful misconduct. This indemnity shall not cover any claims in which there is a failure to give the indemnifying party prompt notice, but only if and to the extent that such failure materially prejudices the defense.

19. CONSTRUCTION AND INTERPRETATION. The rule requiring construction or interpretation against the drafter is waived. The document shall be deemed as if it were drafted by both parties in a mutual effort.

20. ASSIGNMENT. Neither party may assign or transfer this Contract without the prior written consent of the non-assigning party, which approval shall not be unreasonably withheld.

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IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their duly authorized representatives as of the date first above written. This Agreement may be executed in counterparts and by electronic signature.

Service Recipient:
The City of Columbus, Nebraska

By: _____ _____
Mayor Jim Bulkley Date

Service Provider:
Points Consulting LLC

By: DocuSigned by: Brian Points 0A2550EC493246F... 3/11/2026
Brian Points, President Date

Docusign Envelope ID: E3792651-175E-4BD1-BAFF-C040318DB40C

Appendix A: Proposal & Scope of Work Details 1/27/2026

The Housing Needs & Supply Study Proposal prepared for the City of Columbus on January 27, 2026, is provided in full beginning on the following page.

Docusign Envelope ID: E3792651-175E-4BD1-BAFF-C040318DB40C

POINTS CONSULTING

City of Columbus Housing Needs & Supply Study Proposal

For: City of Columbus, Nebraska

From: Points Consulting

January 27, 2026

Points Consulting
PO Box 8487
120 N. Line St., Moscow, Idaho 83843
208-596-5809
points-consulting.com

Columbus, Nebraska, www.worldatlas.com

Docusign Envelope ID: E3792651-175E-4BD1-BAFF-C040318DB40C

Contents

Cover Letter 1
A. Organization 2
B. Project Manager Qualifications 4
C. Project Team Qualifications 4
D. Scope of Work 8
Project Understanding 8
Task 1: Project Kickoff & Workplan 9
Task 2: Data Collection & Review 9
Task 3: Analysis of Recent Construction 12
Task 4: Analysis of Approved Future Construction 13
Task 5: Needs Assessment & Demand Forecast 13
Task 6: Gap Analysis & Impact of Recent & Future Construction 15
Task 7: Policy & Program Recommendation 16
Task 8: Implementation Strategy & Action Plan 16
Task 9: Deliverables & Presentations 18
E. Schedule 19
F. Past Project Experience 20

Docusign Envelope ID: E3792651-175E-4BD1-BAFF-C040318DB40C

Cover Letter

Please accept this proposal from Points Consulting (PC) demonstrating our interest in the Housing Needs & Supply Study RFQ for the City of Columbus. Our team understands that this project will require quantitative analysis and qualitative research to accurately assess existing housing stock, housing needs, and projections in light of recent and pending residential development. Based on our review of the RFQ, we recognize that Columbus is looking not only to gain quantitative understanding of housing issues, but also to receive expert recommendations on what tools, processes, and strategies can feasibly be deployed in the community.

As shown in the course of this proposal, PC's team is composed of top-notch experts in the fields of real estate economics, urban/land use planning, property appraisals, and economic forecasting. Though our team is based in the Pacific Northwest, our footprint is national in scope. We have conducted 100's of projects across 35 states (including several in Nebraska), and have completed 26 directly related real-estate feasibility and market studies over the past three years. We are experienced working in rural communities that are influenced by nearby metro areas (such as the relationship between Columbus and Omaha). We also have several Spanish-speaking team members, which could be valuable interacting with the considerable Hispanic population of Columbus.

Several of our recently completed housing studies are in similar communities such as Broken Arrow (Oklahoma), Frankfort (Kentucky), Moline (Illinois/Iowa) to name a few. In addition to standard quantitative housing studies, we have helped cities such Fruita (CO), and Bisbee (AZ) develop Housing Action Plans outlining specific steps which could activate workforce housing development. This diverse background gives us a strong national perspective on land use policies, programs, and best practices tailored to local contexts.

Thank you for considering our proposal. My contact information is provided below. Please feel free to reach out with any questions or updates during the evaluation process.

Sincerely,
Brian Points

President, Points Consulting LLC
(208)-596-5809
brian@points-consulting.com
120 N Line St., PO Box 8487,
Moscow, ID 83843

Docusign Envelope ID: E3792651-175E-4BD1-BAFF-C040318DB40C

A. Organization

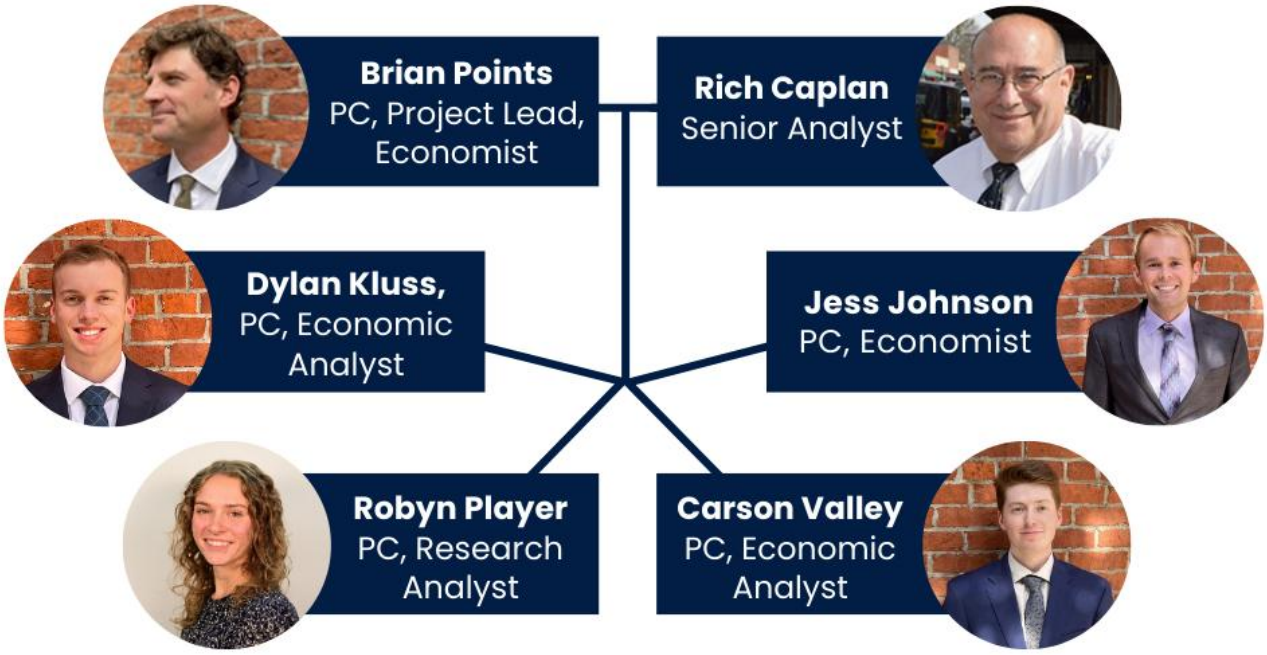
About Points Consulting

Based out of Moscow, Idaho, Points Consulting (PC) is an S-Corp LLC that is 100% owned by firm President, Brian Points. At PC, we focus on the intersection of economic development, land use, and real estate analytics. Whether municipal, tribal, non-profit, or private sector, we help our clients understand their land and real estate assets and optimize those to their highest and best use.

PC
IMPROVING ECONOMIES.

In the past ten years, PC has become a national leader on the topics of Housing Needs Assessments and Housing Plans, serving clients across thirteen states and countless individual communities with unique socioeconomic circumstances. We recognize that thriving communities require housing that fits various budget levels and lifestyle needs. Historically, local governments have been hands-off on this topic, but the severe tightening of the housing market has opened the door for local agencies to think creatively about facilitating development of attainably priced housing. As leaders, administrators, and regulators there are countless ways that local government can improve conditions in the housing market so that citizens and developers can address the obvious gaps in the market.

The chart below encompasses key staff that will be associated with this project:



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Automated Integrations

PC leans on automated integrations and software tools when it is able to make our data collection more efficient. PC approaches artificial intelligence (AI) as a tool to enhance efficiency without replacing professional judgment. We use AI to support initial data cleaning, preliminary trend analysis, and document structuring. Final interpretation, data analysis, and recommendations are always completed by senior staff.

This approach ensures responsible use of AI while maintaining transparency and accuracy. To protect against violations of State and Federal regulations, confidentiality agreements, and non-disclosure agreements, we never employ the use of public or private AI models when working with confidential data. As AI continues to develop, these policies are subject to change and will be updated as appropriate.

Availability

Our team and project manager have sufficient capacity to manage the proposed scope of work, as we only take on projects that align with our team's capabilities, interests, and availability.

The following is a list of concurrent projects PC is currently facilitating:

- AWS Economic Impact Retainer services, AWS, 2026-ongoing
- At Home in Fruita: Housing Needs Assessment & Housing Action Plan, City of Fruita, CO, 2025–ongoing
- Comprehensive Economic Development Strategy (CEDS) & Economic Impact Analysis, Ketchikan Indian Community, AK, 2025-ongoing
- FFA Environmental Scan of programs, Schunk Moreland Strategies & National FFA Organization, 2025-ongoing
- City of Chelan Comprehensive Plan: Housing & Land Capacity Element, Anchor QEA & City of Chelan, WA, 2025-ongoing
- WA Chelan County Comp Plan: Housing & Land Capacity Element, Anchor QEA & Chelan County, WA, 2024-ongoing
- Douglas County Comprehensive Plan: Housing & Land Capacity Element, Anchor QEA & Douglas County, WA, 2024-ongoing
- WA Cheney Comprehensive Plan: Housing Element, Nexus Planning Services & City of Cheney, WA, 2024-ongoing
- Visualization and Content Advising, Headlight Data, Florida, 2021-ongoing

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B. Project Manager Qualifications

Brian Points, PC

Project Manager/Economist

Brian Points is the president of Points Consulting and will serve as Project Lead. Over the past 15-years Mr. Points has worked for a series of management consulting firms serving clients at both public and private organizations. His quantitative skills include feasibility studies, revenue/cost forecasting, real estate pro formas, opportunity zone technical assistance, economic/fiscal impact analysis, industry/market studies, econometrics, and target industry analysis. He also excels at qualitative research such as focus group facilitation, survey design and analysis, and in-depth interviews.

In his career Mr. Points has completed 100+ projects across 30+ states, assisting noteworthy organizations such as the JPMorgan Chase Foundation, Purdue University, the Kentucky Cabinet for Economic Development, the Texas Office of the Governor, the Florida Board of Governors, the Aspen Institute, the Alliance for Excellent Education, and the Institute for Corporate Productivity, to name a few.

Selected Related Projects (Project Manager)

Burnishing Bisbee: An Action Plan for Preserving & Enhancing Housing Opportunities | *City of Bisbee (AZ)*

Hitting the Target: Housing Needs Assessment & Forecast for Broken Arrow | *City of Broken Arrow (OK)*

Tri-Cities Housing Needs Assessment | *Moline, Rock Island, & Davenport Regional Consortium of Cities (IL/IA)*

Frankfort & Franklin County Housing Market Demand Study | *City of Frankfort (KY)*

Greene County Housing Needs Assessment | *Southwest Missouri Council of Governments (MO)*

Dwelling on the Future: Housing Needs & Strategies San Juan County's Communities | *San Juan County (UT)*

Rooted in Rifle: 2025 Housing Study & Action Plan | *City of Rifle (CO)*

Down to Earth: Woodland Park Housing Needs Assessment | *City of Woodland Park (CO)*

Housing Needs Assessment for North Central Idaho | *Clearwater Economic Development District (ID)*

POINTS CONSULTING

Work Experience

President | *Points Consulting, Moscow, Idaho* (2019-present)

Director of Research | *Thomas P. Miller & Associates, Indianapolis, Indiana* (2016-2019)

Director of Consulting | *Emsi, Moscow, Idaho* (2013-2016)

Staff Economist | *Chmura Economics & Analytics, Richmond, Virginia* (2012-2013)

Education

Masters of Arts in Economics | *University of California Santa Barbara* (2011)

Bachelor of Science in History | *University of Idaho* (2005)

Basic Appraisal Principals & Procedures (USPAP Course), Ongoing

Professional Affiliations

Urban Land Institute, Associate

Northern Idaho Partnership Council Innovia Foundation, Member

National Council of Housing Market Research Analysts (NCHMA), Board Member

Docusign Envelope ID: E3792651-175E-4BD1-BAFF-C040318DB40C

C. Project Team Qualifications

Rich Chaplan, PC

Senior Analyst

Richard Caplan has provided economic impact and housing, retail, office and industrial market studies, and related economic development and redevelopment analysis and services since 1995. The firm is grown annually to serve more than 100 cities, counties, not-for-profit development corporations, developers, across the U.S. Caplan worked internationally for 6 years preparing economic plans and impact assessments for new housing, commercial and industrial investors and projects in a new city.

Selected Related Projects

- Economic impacts & benefits of a major mixed-use development, *City of Papillon (NE)*
- Columbus Viaduct Alternatives: Economic impact of potential alternatives for a grade separated crossing of the Union Pacific Railroad | *Wilson & Company, Columbus (NE)*
- Housing Needs Assessment | *Adams County (CO)*
- Housing Needs Assessment | *Douglas County (CO)*
- Housing Needs Assessment | *City of Thornton (CO)*
- Housing Needs Assessment | City *of Colorado Springs (CO)*
- Housing Needs Assessment | *State of New Mexico*
- Economic Impact Study | *Durango (CO)*
- Economic Plan & Implementation Strategies | *Greenville County (SC)*
- Housing Needs Assessment | *Maricopa County (AZ)*
- Housing Needs Assessment | *Scottsdale (AZ)*
- Major Master Plan Annexation Impact Study | *City of Durango (CO)*
- Development Impact Fee Study | *City of Ketchum (ID)*
- Development Impact Fee Study | *City of Hailey (ID)*
- Parks Development Impact Fee Study | *City of Prosser (WA)*
- Major New Highway Economic Impact Study | *Kansas City (KS)*

Work Experience

Owner | *Richard Caplan & Associates, Greenville, South Carolina (1995 – 2010; 2016 – present)*

Director of Economic Planning Parsons | *Pasadena, California (2010 – 2016)*

Town Manager | *Vail, Colorado (1990 – 1995)*

Public Policy Analyst | *Civitas, Mt. Pleasant, South Carolina (2019 – present)*

Education

Masters of Public Administration | *University of California Berkeley*

Bachelor of Arts in Political Science | *University of California Berkeley*

Docusign Envelope ID: E3792651-175E-4BD1-BAFF-C040318DB40C

Jess Johnson, PC

Economist

With a master's degree in applied economics, Jess brings experience of economic research methods, data visualization, econometrics, and statistical analysis techniques to the PC team. Jess assists with research, report writing, pulling and evaluating data, and overall project management.

Selected Related Projects

Rooted in Rifle: 2025 Housing Study & Action Plan | *City of Rifle (CO)*

Kalispell Parks & Recreation Master Plan Update Survey (ongoing) | *Nexus Planning Survey, Kalispell (MT)*

Okanogan County Comprehensive Economic Development Strategy (CEDS) | *The Economic Alliance, Okanogan (WA)*

Tri-Cities Housing Needs Assessment | *Moline, Rock Island, & Davenport Regional Consortium of Cities (IL/IA)*

Work Experience

Economist | *Points Consulting (August 2024 – Present)*

Legislative Summit Coordinator | *The Lands Council (May 2024 - August 2024)*

Education

Master of Applied Economics | *Washington State University*

Bachelor of Science, Economics (Minor in Spanish) | *Eastern Washington University*

Dylan Kluss, PC

Economic Analyst

Dylan's B.S. in Applied Economics from the University of Idaho, earned in 2022, has equipped him with a range of quantitative and qualitative skills to carry out research.

Selected Related Projects

Chelan Comprehensive Plan Updates & Land Capacity Analysis (ongoing) | *Chelan County (WA) and Anchor QEA*

City of Cheney Comprehensive Plan (ongoing) | *City of Cheney Planning Department (WA) and Nexus Planning Services*

Firestone Park Feasibility Study (ongoing) | *City of Firestone (CO) and Card & Associates*

Nez Perce Housing Needs Assessment | *Nimiipuu Community Development Fund (ID)*

Work Experience

Economic Analyst | Points Consulting, Moscow, ID (May 2024–present)

Finance Intern - Advanced Input Systems | *Coeur d' Alene, ID* (May 2023–August 2023)

Education

Bachelor of Science, Business Economics | *University of Idaho* (2023)

Docusign Envelope ID: E3792651-175E-4BD1-BAFF-C040318DB40C

Carson Valley, PC

Economic Analyst

Carson has extensive experience conducting data analysis and brings both quantitative and qualitative skills for economic research to the Points Consulting team. He has co-managed eleven projects with PC over the past two years.

Selected Related Projects

Fruita Housing Study & Action Plan (ongoing) | *City of Fruita (CO)*

Ridgway & Ouray County Housing Needs Assessment | *Town of Ridgway and Ouray County (CO)*

Land Capacity Analysis, Future Housing Needs, and Comprehensive Plan Update (ongoing) | *Douglas County (WA) and Anchor QEA*

Burnishing Bisbee: An Action Plan for Preserving & Enhancing Housing Opportunities | *City of Bisbee (AZ)*

Confederated Tribes of Grand Ronde (CTGR) Housing Study | *CTGR (OR)*

Greene County Housing Needs Assessment | *Southwest Missouri Council of Governments (MO)*

Work Experience

Economic Analyst | *Points Consulting, Moscow, ID (May 2024 – Present)*

Junior Analyst | *Points Consulting, Moscow, ID (May 2023 -May 2024)*

Internal Audit Intern | *University of Idaho (January 2023 – May 2023)*

Education

Bachelor of Science, Business Economics | *University of Idaho (May 2024)*

Robyn Player, PC

Research Analyst

Robyn assists the economic analysts and economists of the PC Team with data collection, technical writing & research.

Selected Related Projects

City of Chelan Comprehensive Plan Updates & Land Capacity Analysis (ongoing) | *City of Chelan (WA) and Anchor QEA*

Work Experience

Research Analyst | Points Consulting, Moscow, ID (May 2025–present)

Education

Bachelor of Arts, Economics (Minors in Accounting & Spanish) | *University of Idaho (May 2025)*

Other PC team members associated with this project include Abigail Nyhus (admin support) and Natalie Evans (editor). Their resumes can be provided upon request.

Docusign Envelope ID: E3792651-175E-4BD1-BAFF-C040318DB40C

D. Scope of Work

Project Understanding

It is clear from the strategic objectives outlined in the 2021 Housing Study that the City of Columbus is keen on providing diverse housing options to serve residents across a wide range of income levels and lifestyles.[1] The City has already taken steps in this direction with recent investment into projects such as the Vitality Village development, which will supply over 200 townhome and apartment units upon completion.[2]

Due to the City's ongoing growth and recent changes in the housing landscape, it is imperative Columbus take stock and assess the impact these units will have on the overall housing market and ensure supply is keeping up with community demand. Beyond this, the City requires an Action Plan and Implementation Strategy based on sound data and best practices to continue nurturing a healthy housing landscape in Columbus for years to come.

The PC team is highly experienced in conducting housing needs assessments nationwide, with some of our past projects described in Section F of this proposal. With the completion of this study, our intention is to supply the City of Columbus with confident answers to these important questions for its residents, planners, developers, and stakeholders:

- What are the characteristics of current housing stock and trends in production over the past ten years?
- What does occupancy and absorption of recently developed units reveal about the City's housing market?
- What is the precise demand for housing from now through the next five and ten years, including various housing typologies, prices, tenure (i.e. renter/owner), and special needs populations?
- What strategies are most promising for rehabilitating/sustaining older housing stock?
- What barriers are unknowingly presented by the City's existing zoning code and development processes that could be altered to facilitate more workforce housing development?
- What polices could the City consider to incentivize more workforce and affordable housing development (such as TIF districts, local option taxes, fee waivers, leveraging state grants, land banking, etc.)

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[1] Columbus 2021 Housing Study, https://columbusne.us/495/Housing-Study (accessed January 21, 2026).

[2] "'Launchpad for Opportunity': Vitality Village Shows Major Growth 1 Year After Groundbreaking," *Columbus News,* July 15, 2025, https://www.columbusne.us/m/newsflash/home/detail/1993 (accessed January 21, 2026).

Docusign Envelope ID: E3792651-175E-4BD1-BAFF-C040318DB40C

Task 1: Project Kickoff & Workplan

If selected, we will initiate a launch meeting during which key members of the PC team will meet with the project manager or designated Steering Committee organized by the City of Columbus. The purpose of the meeting is to introduce our team to local contacts, discuss any preliminary data findings, and review project goals, deliverables, timelines, and objectives, as well as answer a variety of administrative questions. This will refine our Project Workplan, which will be submitted to the City early in the project. PC will also ask for a series of documents to begin our Document & Ecosystem Review, detailed in Task 2.

At key intervals throughout the project, PC will also seek out interviews with city staff and members of the Steering Committee. These interviews may be a hybrid mix of in-person, virtual using Zoom, or by telephone, and will serve to provide local insight into housing related topics. Finally, we will set up bi-weekly calls with the Steering Committee to provide regular updates as to the progress of the project and address any encountered setbacks.

City Tour

Our team further recognizes that the success of this project requires an in-depth understanding of the region's communities, culture, economy, and demographics. Hence, our team will schedule a trip to spend some time touring the City of Columbus and surrounding communities. Any neighborhoods or properties emphasized by the Steering Committee will be particularly focused on, along with any recent housing additions.

PC also has experience working in communities with a high percentage of Hispanic and Spanish-speaking population, which we will leverage as applicable throughout the project as conversations occur with local leaders and members of the community.

Task 1 Deliverable: Project Workplan

Task 2: Data Collection & Review

We will use our understanding of a diverse array of data sets to obtain the most complete and up-to-date portrait of regional housing stock possible. Given that Columbus completed a Housing Study in 2021, PC will take whatever data points were uncovered for the City during that study to determine if they can be used as a viable baseline. One of our first subtasks within this task will be to analyze commute, housing, and labor market data to determine what additional regions to include in this analysis for comparison.

Document & Ecosystem Review

To orient our data collection process, the project team will conduct qualitative research of existing documents that are relevant to regional residential housing development. The exact documents may vary, but we anticipate reviewing the following resources, in addition to any others indicated by the Steering Committee or uncovered in our research:

- 2021 Columbus Housing Study
- Envision Columbus 2040 Comprehensive Plan

Docusign Envelope ID: E3792651-175E-4BD1-BAFF-C040318DB40C

- Zoning maps, codes, and ordinances for the City
- Annual reports for the City specifically related to building permits, development fees, and property tax revenue
- 2022 Columbus Downtown Revitalization Plan
- City of Columbus Long Range Transportation Plan
- State related guidance related to affordable housing (such as the Toolkit to Increase Housing Supply published by the Nebraska Strategic Housing Council)

Demographic Analysis

Our team will provide an overview of existing trends related to the region's population, including both individual and household-level statistics. In some cases, it will be helpful to present data for Columbus in context with similar communities elsewhere in Nebraska. Specific data may include but are not limited to:

Population

- Past and projected growth rate
- Age, gender, and race/ethnicity
- Housing units per capita
- Per capita income and net worth
- Income due to transfer payments
- Poverty rates
- Counts of disadvantaged populations (veterans, disabled individuals, etc.)
- Educational attainment

Households

- Overall number
- Owner vs. renter dynamics
- Median household size
- Income distributions (by race/ethnicity)
- Household composition (net worth, purchasing patterns, and "Community Tapestry" segments)

Workforce

- Employment, establishments, and earnings growth
- Jobs-to-housing ratio
- Employment by specific industry and occupation
- Migration patterns
- Cost-of-living statistics

Transportation

- Means to work
- Access to transportation lines
- Commute distance
- In-commuter and out-commuter workers

Industry & Workforce Analysis

Employment and other sources of income also have significant impacts on local housing markets. Our assessment will consider detailed information by industry and occupational classifications currently and over the past several economic cycles. In addition to employment counts, this assessment will also cover metrics such as location quotient and shift-share analysis that highlight regional strengths and unique characteristics. We will provide several value-add analysis pieces that we synthesize from multiple datasets and are not available "off the shelf" from other providers, namely, a regional jobs-to-housing ratio, jobs per 1,000 persons, each compared to several other "peer" cities in Nebraska.

Existing Housing Stock

Our team will compile data estimating the number and type of housing units in each geographic subregion, and trends in production of housing. Aggregated information from Multiple Listing Service (MLS) will also be used to indicate current metrics such as inventory on the market, average and median days on the market, number of closed sales, homes taken off the market, among others. We will collect information about the number

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of housing units of various types within the region of analysis. These housing figures will be broken out by type and will include current and historic trends on the following statistics:

- Home values now and over time (i.e.: assessed, sales, and estimated fair-market value)
- Rental costs by unit type (i.e.: bed/bath composition)
- Building permits
- Housing characteristics (e.g., size, age of unit, number of rooms)
- Specialized units, such as dorms, accessible housing, and alternative housing options
- Utility cost burdens
- Number of short-term rental units
- Housing density by Census Tract
- Vacancy rates
- Other physical and occupancy characteristics, as appropriate

Affordability & Access

The information listed above will feed into our assessment of home affordability at various levels and future housing needs by demographic. We will analyze rent and mortgage payment costs to estimate affordability levels throughout the City. The affordability analysis will be multi-faceted accounting for different income levels and groups according to Area Median Income (AMI), which will lay the groundwork for our housing forecast by income level in Task 5.

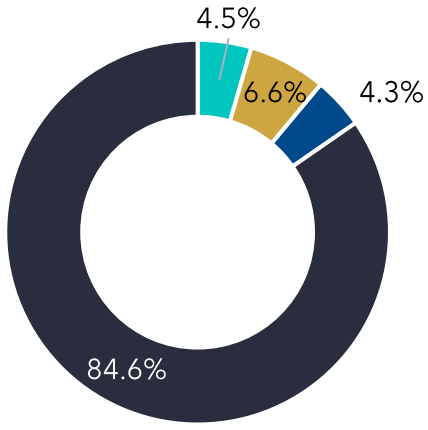
Closely related to the topic of affordability, our team will produce a detailed outline of all affordable housing options in the City and nearby areas. This will include all forms of funding programs including Section 8, HUD, LIHTC, and USDA. We will also estimate the units committed to homeless persons and

Core Data Sources

Our team relies on reputable and widely sampled data sources. A sample of our data sources (including those to be facilitated by the Steering Committee) include the following:

- AirDNA
- American Community Survey (US Census)
- Bureau of Economic Analysis
- Bureau of Labor Statistics
- Data Tactical Group Labor Market Information
- Esri Business Analyst
- Federal Housing Finance Agency
- Housing & Urban Development (HUD)
- IBIS World Reports
- Local Government: Residential Building & Remodeling Permits
- Platte County Assessor
- MLS and Local Realty Websites
- Regrid

Potential First-Time Homebuyers That Can Afford to Purchase an Average-Priced Home in Rifle



Source: PC Housing Needs Assessment for City of Rifle CO, 2025

Docusign Envelope ID: E3792651-175E-4BD1-BAFF-C040318DB40C

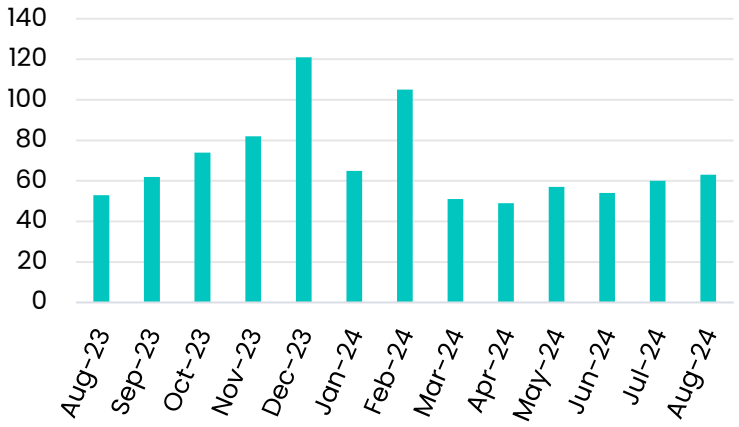
Permanent Supportive Housing (PSH), which are typically obtained more through local data collection than through federal databases. Lastly, using a combination of local and Census data, we will also estimate existing levels of naturally occurring affordable housing (NOAH), or housing that is affordable without subsidy.

Task 2 Deliverable: Preliminary Findings & Data Memo

Task 3: Analysis of Recent Construction

The PC team's access to local Multiple Listings Service (MLS) data will drive our analysis of recent construction in Columbus. The MLS collects data on homes listed, bought, and sold in local housing markets, along with supplemental data such as list price, sale price, and unit characteristics (e.g., number of bedrooms, square footage, etc.). Armed with sale dates from these data, we will analyze housing units completed in the last 10 years. MLS data with the full gamut of characteristics will also allow us to directly analyze properties outside of the home-buying market, such as manufactured homes, accessory units, and multi-family properties.

Median Days on Market for Houses in Rifle, August 2023-August 2024



Source: PC Housing Needs Assessment for City of Rifle, CO, 2025

Additionally, we will correlate these data with qualitative information from interviews with developers regarding when their developments came online for purchase or for rent. Ideally, the team would gain access to permitting data from the City of Columbus as well so we can pinpoint when developments may have started. Data on certificates of occupancy from the City, along with sale dates from the MLS, would also enable our team to evaluate absorption rates of recent developments, and how each type of unit is performing in the local marketplace. These pieces would round out our analysis of early market outcomes for recent developments.

PC will utilize MLS sales data and average current mortgage rates to assess the price points of recent developments, and month-to-month affordability levels for Columbus residents. For multi-family properties, manufactured home parks, and other for-rent units, we will reach out directly to local property managers and developers, and survey the local rental market to assess current market rents and tie them to affordability levels as well.

To complete our recent construction analysis, we will utilize local GIS parcel data and Assessor's Office data to evaluate the geographic distribution of recent developments. With address data from MLS and address data from the Assessor's Office, our team can

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connect price and rent points to distinguish units by affordability level by where they are located in the City. Ultimately, the analysis will provide Columbus with invaluable data in terms of recent developments, which markets they are serving, and where those markets are being served.

Task 4: Analysis of Approved Future Construction

The team will also collaborate with the Steering Committee, economic and community developers, local realtors, and real estate developers to identify in-progress and potential housing developments. This analysis will include all stages of the development life cycle including developments in-progress, for sale and entitled sites, and early-stage development discussions. We will also calculate recent building permits issued in the City and those currently under review. This will provide parameters to produce several scenarios of the total number of future units that may be developed, accounting for higher and lower estimates. Similarly to our recent construction analysis, we will ascertain target markets, unit types, anticipated prices/rent costs, and percentage of the population that can afford these new units, in addition to timelines for completion, wherever data allow.

New Vitality Apartments in Columbus, NE, July 15, 2025, www.columbusne.us.

We will also inventory land available for future residential development within the region of analysis, including infill, adaptive, and redevelopment opportunities. This will complete our approved future construction analysis and provide an up-to-date overview of future short-term additions to the supply of regional housing, as well as opportunities for more significant expansions. Throughout this Task, we will identify alternative housing opportunities, including housing type options such as Tiny Homes, modular and prefabricated units, ADUs, and cottage courts.

Task 3 & 4 Deliverable: Analysis of Recent & Future Construction Memo

Task 5: Needs Assessment & Demand Forecast

PC will conduct a forecast of housing demand and population growth over the next five and ten years. Our approach is unique in that we provide a provide a range of scenarios, including both a *market-driven* and a *needs-driven* housing forecast:

- **The "market-driven" scenario** is based largely on historical supply-and-demand patterns a continuation of "status quo" market trends. This scenario typically leans toward lower-density single-family housing (the path of least resistance for most

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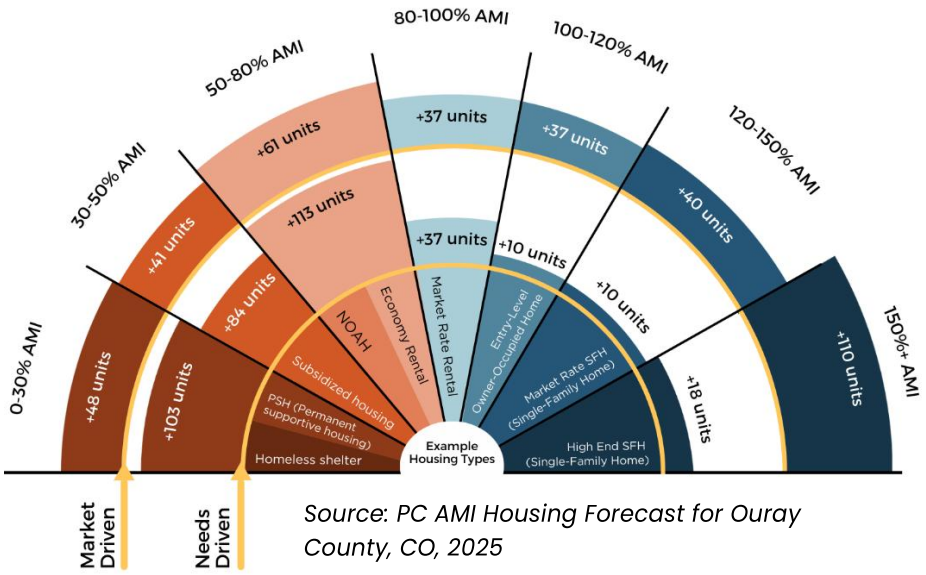
developers), while still incorporating a conscious effort to produce more affordable options.

- **The "needs-driven" scenario** reflects what local leaders and planners may wish to pursue through targeted strategies to address affordability and density gaps. This assumes replacement of inadequate stock, an emphasis on infill, appropriate increases in density, and most importantly, relief from cost-burdened status for low- to moderate-income households. In the Needs-Driven Scenario, future housing production should feature higher levels of production in lower AMI ranges (0–80%) to accommodate for future housing needs.

Our model always starts with a customized population forecast which accounts for a range of demographic data such as age, gender, race/ethnicity, and income levels. We From here, we consider several upper and lower range possibilities over the planning period (in this case 2026-2036). Our forecast will also examine factors such as ability/willingness to pay, existing and lacking typologies, tenure (rented vs. owned), area median income levels, net migration, birth/death rates, housing supply trends, permitting trends, and occupancy characteristics.

The twin issues of housing typology and affordability are particularly important to consider as we develop the future forecast scenarios. Cities have some level of control over typologies via zoning rules and regulations, whereas resident AMI levels are less manageable and typically require the addition of more subsidized units. Oftentimes communities get typology and affordability intertwined, but they are separate issues. For example, some single-family homes are more attainably priced, and some premium rental units are very high priced. Therefore, our housing forecast will indicate units by AMI level, with suggestions on the possible housing types (as shown in the "fan chart" example for Ridgway), while also recognizing that typologies can stretch across multiple AMI levels.



Source: PC AMI Housing Forecast for Ouray County, CO, 2025

The particulars will be shaped by the data available for review throughout the project, but we anticipate providing a forecast with specific quantities for the following groupings, including distributions between units that will be owner occupied vs. renter occupied:

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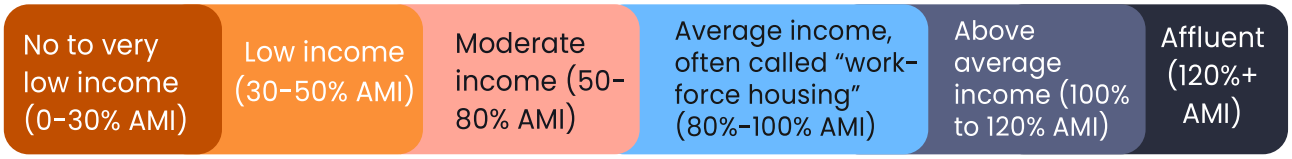

We will analyze specific groups as subcomponents within these AMI classifications separately, with particular emphasis on special needs populations such as:

- Large families
- Local workforce populations
- Seniors
- Persons with disabilities
- Homeless populations
- Other marginalized populations, such as one-parent households, non-English speakers, veterans, etc.

As noted, it is not advisable to assume that the above groups are strictly associated with housing types, though there are patterns we can infer and thereby develop a range of required units for each of the following housing types:

- Low-density single-family
- Middle-density- either single-family attached or multi-family, with between four and ten units per acre, (examples include townhomes, ADUs, cottage housing, du/tri/quad-plexes, condominiums, etc.)
- High-density- 4+ units per building, in apartment style complexes, typically occupying 10+ units per acre, including breakouts for:
    1. Subsidized units
    2. Permanent supportive housing (or PSH)
    3. Market rate apartments

The final outcome of this forecast will be an essential tool detailing future housing needs and the extent to which the City of Columbus can work within community expectations and desires to achieve more housing affordability.

Task 5 Deliverable: Housing Needs Forecast Memo

Task 6: Gap Analysis & Impact of Recent & Future Construction

Our team will synthesize the findings from our future housing demand forecast with our analysis of recent and approved construction to compare forecasted demand to existing and upcoming supply. This will allow us to determine how well supply and development are keeping up with demand and identified needs at all income levels, as demonstrated in both our Market-driven and Needs-driven housing needs forecasts. We will also factor in anticipated absorption rates of new and pending construction. This will allow the City to clearly weigh the impact construction is having in meeting local housing needs in a quantitative manner, as well as the gaps that may exist between housing demand and anticipated future construction.

This, in addition to our understanding of Nebraska land-use policies, local conditions, and projections collected throughout the previous Tasks, will form our understanding of the

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City's largest needs, gaps, and opportunities for improving the quantity, quality and variety of housing stock. The analysis will account for unique local conditions and constraints, and the perspectives of all sides of the equation including city leadership, builders/developers, and the general public. Weaving these pieces together will provide the factual basis for our recommendations described in the following Task.

Task 6 Deliverable: Housing Gaps & Construction Impact Memo

Task 7: Policy & Program Recommendation

At this stage of the project, our team will have sufficient local context to provide a summary of recommended strategies for increasing housing affordability and choices. These may include:

- Options for zoning/land-use and other regulations that could spur on more residential development e.g. standards for compact development/growth management via uses by right, lot size requirements, etc.)
- Potential local, state, and federal funding sources/grants and creative strategies for funding housing investments and initiatives
- Best practices from other communities in Nebraska (particularly near Platte County) that have proven effective at addressing similar challenges
- Recommendations on regulations and controls that the City could utilize to ensure appropriate mix of low- and middle-income housing development
- Options for fee waivers, bonuses, and other incentives that could encourage more housing development (e.g. density bonuses, reduced affordable housing development fees, etc.)
- Potential public-private partnerships related to housing for the City to pursue
- Recommendations on how and where to market the region to attract the right type of developers to meet the needs identified during this study

These recommendations will be submitted to the City and Steering Committee for preliminary review before we begin fleshing out a plan for implementation.

Task 7 Deliverable: Housing Recommendations Memo

Task 8: Implementation Strategy & Action Plan

In developing our Action Plan, PC will pull from our library of case studies detailing policies and best practices that have been successful in similar communities across the nation. We will also research examples throughout the State of Nebraska and surrounding states that have been successful in addressing issues similar to those faced in Columbus. We will specify how these best practices could come into play locally as well as how they may need to be tailored to fit the City's current policies and circumstances to be effective. These case studies will provide helpful context and examples of effective methods of achieving Columbus' housing Goals.

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Making recommendations for consideration by city leadership is an important phase of the process, but the most crucial activities for making real change come after the initial ideation. Many good studies have gone underutilized due to skipping this stage of the process. During this Task, the PC team will take the necessary time to accomplish buy-in among city leadership for recommended Actions. Given the busy schedules of city council members and city staff, we recognize it will take time and multiple meetings (more than a simple 15-minute presentation within a city council session) to absorb the nuances of our findings. We typically recommend several "work sessions" that are outside the typical agenda of city council, but details depend on the exact format and timing of each community. During these, the PC team can iron out various requests based on this feedback including:

- Legal implications and requirements of the suggested actions
- Interviews with community leaders in other locations that have implemented similar actions
- Further investigation on the fiscal or practical impact of the actions on the community.

Once the recommendations are narrowed down to actions that city leadership is confident in embracing, the PC team will work with the steering committee on a goal setting process that fits SMART goal criteria (i.e. specific, measurable, achievable, realistic and time-bound). We will align Actions according to overarching Objectives, with corresponding Goals, and Action Items, as well as potential funding sources.

The Action Items will have specific benchmarks for measuring accomplishment, a definition of the directly responsible parties for carrying out the Action Items, and dates by with changes are expected to occur. The timeframe for the plan will be divided into short (1 year), mid (3 year), and long (5 year) increments. This Action Plan will then be presented one final time to city leadership for approval and adoption before implementation begins.

Table 1.1: City of Fruita HAP Implementation Approach

#	Required Actions	Potential Actors/Partners	Success Metrics Legend: Housing Production / Regulatory/ Zoning change / Process Change	Phase Timeline
Goal 1: Encourage Housing Diversity				
1.1	Decide exact program, Workshop program, Draft ordinance, Public hearing, Council adoption	Planning Department, Housing Authority, City Council	ADU permits approved; Number ADU permits using pre-approved plans	1-2 Years →
1.2	Choose Extent, Draft ordinance, Public hearing, Council adoption	Planning Department	Number of developments using new density bonus	1-2 Years →
1.3	Draft ordinance, Public hearing, Council adoption	Planning Department, City Council	Number of non-SFH dwellings approved	1-2 Years →
1.4	Choose extent, Workshop with developers, Draft ordinance, Public hearing, Council adoption	Planning Department, Private Developers, City Council	Number of identified underdeveloped parcels redeveloped in overlay zone	3-4 Years →
1.5	Outline program, Choose dates for events, Workshop material, Conduct engagement	Planning Department, Housing Authority	Number of attendees at public events, Percent increase in survey response	3-4 Years →
Goal 2: Incentivize Infill				
2.1	Choose method (traditional, DDA, or URA), Workshop program, Draft ordinance, Public hearing, Council adoption	Planning Department, Housing Authority, Private Developers, City Council	Number of properties redeveloped in specified zone(s), Number of housing units approved on infill properties Amount of gap funding provided	3-4 Years →
2.2	Preliminary discussions, Potential grant identification, Conduct feasibility study, Determine next steps	Planning Department, Private Partners, Housing Authority, Private Consultant	Feasibility study recommendation (go or no go)	5-6 Years →
Goal 3: Support Affordable Housing Projects				
3.1	Decide on existing or new source, Study potential amounts of funding, Workshop/gauge interest on projects, Draft ballot measure	Planning Department, City Manager, City Council, Private Partners	Significance of potential gap funding amounts, Potential number of housing units to be funded	3-4 Years →
3.2	Draft ordinance, Public hearing, Council adoption	Planning Department, Housing Authority, City Council	Number of housing units 120% AMI or below permitted	1-2 Years →
3.3	Find regional partner, Discuss partnership, Workshop programs	Planning Department, Private Partners, Housing Authority, City Council	Number of CLT ownership properties developed and sold	5-6 Years →

Source: PC's Housing Action Plan & Implementation Approach for Fruita, CO, 2025

Task 8 Deliverable: Implementation Strategy & Action Plan Memo

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Task 9: Deliverables & Presentations

Our team will present a comprehensive draft report to city council roughly one month prior to finalizing the report, which will serve as the City of Columbus' opportunity to request adjustments and additional considerations to the document. This draft will include all deliverables to date, as well as an executive summary and appendices with all the data tables, maps, inventories, and model assumptions related to the project. At this point, the report will undergo a 30-day public comment period before being submitted for adoption.

Once all comments are addressed, our team will finalize the report in the City's preferred format. Lastly, our team will conduct a final presentation of the report to the City, any relevant stakeholders, and the community. All presentation materials will be provided to city council with ample time to allow for incorporation into agendas and meeting packets.

Task 9 Deliverables:

- ***Comprehensive Draft Report with Draft Executive Summary***
- ***Final Report with Updated Executive Summary***
- ***Final Data & Modeling Spreadsheets***
- ***Draft & Final Report Presentations***

PC presentation

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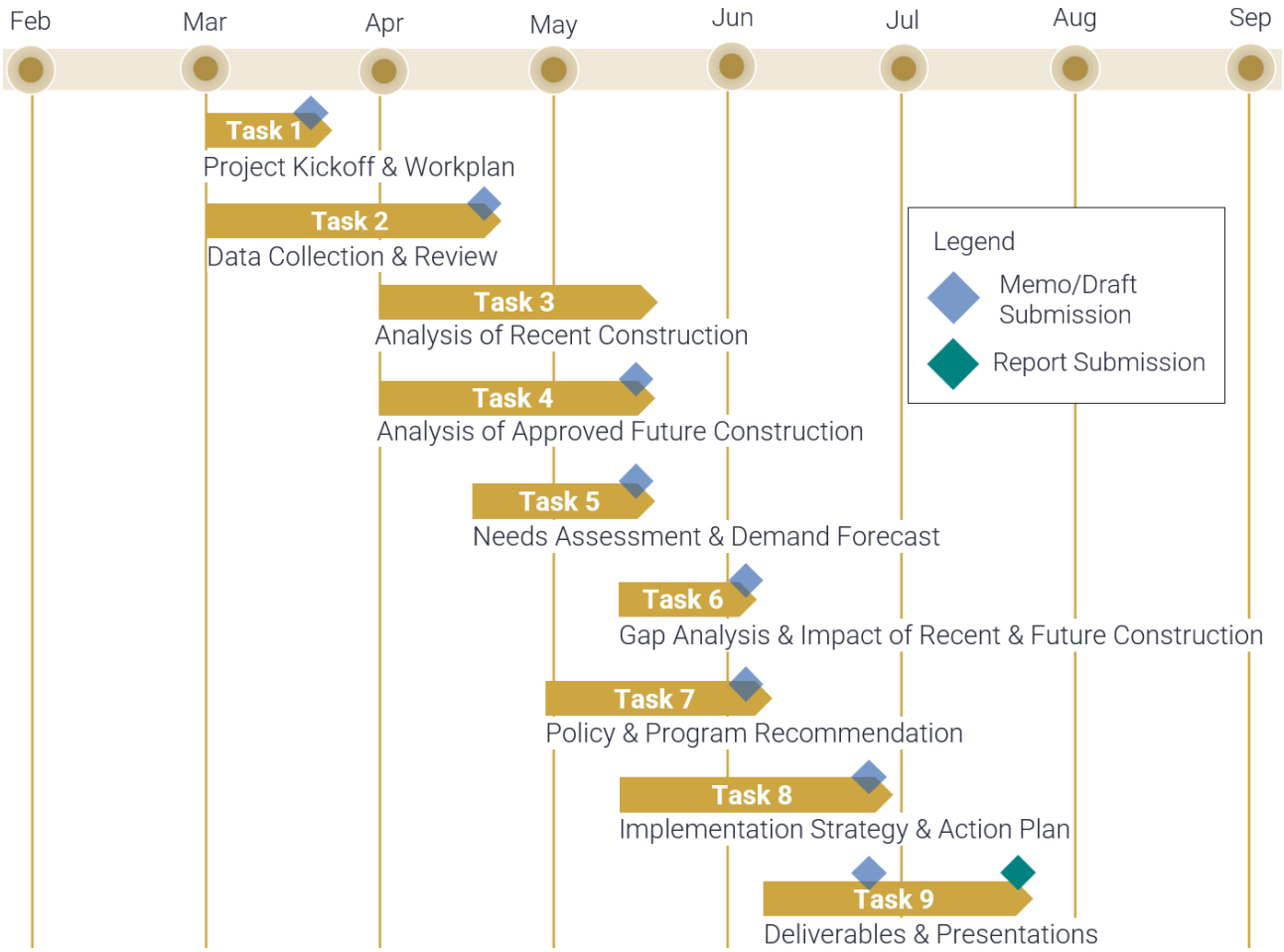
E. Schedule

Assuming a project launch in early March, PC anticipates completing the project by July 22, 2026. We typically hold bi-weekly progress calls with each client. Key on-site and public meetings can be scheduled as needed. PC will be on-site two or three times during the project, with most check-ins conducted remotely via Zoom or similar platforms.

The following is our list of deliverables with estimated delivery dates:

- **Project Workplan:** March 18, 2026
- **Preliminary Findings & Data Memo:** April 20, 2026
- **Analysis of Recent & Future Construction Memo:** May 15, 2026
- **Housing Needs Forecast Memo:** May 15, 2026
- **Housing Gaps & Construction Impact Memo:** June 1, 2026
- **Housing Recommendations Memo:** June 1, 2026
- **Implementation Strategy & Action Plan Memo:** June 22, 2026
- **Comprehensive Draft Report with Draft Executive Summary:** June 22, 2026
- **Final Report with Updated Executive Summary:** July 22, 2026
- **Final Data & Modeling Spreadsheets:** July 22, 2026
- **Draft & Final Report Presentations:** July 22, 2026



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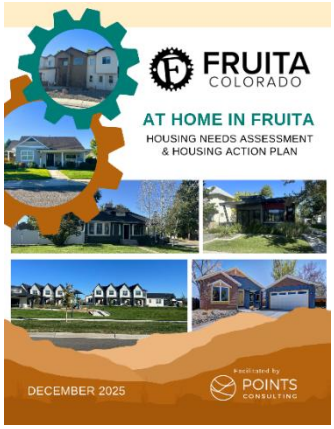
F. Past Project Experience

The following are descriptions of relevant past projects with reference contact information.

At Home in Fruita: Housing Needs Assessment & Housing Action Plan, City of Fruita, CO, 2025–ongoing



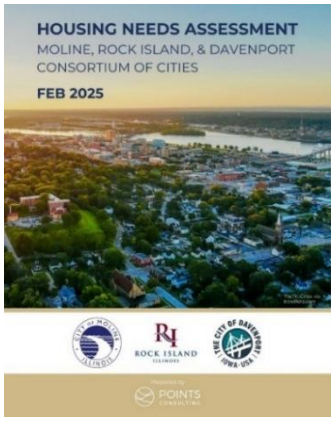
PC began working with the City of Fruita in June 2025 to conduct a joint Housing Needs Assessment (HNA) and Housing Action Plan (HAP) for the City. Collaboration from City leaders on the HNA and HAP will set them up for future success.

Our projections show the City's population will grow at a modest 0.7% per year through 2044, adding to current housing demand. PC estimates Fruita will need 390 new housing units over the next 10 years. Our team projected housing needs across all Area Median Income levels as well.

Our assessment of housing needs in the City culminated in three goals for the Action Plan: Encourage Housing Diversity, Incentivize Infill & Redevelopment, and Support Affordable & Workforce Housing. These goals include 10 total recommended housing strategies, along with a phased implementation approach for the City to take over the next six years. The implementation approach includes required actions, along with potential actors/partners, and Key Performance Indicators to track each strategy.

Reference: Henry Hemphill, Planning Director, City of Fruita
Phone Number: 970-858-0786
Email: hhemphill@fruita.org

Housing Needs Assessment for the Moline, Rock Island, & Davenport Consortium of Cities, IA/IL, 2024-2025



Our team presented our Housing Needs Assessment for the Moline, Rock Island, & Davenport Consortium of Cities in January 2025. We partnered with Mosaic Community Planning for this project, and PC simultaneously helped Mosaic to perform an Analysis of Impediments to Fair Housing Choice. Both projects were designed to fully meet all HUD requirements.

Our team found that the Tri-Cities face unique opportunities: decreasing population in two of the three cities has resulted in lower home prices compared to high-growth markets. Statistics on price and vacancies indicate that each of the cities has an ample inventory of units primed for reinvestment. To capitalize on this, our recommendations included city-specific tools available to preserve some of this inventory for long-term affordability.

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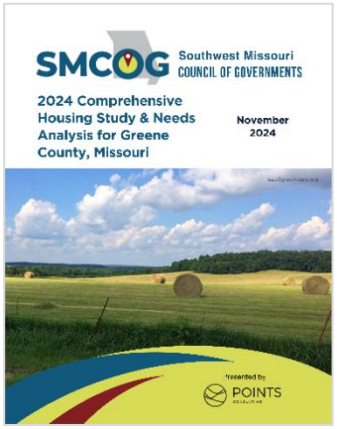
Given the wide range of population projections, our forecast presented three scenarios for each city, designated as "status quo," "moderate growth," and "optimistic growth." This resulted in a range of potential residential unit needs by 2044, summarized as follows:

- **Davenport:** between 4,490 and 8,706 units | 9.5% to 18.4% growth
- **Rock Island:** between 11 and 3,702 units | 0.1% to 21.3% growth
- **Moline:** between −1,130 and 4,380 units | -5.8% to 22.6% growth

Read the report on the Rock Island city website here: https://www.rigov.org/DocumentCenter/View/19768/Final-Draft-Housing-Needs-Assessment-2025?bidId=.

Reference: KJ Whitley, *City of Moline Community Development Manager*
Phone Number: 309-317-8917
Email: kwhitley@moline.il.us

2024 Comprehensive Housing Study & Needs Analysis for Greene County, Southwest Missouri Council of Governments (SMCOG), MO, 2024



The Southwest Missouri Council of Governments (SMCOG) worked with PC to complete a Housing Analysis for Greene County, Missouri, focused on the County's unincorporated land and more rural towns of Ash Grove, Fair Grove and Walnut Grove (or "The Groves"). Our study found The Groves' large amount of property available for in-fill, redevelopment, or city expansion can be counted a major asset as these communities seek to improve their housing conditions.

Though not projected to grow rapidly in population, housing production has been minimal in the Groves over the last decade. According to our modest status-quo population growth scenario, our team forecasts need for an additional 340 housing units in The Groves specifically by 2044, or up to 670 new units according to our optimistic growth scenario. Our recommendations include options and funding sources for redevelopment, introducing a land banking organization for the County, changes to zoning code, and methods of engaging with local developers and housing partners.

Read the report here: https://points-consulting.com/2024-comprehensive-housing-study-needs-analysis-for-greene-county-missouri/.

Reference: Jason Ray, *Executive Director, SMCOG*
Email: jasonray@missouristate.edu
Phone Number: 417-836-6977

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Hitting the Target: Housing Needs Assessment & Forecast for Broken Arrow, Oklahoma, City of Broken Arrow, OK, 2023-2024

PC completed a housing and demographic study for the City of Broken Arrow, Oklahoma, with the aim of assessing the current and future housing needs of the community. While Broken Arrow's housing affordability outpaces national and state averages, around 72% of low-income renters are cost burdened, while around 15% of owner-occupied households are cost burdened. Additionally, 22% of prospective homebuyers struggle to afford average-priced homes. Despite its relative affordability, population growth threatens to inflate housing costs in the future. By evaluating the existing conditions and analyzing trends in population growth and housing supply over the next 20 years, PC provided recommendations to enhance and maintain existing neighborhoods and improve mobility between them.

Read the report here: https://points-consulting.com/hitting-the-target-housing-needs-assessment-forecast-for-broken-arrow-oklahoma-2023-240/.

Reference: Farhad Daroga, *City of Broken Arrow Department of Community Development*
Email: fdaroga@brokenarrowok.gov
Phone: 918-259-2400 x 5416

Frankfort & Franklin County Housing Market Demand Study, Frankfort, KY, 2022-2023

PC worked with the City of Frankfort and Franklin County in Kentucky on a housing market demand study. Sandwiched between the cities of Lexington and Louisville, and home to the majority of bourbon manufacturing in the United States, Frankfort has transformed into a highly tourism-based economy in the past decade. PC's report includes analysis of demographics, industry and workforce, existing housing stock, affordability and access, and future planned developments in its demand assessment, among other key elements. The project was presented in July 2023, building off a community survey and outreach efforts.

Read the report on the Frankfort city website here: https://www.frankfort.ky.gov/DocumentCenter/View/4124/Frankfort-MEGA-DECK_v3.

Reference: Eric Cockley, Planning and Community Development Director, *City of Frankfort*
Phone Number: 502-352-2100
Email: ecockley@frankfort.ky.gov

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Other PC housing studies completed within the past five years

Further description and references for these projects can be provided upon request:

- City of Chelan Housing Element of Comprehensive Planning, Anchor QEA and City of Chelan, WA, 2025-ongoing
- Chelan County Housing Element of Comprehensive Planning, Anchor QEA and Chelan County, WA, 2024-ongoing
- City of Cheney Housing Element of Comprehensive Planning, Nexus Planning Services and City of Cheney, WA, 2024-ongoing
- Douglas County Housing Element of Comprehensive Planning, Anchor QEA and Douglas County, WA, 2024-ongoing
- Housing Needs Assessment for Ridgway & Ouray County, CO, 2025
- "Is Idaho's Housing Market Too Hot to Handle? Discover the 2025 Idaho Workforce Housing Index (IWHI)", PC and LEAP Housing, 2025
- Rooted in Rifle: 2025 Housing Study & Action Plan, City of Rifle, CO, 2024–2025
- Highest & Best Use/Discounted Cash Flow Analysis, 270-acre conservation easement parcel, Fenn Little Attorneys, Sequatchie County, TN, 2025
- Montrose Housing Needs Assessment, Montrose, CO, 2022-2023 (with 2025 update)
- Burnishing Bisbee: An Action Plan for Preserving & Enhancing Housing Opportunities, Bisbee, AZ, 2024-2025
- LEAP Housing Feasibility Study for Prospective Portneuf Springs Development, LEAP Housing, 2024-2025
- Confederated Tribes of Grand Ronde (CTGR) Housing Study & Needs Assessment, OR, 2024-2025
- Housing Needs Assessment for the Nez Perce Tribe, Nimiipuu Community Development Fund (NCDF), ID, 2024
- Highest & Best Use/Discounted Cash Flow Analysis, 2,300-acre conservation easement parcel, Asbury Gardner Tax Counsel, Pike County, PA, 2024
- Highest & Best Use Analysis, Highland Village Site, Blu Water Capital LLC, Bushkill, PA, 2024
- Dwelling on the Future: Housing Needs & Strategies for the Preservation & progress of San Juan County's Communities, San Juan County, UT, 2023-2024
- Creating a Revilla Housing Revival: Housing Market Analysis for the Ketchikan Gateway Borough, Ketchikan, AK, 2023-2024
- Down to Earth: Managing Housing Cost & Availability in Woodland Park 2023-2040, Woodland Park, CO, 2023
- Wenatchee Valley Student Housing Needs Assessment, SCJ Alliance, WA 2022-2023
- Housing Needs Market Study, Housing Authority of Chelan County & the City of Wenatchee, WA, 2022
- Expert Witness Testimony, financially feasible & maximally productive use for senior housing on 89-acre parcel, Asbury Gardner Tax Counsel, Henry County, GA, 2022

Docusign Envelope ID: E3792651-175E-4BD1-BAFF-C040318DB40C

- Financially Feasible & Maximally Productive Use Analysis, 1,000-acre Ratcliffe Island property, RMI Lands LLC, GA, 2022
- Financially Feasible & Maximally Productive Use Analysis, 1,700-acre Hamilton County property, Third Pope LLC, FL, 2022
- Highest & Best Use Analysis, 72-acre Eagle County parcel, Sky Legend LLC, CO, 2022
- North Central Idaho Regional Housing Assessment, Clearwater Economic Development Association (CEDA), ID, 2021-2022
- Housing Needs Forecast & Recommendations, Swinomish Tribe, WA, 2021

Docusign Envelope ID: E3792651-175E-4BD1-BAFF-C040318DB40C

Appendix B: Updated Proposal & Scope of Work Details 2/25/2026

The Updated Housing Needs & Supply Study Proposal prepared for the City of Columbus on February 25th, 2026, is provided in full beginning on the following page.

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Background

On January 27th, 2026 Points Consulting submitted a proposal in response to the City's "Housing Needs & Supply Study 2026" RFP. On February 25th, 2026 our team was notified we have been conditionally accepted to complete the study, pending agreement on scope of work/pricing and City Council approval.

For reference, that original proposal is linked here: NE Columbus Housing Needs & Supply Study PC Proposal FINAL.pdf

Scope of Work

PC reviewed the scope of work from our proposal and has assigned pricing to those Tasks. We have stuck closely to the original proposal by not adding any new components. In one place we have clarified the extent of community engagement and separating a piece of it that was suggested but not clearly spelled out previously, namely Component 2.

We have made every effort to ensure competitive pricing based on the costs of our own internal resources and our knowledge of comparative industry benchmarks. To provide options to the City, relative to pricing, we have broken out several of the more optional components. These could be left out of the study and still provide a strong "core" analysis to update the existing economic and housing picture from the prior 2021 iteration. The following summary identifies what is included within each component.

Component 1: Base Housing Needs Analysis

- Tasks 1-6 from original scope
- Inclusive of one multi-day on-site trip for 2-3 staff for city tour, city staff and selected community member interviews (as noted on page 9 of scope)

Component 2: In-Depth Community Engagement

- Townhall event for general community soliciting feedback on housing options/solutions
- Listening sessions with real estate community (real estate developers, landlords, brokers, and lenders)
- 1-2 additional on-site engagements with PC staff to complete above-listed tasks

Component 3: Policy & Program Recommendations

- Task 7 from original scope (page 16)

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Component 4 Implementation Strategy & Action Plan

- Task 8 from original Scope of Work (pages 16-17)

Pricing

The following table identifies costs for each component.

Task	Cost
1: Base Housing Needs Analysis	$23,000
2: In-Depth Community Engagement	$4,250
3: Policy & Program Recommendations	$2,650
4: Implementation Strategy & Action Plan	$4,950
Base Travel Costs (Task 1)	$2,710
Add'l Travel Costs (Tasks 2-4)	$3,380
Base Analysis (excluding Task 2-4)	**$25,710**
Full Analysis (including Tasks 2-4)	**$40,940**

14.D. Resolution No. R26-48 adopting the City of Columbus Safe Streets and Roads for All Comprehensive Safety Action Plan. CIP #25-24

DRAFT

RESOLUTION NO. R26-48

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF COLUMBUS, NEBRASKA, ADOPTING THE SAFE STREETS AND ROADS FOR ALL COMPREHSENSVIE SAFETY ACTION PLAN (CSAP) TO GUIDE SPECIFIC STEPS TO ELIMINATE ALL FATALITIES AND SERIOUS INJURIES BY 2050 AND FURTHER ADOPT THE CSAP-CREATED COUNTERMEASURES TOOLBOX TO GUIDE SAFETY MEASURES TO APPLY TO TRANSPORTATION PROJECTS.

WHEREAS, the City of Columbus received funding through the federal Safe Streets and Roads for All (SS4A) program and is completing a Comprehensive Safety Action Plan (CSAP) for the city's transportation network; adopting a CSAP is a prerequisite for seeding additional federal funding through the SS4A program; and the CSAP developed by the City of Columbus is consistent with the U.S. Department of Transportation's Safe System Approach, which creates a positive and proactive roadway safety culture; and

WHEREAS, between 2017 and 2023, there were 63 traffic-related fatality and serious injury crashes in the City of Columbus, and traffic crashes are the second leading cause of deaths in the United States; and

WHEREAS**,** the health, safety, and wellbeing of all persons living and traveling within the City of Columbus are our utmost priority, and no one should be seriously injured or killed while traveling in the region; and

WHEREAS**,** the City of Columbus recognizes that transportation safety is a shared responsibility with community leaders and members and requires a holistic approach to eliminate fatalities and serious injuries city-wide; and

WHEREAS**,** improving safety for all roadway users requires coordinated projects, countermeasure strategies, recommendations, prioritized projects and stakeholders and community support of safety objectives and action plans that are guided by community input; and

WHEREAS**,** City of Columbus government leaders and their residents have participated in the development of the CSAP to inform the resulting projects and priorities; and

WHEREAS, the City of Columbus intends to advance the priority projects and initiatives recommended in the CSAP to reduce and ultimately eliminate traffic-related deaths and serious injuries.

NOW, THEREFORE BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF CITY OF COLUMBUS NEBRASKA**,** that the City of Columbus resolves to adopt the Safe Streets and Roads for All Comprehensive Safety Action Plan (CSAP) to guide

specific steps to eliminate all fatalities and serious injuries by 2050 and further adopt the CSAP-created countermeasure toolbox to guide safety measures to apply to transportation projects. The City of Columbus resolves to work within their means to prioritize the safety projects identified in the CSAP, and consider how to best use the city's funding capacity to prioritize CSAP projects. The City of Columbus further resolves to emphasize the importance of behavior change and education in building a proactive roadway safety culture, a copy of CSAP and City Council vote of which is attached hereto and incorporated herein by reference.

This resolution shall repeal all resolutions or portions thereof in conflict herewith.

INTRODUCED BY COUNCIL MEMBER _____

PASSED AND ADOPTED THIS ____ DAY OF _____, 2026.

Voting was Ayes: _____ Nays: _____ Absent: _____

_____
MAYOR

ATTEST:

_____
CITY CLERK

APPROVED AS TO FORM:

_____
CITY ATTORNEY

Accountability - Dedication
Honesty - Integrity - Respect

MEMORANDUM

DATE: March 11, 2026

TO: Tara Vasicek, City Administrator

FROM: Richard J. Bogus, City Engineer

RE: Safe Streets and Roads for All, Comprehensive Safety Action Plan

RECOMMENDATION:

I recommend approval of the Resolution for the Safe Streets and Roads for All (SS4A), Comprehensive Safety Action Plan (CSAP), to guide specific steps to eliminate all fatalities and serious injuries by 2050 and further adopt the CSAP-created countermeasures toolbox to guide safety measures to apply to transportation projects.

DISCUSSION:

The SS4A, CSAP is a compilation of months of data collection, public input, and evaluation of the citywide high-priority network, high-risk network, and high-injury network. Between 2017 and 2023 there were 63 traffic related fatality and serious injury in the City. The City recognizes that transportation safety is a shared responsibility with community leaders and members and requires a holistic approach to eliminate fatalities and serious injury city wide. Improving safety for all roadway users requires coordinated projects, countermeasure strategies, recommendations, prioritized projects and stakeholders and community support of safety objectives and action plans that are guided by community input.

The draft final CSAP was presented to the Committee of the Whole on December 15, 2025.

FISCAL IMPACT:

The approval is a prerequisite for the City to seek federal funding through the SS4A Implementation grants and Better Utilize Investments to Leverage Development (BUILD) grants.

ALTERNATIVE:

Do not approve.

SIGNATURE:

By: Richard J Bogus

Approved By:

SAFE STREETS FOR ALL

CITY OF COLUMBUS

Comprehensive Safety Action Plan

Columbus, Nebraska

Terms & Definition Glossary

Safety Analysis & Networks

- High-Injury Network (HIN): Roadway segments within city limits with the highest concentration of fatal and serious-injury crashes based on historical data.
- High-Risk Network (HRN): Roadway segments that share risk factors with severe-crash locations identified through systemic analysis, even if the site itself has limited severe-crash history.
- High Priority Network (HPN): The final set of corridors prioritized for safety investment that integrates HIN, HRN, and local context.
- Systemic Safety Approach: A proactive method that applies low-cost treatments across multiple sites with shared risk factors rather than relying only on site-specific crash history.

Crash Severity & Reporting

- KSI (Killed or Seriously Injured): Crashes resulting in a fatality or a suspected serious injury (K + A).
- FSI (Fatal and Serious Injury): Same as KSI in this report.
- Suspected Serious Injury (A): An injury that appears to be incapacitating or life-altering at the scene (e.g., loss of limb, severe fractures, or major internal injury). Because crash reports are based on what the officer can observe, they may not capture the final medical outcome, and serious injuries may be under-reported.
- Severe Crashes: Fatal and serious-injury crashes (FSI/KSI).
- All Crashes: All severities combined, including fatal, serious injury, minor injury, possible injury, and property damage only.
- VRU (Vulnerable Road User): Includes pedestrians, bicyclists, and other non-motorized users who are at higher risk of severe injury or death in a crash.
- SSA (Safe System Approach): A proactive framework emphasizing shared responsibility among road users, designers, and policymakers to eliminate fatal and serious injuries through systemwide design, speed management, and equitable safety strategies.

Treatments & Design Tools

- RCI (Reduced Conflict Intersection): Also called RCUT or J-turn; design that eliminates direct left and through movements from side streets by requiring a right turn followed by a U-turn to reduce severe angle crashes.
- RCUT (Reduced Conflict U-Turn): See RCI.
- J-Turn: See RCI.
- RIRO (Right-In Right-Out): Access control that allows only right turns into and out of a driveway or side street, often paired with a median for safety.
- RRFB (Rectangular Rapid Flashing Beacon): Pedestrian-activated flashing lights mounted below crosswalk signs that alert drivers to pedestrians waiting to cross.
- PHB (Pedestrian Hybrid Beacon): A mid-block traffic control device that provides a red signal to drivers when activated by pedestrians, allowing safe crossing without a full signalized intersection.
- LPI (Leading Pedestrian Interval): Signal timing that gives pedestrians a 3–7 second head start before parallel vehicle traffic gets a green, improving visibility and reducing conflicts.
- Median Refuge Island: Raised area in the center of a two-way street that lets pedestrians cross one direction of traffic at a time.
- High-Visibility Crosswalk: Crosswalk with bold ladder or continental markings to enhance visibility.
- Access Management: Strategy that reduces conflict points by spacing or consolidating driveways and intersections.

Funding & Programming

- CIP (Capital Improvement Program): The City's multi-year plan and budget for capital projects and major equipment.
- STIP (Statewide Transportation Improvement Program): Nebraska DOT's four-year program of federally supported and state-funded projects.
- SS4A (Safe Streets and Roads for All): U.S. DOT grant program that funds planning and implementation projects to prevent roadway deaths and serious injuries.
- TAP (Transportation Alternatives Program): Federal funding for pedestrian, bicycle, Safe Routes to School, and other community-focused active transportation projects (administered by states/MPOs).

- HSIP (Highway Safety Improvement Program): Federal-aid, data-driven program funding proven safety countermeasures on public roads to reduce fatalities and serious injuries.
- STBG (Surface Transportation Block Grant): Flexible Federal-aid funding for a wide range of transportation needs, roadway, bridge, safety, transit-supportive projects, distributed by states/MPOs.

Regional Planning Entities

- MPO (Metropolitan Planning Organization): Regional body responsible for transportation planning in urbanized areas with over 50,000 population; Columbus coordinates with state and local programs where MPO coverage does not apply.
- COG/RPA (Council of Governments / Regional Planning Affiliation): Regional planning entities that may coordinate transportation planning and funding with rural cities and counties.

Documents & Plans

- CSAP (Comprehensive Safety Action Plan): Local plan developed under the Safe Streets and Roads for All program to identify priorities, projects, and policies to reduce fatal and serious-injury crashes.
- CSAP (Comprehensive Safety Action Plan): Local plan developed under the Safe Streets and Roads for All program to identify priorities, projects, and policies to reduce fatal and serious-injury crashes.
- SHSP (Strategic Highway Safety Plan): Statewide, data-driven plan developed by each state DOT to coordinate safety efforts and strategies across agencies with the goal of reducing fatalities and serious injuries.
- LRTP (Long-Range Transportation Plan): Regional or statewide plan that outlines transportation priorities, investments, and policies over a 20+ year horizon.
- MTP (Metropolitan Transportation Plan): Federally required long-range plan developed by a Metropolitan Planning Organization (MPO) to guide transportation investments and performance goals in a metro area.

Columbus Comprehensive Safety Action Plan

Chapter 1 – Introduction

In 2023, USDOT awarded the City of Columbus, Nebraska $400,000 through the Safe Streets and Roads for All (SS4A) program to develop a Comprehensive Safety Action Plan (CSAP). This funding enables Columbus to advance existing transportation goals with strategies aimed at eliminating traffic fatalities and serious injuries.

What is Safe Streets and Roads For All?

SS4A is a competitive grant program established in 2021 through the Infrastructure Investment and Jobs Act passed by Congress. The U.S. Department of Transportation manages the SS4A fund, with $5 billion in funding available through 2022-2026. The program helps to fund regional and local safety projects that will prevent roadway fatalities and serious injuries, with an overall goal of zero roadway deaths.

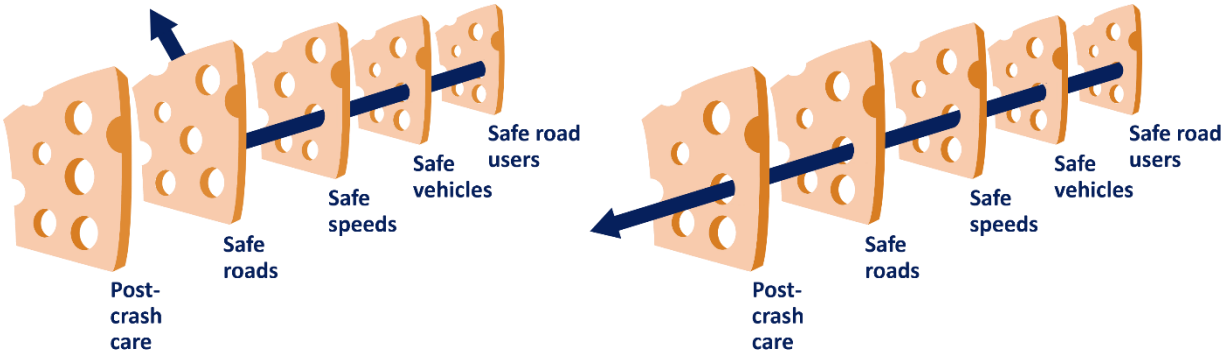
Safe System Approach

The aim for zero roadway deaths is guided by the Federal Highway Administration's (FHWA) Safety System Approach (SSA), which takes a holistic approach to safety by sharing responsibility amongst all individuals involved in the use, planning, design, or construction of the transportation network, as shown in **Figure 1**. The Safe System Approach is a shift from conventional road safety thinking because it focuses on both human mistakes and human vulnerability by designing systems with layers of protection. If one layer of safety fails, another will help prevent a crash or lessen the likelihood of serious injury or death, as illustrated in **Figure 2**.

Figure 1: FHWA Safe System Approach

Source: FHWA

Figure 2: Shared Responsibility through the Safe System Approach



Redundancy provides layers of protection such that if one or more layers fail, another layer prevents or minimizes harm. **Source: FHWA**

Why do we need a Comprehensive Safety Action Plan?

In order to be eligible for SS4A implementation funding, the City of Columbus must complete a CSAP to outline the region's safety goals and create an actionable framework for identifying safety issues and appropriate strategies to move towards zero roadway deaths as referenced in Figure 3: Components of a CSAP.

Figure 3: Components of a CSAP

Who was engaged in the CSAP?

The City of Columbus led development of the CSAP and engaged the Nebraska Department of Transportation (NDOT), the FHWA Nebraska Division, and a range of community stakeholders. The City gathered public input through a community survey (May – July 2025), engagement booths, public open houses, and social media. Feedback from residents, businesses, advocacy groups, and technical partners directly informed policy and project recommendations.

What did the safety analysis say?

The safety analysis identified contributing factors that concentrate severe crashes on a smaller share of the street network. Using crash history and local context, the team developed a High-Injury Network (HIN) and emphasis-area High-Risk Networks (HRNs). Overlaying these networks produced a High Priority Network (HPN) to focus investments where they will have the greatest impact on eliminating fatalities and serious injuries.

The emphasis areas guiding Columbus recommendations are:

- Angle crashes
- Speed-related crashes
- Vulnerable Road Users (pedestrians and bicyclists)
- Alcohol / impairment
- Motorcycles
- Younger drivers

The Safe System Approach (SSA) frames strategy selection—prioritizing removal of severe conflicts, managing operating speeds, improving visibility and predictability, and layering treatments so human error does not result in death or serious injury.

What happens next?

With the CSAP complete, the City of Columbus will move from planning to implementation. The City intends to pursue multiple opportunities, potentially including SS4A implementation funding. Generally, the city will seek to align projects with funding programs (e.g., Highway Safety Improvement Program (HSIP), Transportation Alternatives Program (TAP), Surface Transportation Block Grant (STBG)to deliver priority treatments on the HPN. Eligible activities include design, engineering, construction, and quick-build strategies targeted toward the emphasis areas.

Formal adoption of the CSAP by the Columbus City Council is a prerequisite for eligibility to apply for future SS4A implementation grants. The plan is anticipated to be brought forward for Council consideration in early 2026. Once adopted, the CSAP will serve as the City's guiding safety strategy and will be used to prioritize projects and competitive grant applications.

In parallel, the City will integrate CSAP priorities into the Capital Improvement Program, coordinate with NDOT on state-facility opportunities, and advance enabling initiatives, such as standardized safety checklists in project scoping, targeted road safety screenings at high-need intersections, and demonstration pilots for speed management and safer crossings. The City will maintain the HPN as a living network, updating it with new data and public feedback to sustain progress toward eliminating roadway fatalities and serious injuries.

The City and its partners, including the Nebraska Infrastructure Hub, will continue corridor-level planning and project development on priority locations such as Howard Boulevard and 8th Street as funding opportunities emerge. CSAP adoption ensures these efforts remain consistent with federal guidance and positions Columbus to compete successfully for external funding.

Chapter 2 - Commitment to Reaching Zero

Colombus Governance

The City of Columbus delivers the local transportation system through direct capital investment, operations, and maintenance of major streets, and through policy and oversight for planning, zoning, public safety, and enforcement. The following City departments participated in the CSAP:

- Mayor's Office
- City Council
- Community Development
- Public Works
- Police Department
- Parks & Recreation

Columbus also coordinates with state and federal partners on system management, funding, and oversight for major streets, including:

- Nebraska Department of Transportation (NDOT)
- Federal Highway Administration (FHWA)

Columbus Leadership Commitment

The City of Columbus commits to the only sensible goal for traffic safety: zero fatalities and zero serious injuries on all public roads within city limits. Columbus will plan and deliver safety improvements using the Safe System Approach (SSA), recognizing that progress will take time and require shared responsibility across City departments, state and federal partners, and all road users.

Columbus set a target year of 2050 to reach zero traffic deaths and serious injuries. The City will establish annual interim reduction targets, prioritize investments on the High Priority Network, and report performance publicly to maintain accountability.

Resolution No. [_____]

A RESOLUTION OF THE CITY OF COLUMBUS CITY COUNCIL ADOPTION OF THE SAFE STREETS AND ROADS FOR ALL COMPREHSENSVIE SAFETY ACTION PLAN

WHEREAS, the City of Columbus received funding through the federal Safe Streets and Roads for All (SS4A) program and is completing a Comprehensive Safety Action Plan (CSAP) for the city's transportation network; adopting a CSAP is a prerequisite for seeding additional federal funding through the SS4A program; and the CSAP developed by the City of Columbus is consistent with the U.S. Department of Transportation's Safe System Approach, which creates a positive and proactive roadway safety culture;

WHEREAS, between 2017 and 2023, there were 63 traffic-related fatality and serious injury crashes in the City of Columbus, and traffic crashes are the second leading cause of deaths in the United States;

WHEREAS, the health, safety, and wellbeing of all persons living and traveling within the City of Columbus are our utmost priority, and no one should be seriously injured or killed while traveling in the region;

WHEREAS, the City of Columbus recognizes that transportation safety is a shared responsibility with community leaders and members and requires a holistic approach to eliminate fatalities and serious injuries city-wide;

WHEREAS, improving safety for all roadway users requires coordinated projects, countermeasure strategies, recommendations, prioritized projects and stakeholders and community support of safety objectives and action plans that are guided by community input;

WHEREAS, City of Columbus government leaders and their residents have participated in the development of the CSAP to inform the resulting projects and priorities;

and

WHEREAS, the City of Columbus intends to advance the priority projects and initiatives recommended in the CSAP to reduce and ultimately eliminate traffic-related deaths and serious injuries;

AND THEREFORE BE IT, by the *City Council* of the *City of Columbus*, as follows:

The City of Columbus resolves to adopt the Comprehensive Safety Action Plan (CSAP) to guide specific steps to eliminate all fatalities and serious injuries by 2050 and further adopt the CSAP-created countermeasure toolbox to guide safety measures to apply to transportation projects. The City of Columbus resolves to work within their means to prioritize the safety projects identified in the CSAP, and consider how to best use the city's funding capacity to prioritize CSAP projects. The City of Columbus further resolves to emphasize the importance of behavior change and education in building a proactive roadway safety culture.

PASSED AND ADOPTED by the ***City Council*** of the ***City of Columbus***, State of Nebraska, on *February 23*, 2026, by the following vote: [_____].

Chapter 3 – Safety Analysis

Columbus is committed to eliminating fatalities and serious injuries on its multi-modal transportation network. This chapter presents a data-driven analysis of crash trends, identifies high-risk locations and behaviors, and highlights disparities in safety outcomes across the community. The findings form the foundation for targeted strategies and investments that support a SSA and advance the goal of zero deaths and serious injuries.

CRASH TRENDS & CHARACTERISTICS

This analysis reviewed crash data across the city to identify patterns in fatal and serious injury crashes. Key factors include travel mode, time of day, location type (urban vs. rural), and contributing behaviors.

HIGH INJURY NETWORK (HIN)

The HIN highlights corridors with the highest concentration of severe crashes. This network includes all travel modes and helps focus resources on the ~8% of roads where over 84% of fatal or serious injury crashes occur. In other words, a relatively small share of the roadway system accounts for the vast majority of Columbus's most severe crashes. The 8% figure reflects the proportion of total roadway mileage included within the HIN, while the 84% reflects the share of fatal and suspected serious injury (KSI/FSI) crashes occurring on those same corridors during the 2017–2023 analysis period.

HIGH RISK NETWORK (HRN)

This proactive analysis identifies locations with high crash risk based on roadway design, speed, lighting, and surrounding land use. These areas may not have a history of severe crashes but share characteristics with high-crash locations.

A High-Risk Network (HRN) analysis involves identifying corridors that have greater risk in relation to a specific crash contributing factors based on the crash data. These crash contributing factors that stand out are referred to as key emphasis areas.

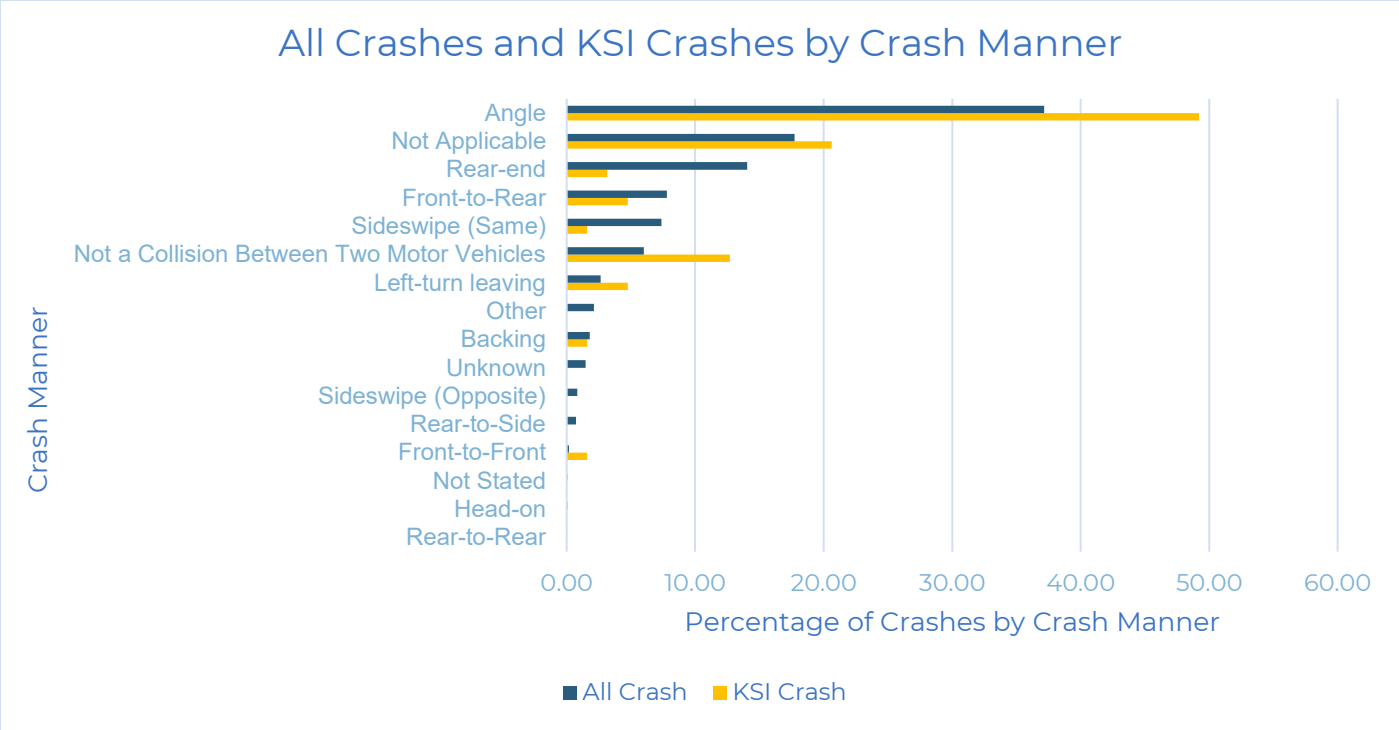
Throughout the engagement process, residents also frequently raised concerns about heavy vehicle traffic (including large trucks). While this concern was documented and considered in the corridor design discussions, the crash analysis and community survey data showed that speeding, aggressive driving, red-light running, and visibility issues were more consistently identified as the primary safety risks across vehicle types. Accordingly, heavy vehicle traffic was treated as an important design context factor rather than a top-ranked crash emphasis area, and

truck considerations are reflected in recommendations such as context-appropriate lane widths, speed management, and access control.

Crash Trends and Conditions

Columbus recorded 63 fatal and suspected serious injury (KSI/FSI) crashes between 2017 and 2023, averaging about 9 per year, and represent the City's most severe crashes. Fatal and suspected serious injury crashes are over-represented in February, March, May, and August through November, and occur more often on Saturdays, Sundays, and Mondays. Conditions linked with a higher share include dark (with streetlights) environments, horizontal or vertical curves, angle, single-vehicle, and turning crashes, and corridors with grass or barrier medians. The share of fatal and suspected serious injury crashes increased in the most recent three years of the dataset. Crash severity for the years 2017 to 2023 is illustrated in **Figure 4**.

Figure 4: Columbus Crashes by Crash Manner, 2017-2023



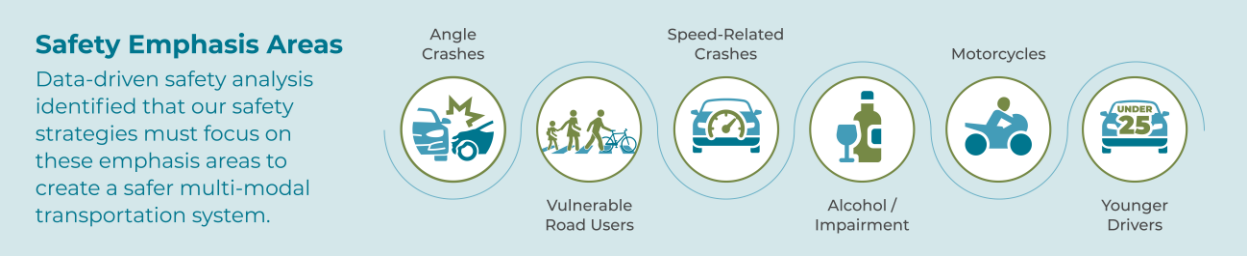
KSI refers to crashes resulting in a fatality or serious injury (K + A), collectively referred to as "severe" crashes throughout this report.

Analysis of fatal and serious injury crashes in the Columbus area highlights several recurring patterns and contributing factors:

- **Crash types:** Over-representation of angle, single-vehicle/roadway-departure, and turning crashes; many severe outcomes occur on horizontal or vertical curves and on corridors with grass or barrier medians.
- **Context factors:** Higher fatal and serious injury crashes share in dark-lighted conditions and on weekend/early-week days (Saturday–Monday).
- **Driver behavior/context notes:** Failure to Yield Right-of-Way (FTYROW) and alcohol involvement appear in a meaningful subset of severe crashes.
- **Safety emphasis areas:** To guide future safety strategies, several crash contributing factors – also known as emphasis areas – were identified based on crash trends and risks common to users and the built environment. The emphasis areas are listed below with the percentage of total crashes that they represent:
    - Angle Crashes: 25% of all crashes (35% of fatal & suspected serious injury)
    - Vulnerable Road Users (people walking/biking): <1% of all crashes (11% of fatal & suspected serious injury)
    - Speed-related / roadway departure: ≈9% of all crashes (over-represented on curved and higher-speed corridors)
    - Alcohol-involved: 3% of all crashes (13% of fatal & suspected serious injury)
    - Speed-related / roadway departure: ≈9% of all crashes (over-represented on curved and higher-speed corridors)
    - Motorcycle-involved: <1% of all crashes (14% of fatal & suspected serious injury)
    - Young Drivers (under 21): 16% of all crashes (10% of fatal & suspected serious injury)
    - Motorcycle-involved: <1% of all crashes (14% of fatal & suspected serious injury)

These findings have been used to make targeted recommendations to improve roadway safety throughout the Columbus region.

Figure 5: Safety Emphasis Areas in Columbus



To guide the development of these emphasis areas and other safety strategies, a structured safety analysis process was conducted. The process, which begins with compiling and analyzing crash data, then applies both systemic and location-specific methods to identify risk. This framework ultimately informs the development of the HPN, which will be discussed further below.

This CSAP is a planning-level document focused on understanding where severe-crash risk is concentrated across the overall network. The analysis is intended to guide future policy updates, systemic safety investments, and corridor-level design studies. While individual streets and intersections informed the HIN, HRN, and HPN, the CSAP does not function as a site-specific engineering report or rank individual "worst locations." Detailed design, feasibility review, and project development will occur in subsequent phases using this plan as the foundation.

The key findings that follow provide further insight into how the safety analysis supports Columbus in progressing toward zero traffic-related deaths and serious injuries by 2050.

Key Safety Findings

- Angle crashes are dominant on key arterials
    - Angled crashes represent one of the most frequent and severe crash types in Columbus, particularly along US 30, the US 30 Bypass, 33rd Avenue, Howard Boulevard, and 8th Street. These locations consistently appear in both the HIN and HRN analyses.
- Recurring crash patterns along major corridors
    - Systemic safety concerns, such as speeding, driver inattention, and roadway departure, are prevalent along US 30, Howard Boulevard, and 33rd Avenue, indicating opportunities for corridor-level countermeasures like speed management, access control, and intersection redesign.
- Young drivers' risk zones
    - Corridors with higher concentrations of crashes involving drivers under 21 include US 30, 33rd Avenue, and 8th Street, suggesting the need for targeted educational campaigns, improved signage, and intersection visibility treatments.
    - VRU crashes cluster downtown and along arterial corridors.
    - Crashes involving pedestrians and bicyclists are concentrated within Downtown Columbus and along major arterial connectors, where mixed traffic, limited crossing opportunities, and higher travel speeds increase risk.
- Speed-related crashes on curvy/low-visibility roads
    - Segments with horizontal or vertical curves, especially on the US 30 Bypass and portions of Howard Boulevard, show elevated rates of speed-related and roadway-departure crashes, indicating the need for geometric review, enhanced curve delineation, and speed feedback or warning signage.

High-Injury Network (HIN)

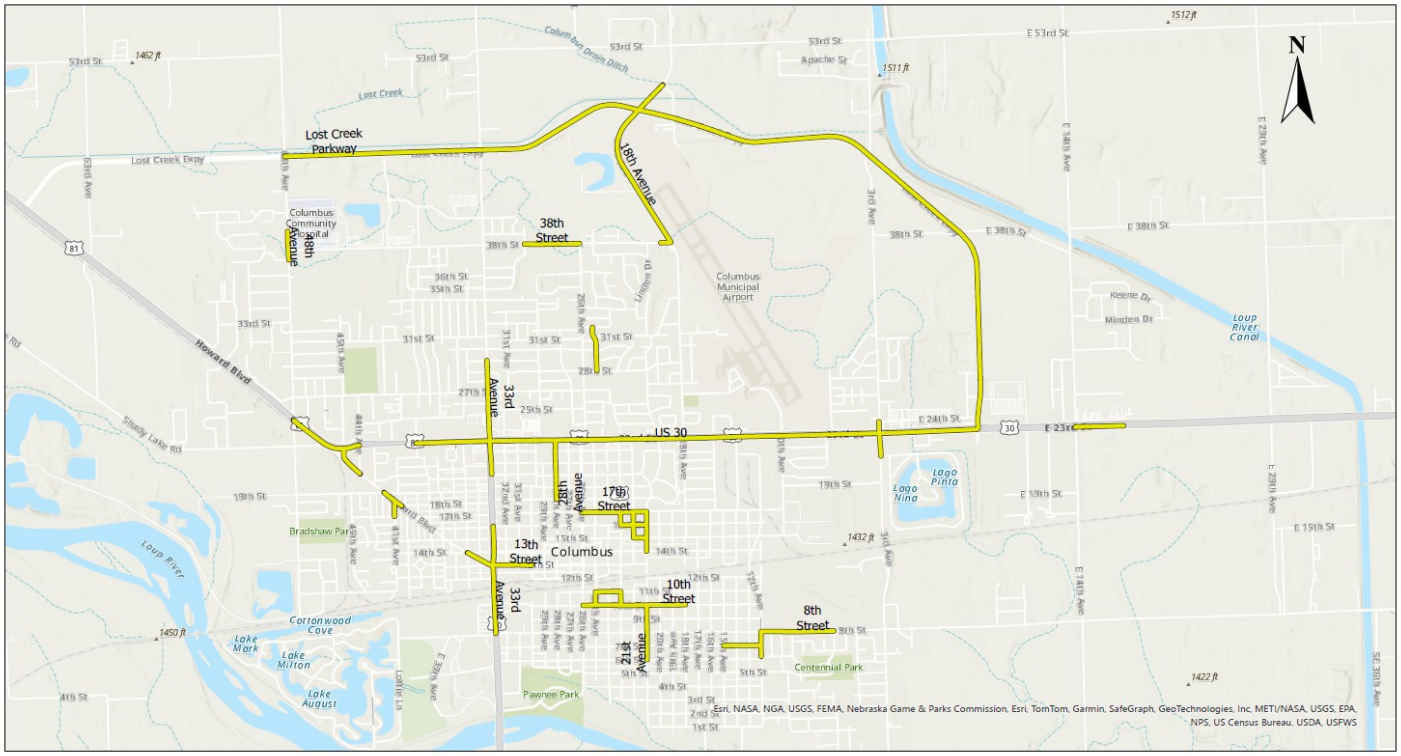
The HIN identifies corridors with the highest concentrations of fatal or serious injury crashes between 2017 and 2023. Rather than focusing solely on total crash counts, the HIN prioritizes locations where fatal or serious injury crashes are most concentrated. Each crash was assigned a severity weight, giving greater emphasis to more severe outcomes, to better reflect the impact of these incidents. This approach aligns with the SSA, which emphasizes reducing the most harmful crashes. While lower-severity crashes were included as early indicators of risk, they were weighted less heavily. The resulting network highlights corridors with the greatest need for intervention. The weighted scale is as follows:

- Fatal and serious injury: 3

- Minor Injury: 2
- Possible and unknown injury: 1

The complete HIN is shown in **Figure 6.** In this CSAP, the HIN is a diagnostic input, used alongside the HRN and contextual factors, to build the High Priority Network (HPN); recommendations are reserved to the HPN.

Figure 6: High Injury Network (HIN)



Legend

High Injury Network

Columbus HIN

High-Risk Network (HRN)

A High-Risk Network (HRN) analysis involves identifying corridors that have greater risk in relation to a specific crash contributing factors based on the crash data. These crash contributing factors that stand out are referred to as key emphasis areas.

Key emphasis areas are identified for the analysis. Each emphasis area has a threshold selected to target approximately 10% of the roadway network based on the crash count for the key emphasis areas. This provides a network for specific crash factors that is also a manageable network in size, helping prioritize agency efforts and funds. This can guide planning, design, and leadership decisions or identify locations for specific crash type countermeasures or treatments

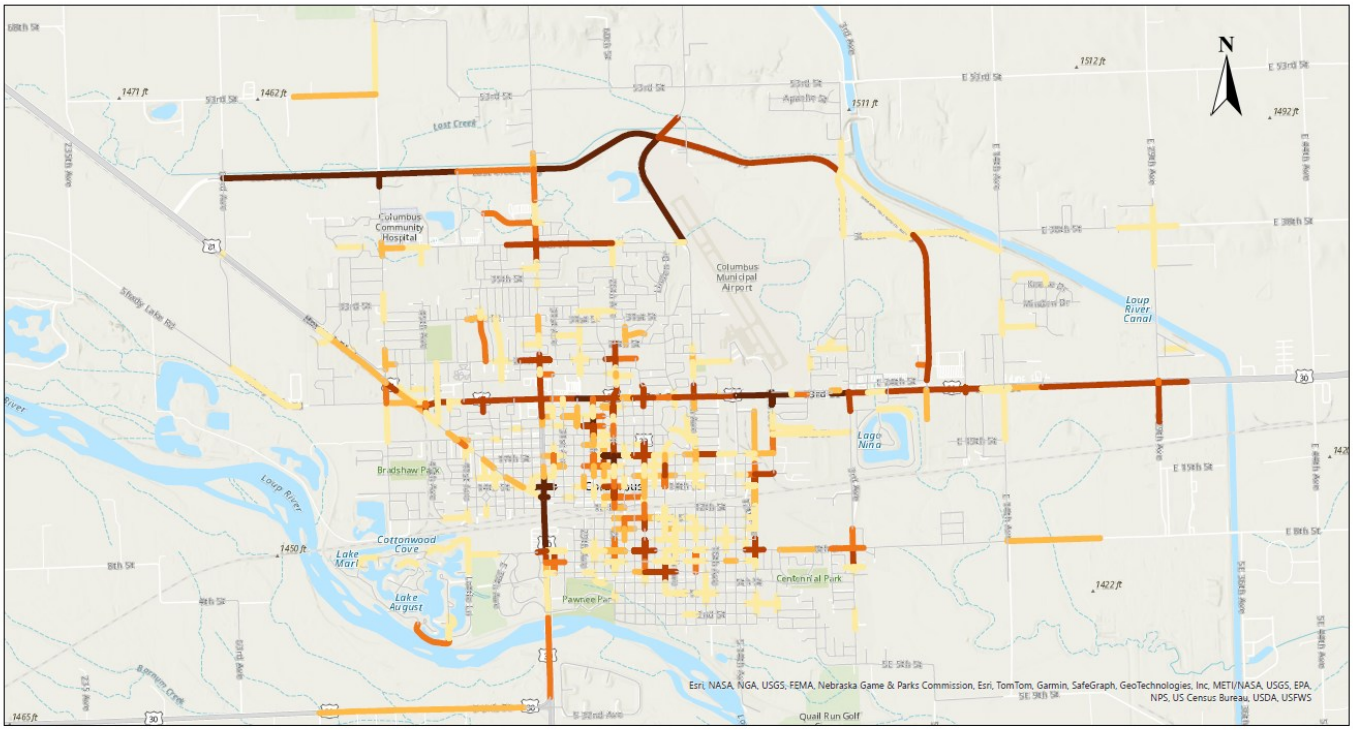
In total, seven key emphasis areas were identified:

- All crashes
- KSI
- Intersections
- Alcohol
- Young Drivers (Under 21)
- Motorcycle
- Angle
- VRU

For each key emphasis area, crashes were filtered by that key emphasis area and used to identify high crash locations. For example, the “Alcohol” key emphasis area filtered crashes that had alcohol involved. The segment was then tallied for the total number of alcohol crashes. Starting with the highest crash total segment, segments by crash total groups (1 alcohol crash segment, 2 alcohol crash segment, etc.) were included in the risk network until approximately 10% of the roadway network was covered.

Once the seven key emphasis areas were evaluated, the High-Risk Network was created by determining the number of key emphasis areas that each segment was included in. Each roadway segment was evaluated based on how many key emphasis areas it met to identify corridors with the highest risk, as depicted in **Figure 7**.

Figure 7. High Risk Network Overlays



The HRN integrates multiple emphasis area networks to highlight locations where multiple risk types converge. These overlapping segments inform prioritization for targeted safety countermeasures and project development.

High Priority Network (HPN)

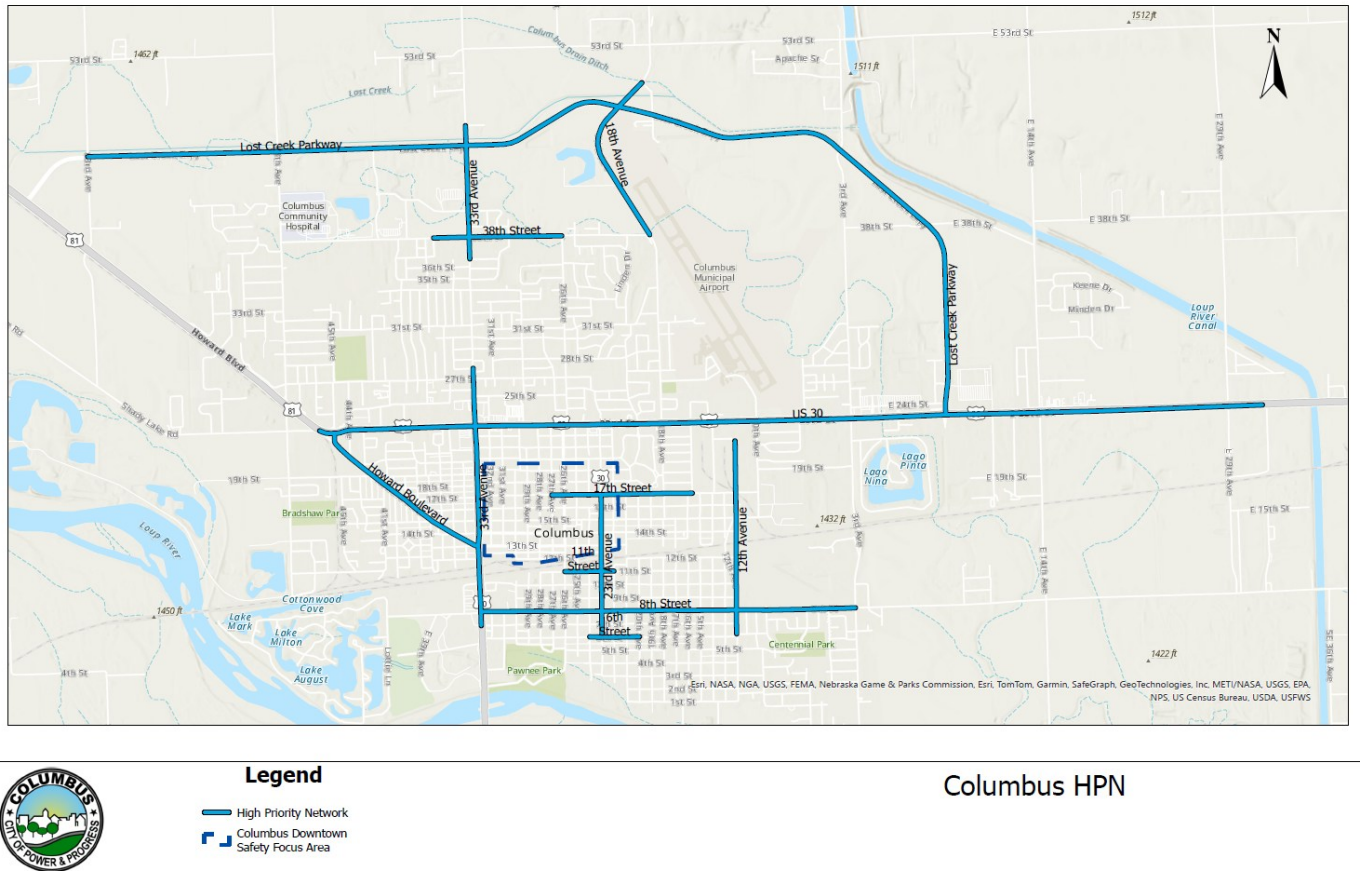
The HPN represents the most critical corridors for safety investment, combining data-driven analysis with local insight. To develop the HPN, results from the HIN and HRN (systemic crash analysis) were layered with input from city staff and the public. Segments with five or more overlapping key emphasis areas were prioritized, regardless of which specific emphasis areas were present. This produced a large, fragmented network, so additional segments were added to create connections, and a Downtown Focus Area was added to capture the city's core commercial and high pedestrian activity zone, ensuring that areas with concentrated multimodal conflicts are also prioritized for safety investment. To narrow the HPN to the top 20% of roadways, segments with lower risk were removed from the network.

This approach ensures that the HPN reflects both the most pressing safety concerns and the greatest opportunities for positive impact. **Figure 8** illustrates the resulting HPN identified as part of this CSAP.

Key corridors in the HPN include:

- US 30 (23rd Street) – 10th Avenue to 48th Avenue
- US 30 Bypass – 23rd Street to 33rd Avenue
- 33rd Avenue – 8th Street to Lost Creek Parkway
- Howard Boulevard – 18th Avenue to 33rd Avenue
- 8th Street – 23rd Avenue to 33rd Avenue
- Lost Creek Parkway – Howard Boulevard to 48th Avenue
- Downtown Core – 10th Street to 33rd Avenue (The downtown focus area includes the city's primary commercial and civic district where high pedestrian activity, on-street parking, and closely spaced intersections create elevated multimodal conflict potential.)
- 19th Street – 10th Avenue to 33rd Avenue
- 15th Street – 10th Avenue to 33rd Avenue
- 48th Avenue – Lost Creek Parkway to 23rd Street

Figure 8: High Priority Network (HPN)

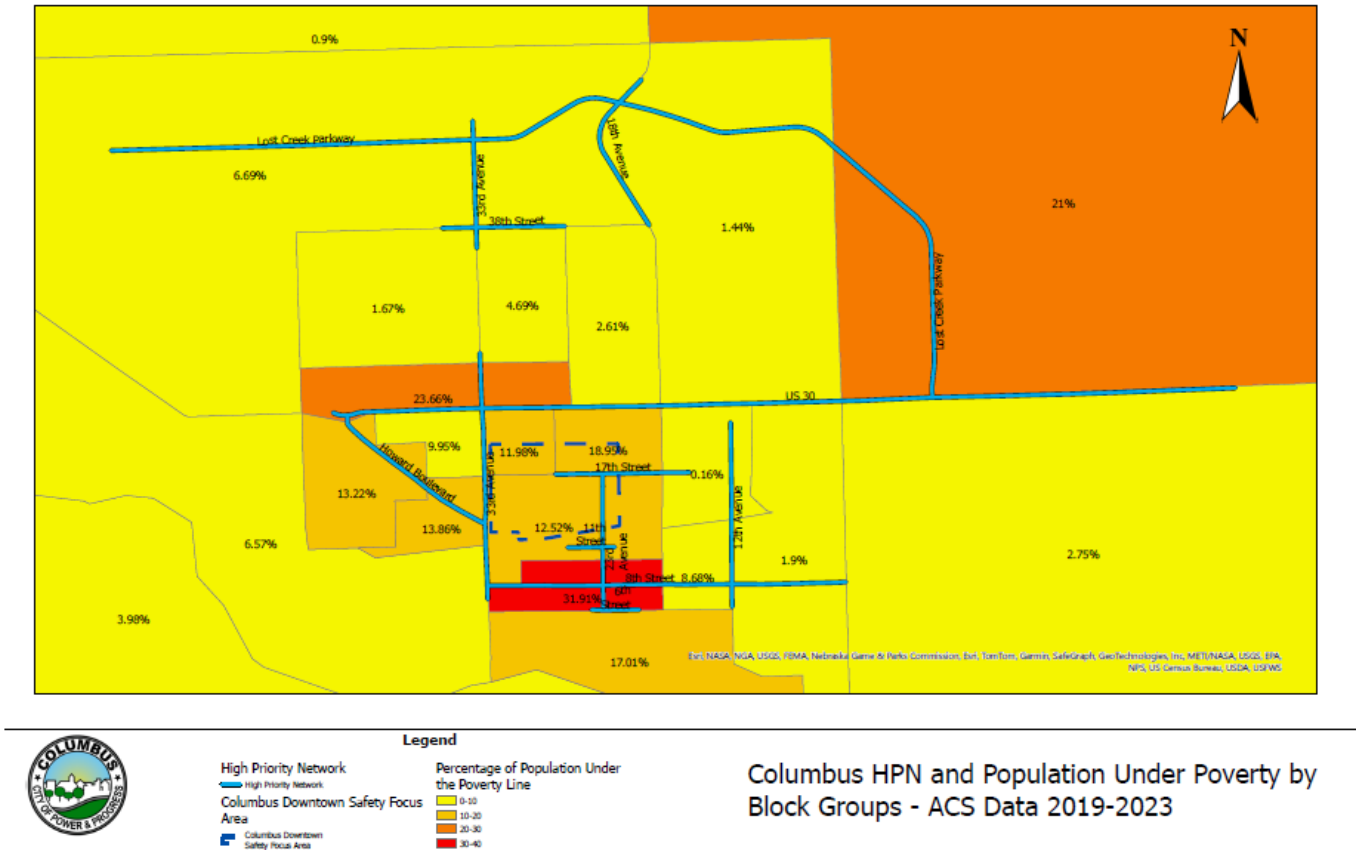


Community Considerations

Crash data was overlaid with demographic and socioeconomic indicators to identify disparities in safety outcomes. Areas with higher concentrations of low-income households, renters, and communities of color often coincide with higher crash rates and gaps in safety infrastructure. Addressing disparities is a core tenet of the Safe System Approach. Strategies should enable safe travel for all residents, regardless of income, age, or ability. This section focuses on poverty as the equity indicator used for mapping.

The SS4A program defines an "Underserved Community" as any census tract with a poverty rate of at least 20% per the 2014-2018 American Community Survey (ACS) from the U.S. Census Bureau. There are no census tracts in Columbus that meet that criteria. Accordingly, this project cannot claim SS4A "Underserved Community" status at the tract level for eligibility or scoring. However, using more recent, 2019-2023 ACS data, and breaking that data down to the smaller census block groups, Columbus does have some areas with 20% or more of the population living below the federal poverty level, as shown in Figure 9. As a next-tier local equity screen (for prioritization, not SS4A eligibility), we designate these block groups as "Priority Equity Areas" (≥20% poverty, 2019–2023 ACS) to focus engagement and emphasize near-term safety investments along HPN corridors. These block groups highlight priority areas for directing safety investments along HPN corridors.

Figure 9: Community Considerations – Percentage of Population Under Poverty Level and the HPN



Chapter 4 – Engagement and Collaboration

Community outreach played a vital role in shaping this CSAP by offering valuable insights into how residents and stakeholders perceive transportation safety across the City of Columbus. Through both virtual and in-person outreach, the project team gathered input from a broad range of residents and stakeholders – including community leaders, residents, technical experts, and groups disproportionately affected by traffic safety issues. This engagement not only informed the planning process but also helped raise awareness of traffic safety as a regional priority and educated the public about countermeasures to improve traffic safety. This chapter outlines the methods used to engage the community and highlights the feedback received.

In-Person Engagement

Interactive Design Meetings

The City hosted interactive design meetings focused on four priority corridors at the Columbus Community Building (3rd-floor Community Room), July 22–23, 2025. Sessions covered: Downtown subarea, 8th Street, Howard Boulevard, Lost Creek Parkway, and 33rd Avenue north of 38th Street. Bilingual (English/Spanish) invitations were distributed by the City's Engineering Department, with contact information for the project engineer and time/place details.

Safety Committee

The City created a Safety Committee to guide the SS4A process. The committee has met two times; and a third meeting is scheduled for early 2026. The committee met in-person in April and October 2025.

Members of the Safety Committee included City of Columbus staff, including City Manager and public works employees; the interim Chief of Columbus Police Department; elected officials including the Mayor and City Councilmembers; members of the downtown business improvement district; representatives from Centro Hispano; leadership from local schools; Chamber of Commerce representatives; and chair of the City's Americans with Disabilities Act committee.

During the April meeting, committee members learned about the SS4A process, shared their concerns and experiences driving in town, and discussed how they can support the study effort.

The October meeting focused on reviewing the HPN, reviewing community input, and discussing potential solutions.

A third meeting will be held in early 2026 and will review the CSAP and identify roles and responsibilities for implementation.

Pop-Up Events

Three engagement booths were held at community events. The booths were staffed by members of the project team. Conversations were held in English and Spanish.

In addition to providing a high-level overview of the SS4A program and the Columbus-specific project, visitors who attended these booths were encouraged to participate in activities, including an online comment map or paper survey, and provide their input on which safety concerns they wanted to see prioritized. Also, coloring pages featuring traffic safety themes were provided to engage and educate children.

Engagement Booth Details

Event	Date	Estimated Attendees
Beats and Eats Concert	Thursday, June 5, 2025	15
Pawnee Plunge	Friday, June 6, 2025	15
Beats and Eats Concert	Thursday, June 19, 2025	23

Top reported safety concerns included:

- Red light running
- Unsafe pedestrian/cyclist conditions
- Speeding
- Distracted driving

Public Open House

The City hosted interactive, corridor-focused focus groups to gather targeted feedback for the CSAP. Sessions were held July 22–23, 2025 at the Columbus Community Building and organized around priority corridors (Downtown, 8th Street, Howard Boulevard, Lost Creek Parkway and 33rd Avenue). The City engaged younger drivers, downtown visitors/shoppers, business owners and nearby residents, and held a High-Injury/High-Risk/High-Priority Network workshop with City staff and City Council to align policy and project direction with on-the-ground needs.

Online Engagement

Web Site

The Columbus Safe Streets and Roads for All project website served as the information hub for the CSAP, hosting the online survey, interactive comment map, project updates, and an email sign-up so residents could track progress and share input. Few people provided comments directly on the website; however, several people provided pins on the comment map, often citing speeding and requesting traffic-calming (e.g., speed cushions). Example locations included Lost Creek Expressway, Howard Boulevard, the high-school area, central Columbus, and corridors crossing US-30. These concerns aligned with survey and focus-group feedback.

Survey

The City conducted an online safety survey from May 23 to July 21, 2025, alongside a map-based tool that captured 233 location-specific comments. Respondents most often reported feeling unsafe as drivers (73%), though many also described discomfort when walking and biking due to limited crossings, visibility issues, and a lack of protection. The top concerns centered on speeding, distracted driving, and red-light running, followed by poor turn visibility, inadequate crosswalks, and insufficient bike protection; lighting gaps, impaired driving, winter conditions, and EMS response time were also noted.

In terms of solutions, participants favored separated facilities for people walking and biking, conflict-reducing intersection designs such as roundabouts and protected turn phases, and speed management and traffic-calming measures including feedback signs, targeted enforcement, access management, and crosswalk visibility and lighting upgrades. These findings guided the CSAP toward strategies that prioritize vulnerable road users, address high-risk driver behaviors, and focus investments on corridors and intersections within the High Priority Network.

Key Engagement Results

Key safety findings were developed from the City's engagement (online survey, map-based comments, and stakeholder touchpoints). Highlights:

- Speeding is the top community concern. In the survey, speeding ranked #1 (136 mentions), with closely related issues of distracted driving (99 mentions) and red-light running (69 mentions) also prominent.
- Intersections need targeted upgrades. A majority of location-specific concerns were at intersections (69%), citing congestion, unprotected/permissive left turns, drivers ignoring controls, and pedestrians feeling unsafe crossing.
- Perceived safety by mode. Respondents most often reported feeling unsafe as drivers (73%); comments also highlighted discomfort for people walking and biking due to inadequate crossings, visibility, and lack of protection.
- Frequently requested improvements. Themes included more separated/protected facilities for people walking and biking, better crosswalk visibility and lighting, turn lanes/turn arrows at key intersections, speed management (e.g., lower limits, calming, feedback signs), and access management on busy corridors.

Chapter 5 – Policy and Process Changes

Columbus's commitment to safety extends beyond infrastructure investments; it includes a deliberate shift in how transportation policy, planning, and internal

processes support the SSA. While this CSAP identifies specific corridors and projects, sustainable safety outcomes will depend on the City's ability to integrate safety into everyday practices and decision-making structures.

This chapter outlines a forward-looking framework to align City policies and internal processes with the vision of eliminating fatal and serious injury crashes. These recommendations support a long-term strategy that enhances project delivery, improves design consistency, and ensures that all projects, from routine maintenance to major capital investments, advance community safety goals. Additional details on both the underlying review of existing policies and procedures and proposed areas of policy focus are included in **Appendix 3** and **Appendix 4,** respectively.

While education and licensing programs also influence roadway safety outcomes, particularly for teen and novice drivers, these programs are governed primarily at the State level. The CSAP therefore focuses on tools within the City's direct authority, such as roadway design, local enforcement strategy, emergency response coordination, and capital programming, while encouraging continued partnership with schools, community organizations, and insurers to support safe-driving education.

Existing Columbus Safety Policy

The CSAP builds on national best practices and Nebraska's safety emphasis areas, aligning City policy with FHWA's Safe System Roadway Design Hierarchy and design guidance from American Association of State Highway and Transportation Officials (AASHTO), National Association of City Transportation Officials (NACTO). Columbus's approach emphasizes policy updates (e.g., Complete Streets–type guidance, access management), data-driven project review, and consistent design application to reduce severe conflicts, manage operating speeds, and improve visibility and predictability for all users. As part of this effort, the City will apply context-appropriate lane widths to support safe operating speeds, generally targeting 10-foot lanes on urban streets and 11-foot lanes where heavy vehicle or freight traffic is common. Lane narrowing may be accomplished through physical or visual measures; simply striping a narrower line without a corresponding edge treatment is often insufficient, as drivers may still use the full paved width.

Through early CSAP development, the City and partners inventoried practices and identified opportunities to embed safety in routine workstreams. Priority policy/process opportunities include adopting intersection and access policies that reduce conflicts (e.g., roundabout-first where feasible), formalizing lighting strategies on high-risk corridors, integrating safety into development review and traffic impact studies, and establishing standard details for low-cost countermeasures to streamline delivery. Key findings from the review include:

- Columbus can strengthen policy tools (e.g., intersection control, access management, lighting) that directly target high-severity crash types.
- Safety should be systematically integrated into Capital Improvement Plan (CIP) scoping, resurfacing/asset programs, and development review so every project is a safety project.
- Publishing standard drawings/specifications for proven, low-cost countermeasures will reduce barriers to adoption by City Public Works crews and private developers.
- Columbus should maintain clear emphasis areas, as shown in Figure 5, to focus policy and investment where risk is highest, reinforcing SSA principles across departments and partners.

Foundations of a Safe Policy Framework

The CSAP organizes safety needs into emphasis areas drawn from Columbus crash patterns, Nebraska SHSP emphasis areas, and SS4A guidance. Each area is addressed at both the crash-event and systemic levels, reflecting the SSA's layered protections. The eight emphasis areas are:

The emphasis areas:

- Angle Crashes
- Vulnerable Road User (VRU)
- Speed-Related
- Alcohol / Impairment
- Motorcycles
- Younger Drivers

The order of these emphasis areas is also intentional and based on the approach of the Safe System Roadway Design Hierarchy (shown in **Figure 10**). Angle crashes and VRU safety are closely related to Tier 1 of that hierarchy – removal of severe conflicts, which has the highest potential for severe crash reduction or elimination. Next, Speeding is related to Tier 2.

Figure 10. FHWA Safe System Roadway Design Hierarchy

While the remaining emphasis areas are not design or engineering focused – alcohol and impairment has some potential to be addressed by the City through policy and law enforcement activity. Motorcyclists and younger drivers, are users of the system –

street designs and policy can change to better accommodate these users – but working with users on behavior modifications may take partnerships for the City to implement.

Crash Emphasis Areas Linked to Policy

Each of the emphasis areas from the crash analysis links directly to policy needs based on federal, state, and local guidance:

- **Angle Crashes:** Roundabout-first policy, access management standards.
- **Vulnerable Road Users:** Complete Streets policy adoption, crossing warrants, ADA upgrades.
- **Speed:** Context-based speed policy, narrower minimum lane widths, raised crosswalks as a standard near schools.
- **Alcohol/Impairment:** Partner with bars and ride-hail to offer safe-ride vouchers on weekends and run targeted DUI enforcement with event-based education.
- **Motorcycles:** Promote helmet use through community distribution and fittings, require or subsidize rider training, and run seasonal "Look Twice for Motorcycles" campaigns.
- **Younger Drivers:** Recognize that licensing requirements and driver training are set at the State level; however, the City can support stronger graduated licensing with nighttime and passenger limits, and may partner with schools and community organizations on driver education refreshers and parent-teen agreements.

Implementation Steps & Recommended Safety Processes

- Revise design manuals and standard drawings to include best practices, such as providing curb extensions at all intersections where there is on-street parking
- Road Safety Audits
- Partner with schools, nonprofits, employers, insurers, and law-enforcement agencies to support safe-driving education initiative
- Speed Management Plan
- Sidewalk and trail snow removal
- Update CIP project scoping forms to require a safety policy checklist

- Adopt resolutions or ordinances for key policies (e.g., roundabout-first, Complete Streets)
- Train staff and consultants on updated standards
- Monitor compliance through internal staff project review processes

Chapter 6 – Projects and Strategies

Project and Strategy Philosophy

The Columbus CSAP philosophy for safety projects and strategies can be summarized by the three tiers depicted in Figure 11. In short, policy strategies are the foundation for systemic projects (which creates a proactive safety approach), and the top tier are the limited but critical major safety infrastructure projects. The following paragraphs describe each tier in more detail.

Figure 11. Project Strategies.

Policy strategies are foundational; they cover how City departments, partners, and the traveling public approach safe travel and the development of safe multimodal travel networks. Policy strategies are a powerful component on crash-reduction efforts and on future severe crash reductions because modified behaviors, proactive planning, meaningful changes to policies, and adoption of safety best practices can affect every piece of local multimodal facilities over time. The Columbus CSAP links the policy and process recommendations in Chapter 5 and its appendices to concrete project and program actions so policies lead to funded design, operations, and maintenance changes.

The second layer of safety recommendations are the systemic strategies and their resulting projects. Systemic approaches focus on the risk of severe crashes and where those risks may be elevated. For example, a systemic approach may be useful for severe road-departure crashes as they are often related to common combinations of contributing factors (e.g., level of travel, road geometry, and features of the built and natural environment like curves and steep slopes). In the Columbus dataset, where detailed severe-crash samples may be limited at specific locations, the project team

pairs history of property-damage and lower-severity injury crashes as a proxy for future severe-crash risk. In the systemic framework, each risk factor is paired with appropriate low-cost treatments that can be deployed in standalone safety projects over multiple higher-risk locations, for example, bundling improvements to convert several skewed two-way stop-controlled intersections on 35–45 mph corridors to right-in/right-out (RIRO) operations with median refuge islands, lighting upgrades, and high-visibility crosswalks. The systemic approach can also be put in action by using risk maps to add safety value to smaller-scope maintenance and rehabilitation projects (even projects focused on non-transportation infrastructure like water and gas utility projects).

The final layer is major safety projects. Major safety projects re-shape the built environment so streets and intersections may have new features added (e.g., medians, curb bulb-outs/curb extensions) or features re-sized (e.g., intersections converted to roundabouts, walkways or bikeways widened or protected). Major safety projects typically apply one or more best-practice countermeasures in areas with severe crash history or elevated systemic risk. These more significant infrastructure countermeasures often provide the best means to reduce severe conflicts, manage the balance of speed to context, increase user separation in time, and improve traveler awareness. However, due to their cost and time to develop and deliver, major projects must be focused first on the highest-priority locations identified in the Columbus HPN.

Segment and Intersection Countermeasures

Columbus's CSAP establishes a Safer Streets Toolkit that summarizes proven safety countermeasures to incorporate into infrastructure projects to reduce crashes. The Toolkit is foundational to the projects and strategies in this CSAP and serves as a ready reference for both systemic (network-wide) and major (location-specific) projects.

The Toolkit is organized into segment and intersection countermeasures that can be applied on their own or combined in comprehensive corridor packages. Each category groups targeted strategies that address observed crash trends and local context. Strategies were vetted through the 2019–2023 crash analysis, input from City staff and emergency responders, and community feedback gathered through the survey, comment map, and interactive design meetings.

Segment- and intersection-level strategies address recurring safety concerns in Columbus, including:

- Angle crashes at unsignalized or complex intersections
- Roadway departures on higher-speed corridors and curves
- Speed-related crashes near schools and activity centers

- Rear-end and turning crashes on multi-lane arterials with heavy access
- Crashes involving vulnerable road users (VRUs) where crossings and protection are limited

Countermeasures include both low-cost, systemic improvements and larger capital treatments, selected for effectiveness, crash-reduction potential, and feasibility. Examples include:

- Vertical and horizontal traffic calming (speed humps/tables, curb extensions/bulb-outs, chicanes, lane narrowing)
- Roadway reconfigurations (e.g., 4-to-3 lane conversions with center turn lanes and improved crossings, rightsizing)

Figure 12. Example of traffic calming measures

- Bikeway and pedestrian upgrades (protected or buffered bike lanes, shared-use paths, sidewalk gap closures, pedestrian refuge islands, daylighting at crossings)
- Intersection safety treatments (protected left-turn phasing, leading pedestrian intervals, prohibiting right turns on red, signal hardware upgrades with reflective backplates, Rectangular Rapid-Flashing Beacons (RRFBs), and Pedestrian Hybrid Beacons (PHBs) at uncontrolled or midblock crossings, left-turn hardening, all-way stop conversions where warranted)
- Conflict reduction and access management (raised medians, driveway consolidation, Reduced Conflict Intersection (RCIs)/J-turns where appropriate, roundabouts at high-conflict nodes)
- Speed management and visibility (dynamic speed feedback signs, LED lighting retrofits at intersections and midblock crossings, enhanced curve delineation with chevrons, edge-line rumble strips on rural transitions, high-friction surface treatments on problem curves)

Full descriptions, cost tiers, crash reduction factors, and implementation guidance are included in the Safer Streets Toolkit (see Appendix 4).

Systemic Projects

Systemic projects reduce risk conditions citywide, including areas without a severe crash history, by applying proven countermeasures across similar roadway environments. These projects are typically low to moderate cost and fit naturally into routine maintenance, resurfacing, and asset preservation cycles.

Low-Cost Safety Enhancements

Systemic safety projects may include low-cost safety enhancements, such as:

- High-visibility crosswalks and advance yield markings
- Reflective signal backplates
- Radar speed feedback signs
- Pedestrian refuge islands
- Lighting enhancements at intersections and midblock crossings
- Rectangular Rapid Flashing Beacons (RRFBs) at uncontrolled pedestrian crossings
- Edge line rumble strips on curves and rural transitions
- Chevron signs and dynamic curve warnings
- Speed cushions
- Striping changes to narrow lane widths

These improvements are not corridor-specific but rather context-specific, based on adjacent land uses, roadway geometry, and potential user conflicts, and informed by crash type patterns observed across similar locations, rather than site-specific crash history.

Policy and Planning Integration

Columbus integrates systemic safety into ongoing City processes and capital planning so every project is a safety project.

- Capital Improvement Program (CIP) – by using the Safer Streets Toolkit in concept development and intentionally budgeting funding for safety projects (potentially to serve as match for federal or state safety funds)
- Asset rehabilitation processes and resurfacing schedules – by applying context-sensitive, Complete Street, and street rightsizing principles

- Land development permit and land use or zoning change requests – by focusing reviews on access management policies and safety impact mitigation from Traffic Impact Studies

Integration with Crash Emphasis Areas

Each systemic project should align with one or more emphasis areas from the safety analysis. **Table 1** below illustrates examples of applicable countermeasures mapped to specific crash types. The following pages focus deeper on combining observed safety needs from individual emphasis areas to targeted portions of the Columbus streets network where that emphasis area is prevalent and could be treated with systemic strategies.

Table 1. Emphasis Area Aligned to Systemic Strategies

Angle Crashes	Reflective backplates, protected left-turn phasing, access management, roundabouts
Vulnerable Road Users	RRFBs, midblock crossings, sidewalk gap closures, curb extensions, pedestrian refuges
Speed	Speed feedback signage, narrowed travel lanes, chicanes
Alcohol	Rumble strips, lighting, speed cushions, nighttime speed enforcement
Motorcycles	Enhanced curve delineation, dynamic speed signs, friction surface treatments
Younger Drivers	Radar feedback signs, simplified signage, painted centerlines

Integration with NDOT Statewide Processes

This CSAP implementation aligns with NDOT statewide processes. Accordingly, this CSAP grounds recommendations in the same safety-first, performance-based framework NDOT uses for capital programming, linking policy strategies, systemic projects, and major projects to the Nebraska Strategic Highway Safety Plan (SHSP) and to programming through the Statewide Transportation Improvement Program (STIP) and the City's CIP. Public engagement for this CSAP (survey, comment map, and interactive design meetings) informed emphasis areas that the SHSP also addresses, ensuring a consistent, data-driven approach across City and State programs. Columbus will coordinate delivery with NDOT and partner agencies through routine capital and STIP planning so CSAP priorities advance in both near- and long-term investments.

Major Projects: High-Priority Capital Improvement

While systemic strategies address risk across the network, several Columbus corridors require larger capital solutions due to concentrated severe crashes,

repeated appearance across multiple crash emphasis areas (e.g., angle, speed, VRU), and strong opportunities to pair safety with corridor redesign. Major project elements may include corridor reconstruction with separated walking/biking facilities, intersection conversions (e.g., roundabouts), signal modernization, context-sensitive speed management and access control, and multimodal upgrades such as lighting and ADA improvements.

These corridor efforts are not stand-alone; the City of Columbus will integrate them into larger capital projects through its CIP, pursue external funding opportunities (such as SS4A, HSIP, TAP, and STBG), and apply phased or quick-build approaches where appropriate. Current and candidate priority locations include Downtown Columbus, US 30 (23rd Street), 33rd Avenue, Howard Boulevard, 8th Street, Lost Creek Parkway, and the US 30 Bypass, each reflecting the crash patterns and emphasis areas identified through the CSAP and informed by community and stakeholder input.

Several of these corridors are already the subject of ongoing planning, concept development, or funding coordination efforts led by the City and its partners — including the Nebraska Infrastructure Hub. This work will continue beyond completion of the CSAP to refine feasible project concepts, identify staging and funding options, and prepare competitive implementation grant applications. The CSAP serves as the policy and network-level foundation for these next-step corridor studies rather than replacing or duplicating them.

Project Prioritization and Implementation

Recommendations were prioritized using:

- Crash history and severity
- Alignment with the High-Injury Network (HIN) / High Priority Network (HPN)
- Context-specific feasibility (right-of-way, utilities, phasing/readiness)
- Support from technical stakeholders and public input

Priority corridors are shown on maps in Chapter 3. These maps guide implementation of countermeasures, ensuring selected projects are evidence-based and locally relevant. The emphasis-area-focused countermeasures, major project definitions, and prioritization process ensure that both proactive and location-specific solutions address the City's most critical crash patterns. By integrating these strategies into the CIP and routine project delivery, Columbus can reduce fatal and serious-injury crashes while building a safer, more consistent transportation network for all users.

Projects on the High Priority Network (Coordination with NDOT & CITY CIP)

Because Columbus is not within an MPO planning area, CSAP implementation is coordinated through the City's Capital Improvement Program (CIP) and NDOT's Statewide Transportation Improvement Program (STIP). Nebraska's Federal Funds Purchase Program (FFPP) also affects how local projects are delivered. Under FFPP, NDOT may purchase a local agency's federal-aid funds at a discount and provide state cash instead, allowing locals to deliver eligible projects with state requirements rather than federal process. This statewide exchange mechanism helps explain the lack of a regional MPO entity managing federal fund distribution for Columbus.

Several programmed or recently completed projects overlap the HPN and are safety-oriented, covering roadway, bicycle, and pedestrian improvements. A summary table of current safety-oriented projects on/near the HPN (e.g., Downtown pedestrian nodes, 33rd Avenue improvements, Lost Creek Parkway signals, and NDOT's 23rd Street reconstruction) is provided in Table 2. These projects are considered higher-priority efforts for advancing the region's multimodal safety needs and are expected to leverage a mix of local and federal sources (e.g., SS4A, HSIP, TAP, STBG) as funds become available.

Table 2: Safety-Oriented Projects on/near the High Priority Network

Project Type	Location	Timeframe	Cost (2025)	Cost (YOE)	Responsible Agency
Street Reconstruction / Turn Lanes / ADA	US-30 / 23rd Street Reconstruction (CN 32234) – from US-81 (north jct) to E. 11th Ave	2023–2025 (final phase underway in 2025)	NDOT hasn't posted a 2025 cost	$18.5M (2019 fact sheet estimate) (Nebraska Department of Transportation)	NDOT
Signals & Multimodal Upgrades	Lost Creek Pkwy @ 48th Ave new signal; signal upgrades at Wilderness Rd & 33rd Ave; trail/ADA elements	2024 – mid-2025 (signal installation complete; full operations expected by early 2026)	**$932,147.58**	$932,147.58	City of Columbus (Watts Electric)
Bridges / Safety	US-30/US-81 Columbus South Bridges – bridge replacement & traffic staging	2025–2026 (active construction)	Not yet posted	—	NDOT (Hawkins Construction)
Pavement/ADA & Pedestrian Nodes	33rd Ave (38th St to N of 30th St): concrete paving, storm sewer, ADA ramps	FY 2025–2026	**$1,900,000**	$1,900,000	City of Columbus
Pedestrian Safety (Downtown)	13th St & 28th Ave (east side): pedestrian nodes & concrete work	FY 2025–2026	**$50,000**	$50,000	City of Columbus

[a] Where NDOT or the City has not posted a current (2025) estimate, the "Cost (2025)" cell is left blank and older Year-of-Expenditure (YOE) figures are shown when available (e.g., 2019 fact sheet estimate for US-30/23rd St

Chapter 7 – Progress and Transparency

The Columbus CSAP establishes a data-driven foundation for reducing fatal and serious injuries across the city. To ensure accountability and maintain momentum toward the goal of zero traffic deaths by 2050, it is essential to track progress over time and make safety progress information available to the public. This chapter outlines proposed performance metrics, transparency strategies, and recommendations for sustaining long-term safety improvements.

Annual Fatal and Serious Injury Crashes

Fatal and suspected serious injury crashes are the primary metrics for evaluating the success of the CSAP. The City will track both the total number of fatal and suspected serious injury crashes and the rate per 100 million vehicle miles traveled (VMT). Between 2017 and 2023, Columbus experienced 63 fatal and suspected serious injury crashes, and while recent years have shown slight improvement, the current trend is not yet on pace to achieve zero deaths and serious injuries by 2050. This metric will be monitored and updated annually to measure progress and evaluate the effectiveness of implemented strategies and safety investments.

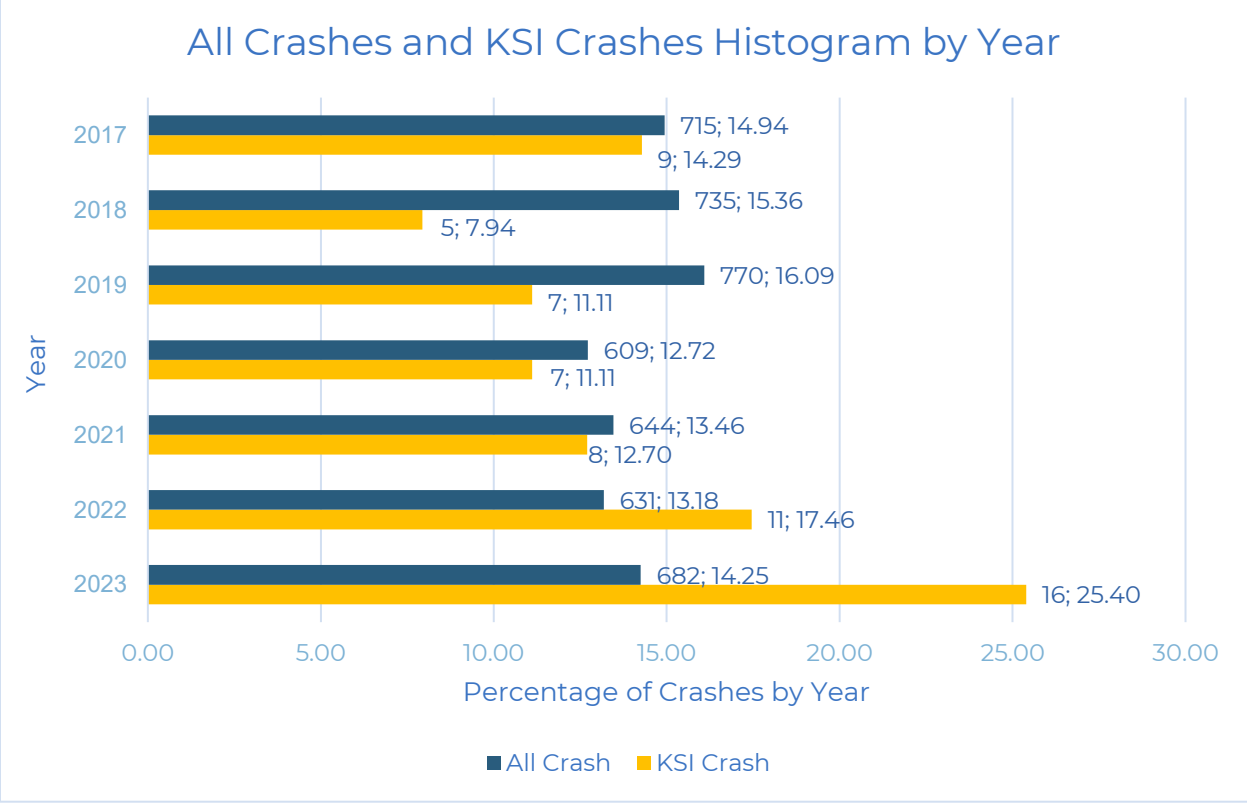
Annual Pedestrian and Bicycle Fatal or Serious Injury Crashes

Vulnerable Road Users (VRUs), including people walking and biking, account for approximately 11% of fatal and suspected serious injury crashes in Columbus. This metric will continue to track pedestrian and bicycle crashes separately, recognizing that countermeasures and design strategies differ for each mode. Safety improvements planned along Downtown corridors, 33rd Avenue, US 30, and the US 30 Bypass, all identified in the HIN and HPN are expected to reduce the frequency and severity of VRU crashes over time.

Annual Crashes by Severity – Totals

While the CSAP centers on fatal and suspected serious injury outcomes, tracking all crash severities provides a fuller picture of safety trends. Columbus will report annual totals and rates for fatal, suspected serious injury, minor injury, and property damage only crashes. Figure 14 shows totals for 2017–2023. The primary objective is to reduce fatal and serious-injury (FSI) crashes; lower-severity crashes may fluctuate or even increase as speeds drop and conflict types shift, which may be acceptable if severe outcomes decline. Tracking all severities supports data-driven adjustments over time to sustain and expand FSI reductions.

Figure 14: Total Crashes in Columbus 2017-2023



Project-Level Safety Performance Metrics

To evaluate the effectiveness of the CSAP, Columbus may track more detailed performance measures annually:

- The implementation status of priority projects (projects completed or projects in design)
- Crash trends before and after project implementation
    - Fatal or serious injury crashes
    - VRU crashes
    - Emphasis area crash types

Monitoring these metrics will help assess the effectiveness of the CSAP and help to evaluate future plans and projects.

Public Access and Transparency

Annual progress reports on the CSAP progress should be published and made publicly available on the Columbus, NE City website, summarizing key actions, performance metrics, project milestones, and funding updates. To track progress more effectively, a public dashboard or dedicated webpage could be developed to display performance data, crash data, project updates, and progress reports.

Needs and Recommendations

Ensuring the CSAP is implemented and progress is tracked publicly is essential to sustain support for safety initiatives. Columbus should formalize a Safety Implementation Committee (e.g., by continuing the Safety Committee established for this CSAP) to oversee delivery of projects, update metrics annually, and maintain a public-facing dashboard and report.

The CSAP should be tracked alongside the Columbus's transportation system planning – like the community's most recent Long-Range Transportation Plan (LRTP) and NDOT safety performance measures (PM1). PM1 includes total fatalities, fatality rate, total suspected serious injuries, serious injury rate, and non-motorized fatalities and suspected serious injuries. Aligning CSAP metrics with the LRTP and NDOT's PM1 targets will help Columbus meet federal performance requirements while keeping local and regional planning efforts coordinated.

Appendices

Appendix 1 - Policy Review Memo

Policy Review Memo

Introduction

Vision Zero and the Safe Streets and Roads for All (SS4A) program is an international movement dedicated to implementing strategies that eliminate traffic deaths and serious injuries and improve the overall safety of the transportation network for all users. Reaching zero deaths can be achieved through the implementation of a Safe System Approach (SSA) which is comprised of five core elements and six principles, detailed later in this memorandum. The City of Columbus is leading the development of a Comprehensive Safety Action Plan (CSAP) that will utilize the SSA to locate key areas of safety concern and establish solutions targeting these areas. This document identifies how the plans and policies implemented across the City of Columbus align with the SSA and highlights opportunities for refining and strengthening policies and processes.

Safe System Approach[1]

The SSA is a holistic and comprehensive approach that provides the guiding framework to make the transportation system safer for everyone. Making a commitment to zero traffic deaths means addressing all aspects of safety through the framework, as depicted in **Figure 1**.

[1] Foundational definitions of the Safe System Approach have been included in their original form from the US DOT web site: What Is a Safe System Approach? | US Department of Transportation

Figure 1. [What Is a Safe System Approach? | US Department of Transportation]

The SSA is a shift from conventional road safety thinking because it focuses on both human mistakes and human vulnerability and aims at designing systems with layers of protection. If one countermeasure fails, another will help prevent a crash or lessen the likelihood of serious injury or death, as shown in **Figure 2**.

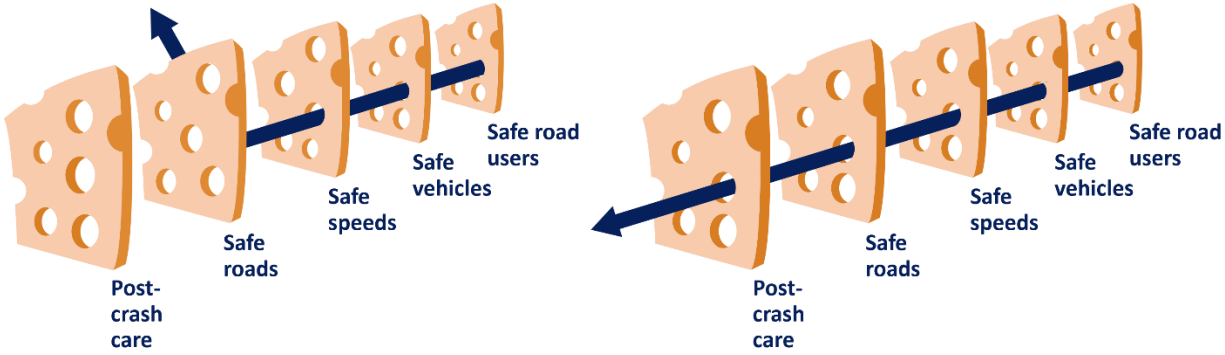


Figure 2. Source: Federal Highway Administration

In the SS4A grant program, comprehensive safety action plans (referred to as "Action Plans") are the basic building blocks to significantly improve roadway safety. They are aimed at reducing and eliminating serious injury and fatal crashes for all roadway users. A successful Action Plan includes seven key components.

Figure 3. [Comprehensive Safety Action Plans | Source: US Department of Transportation]

- **Leadership Commitment & Goal Setting** – An official public commitment by a high-ranking official and/or governing body to eliminate roadway fatalities and serious injuries based on a timeline and set of goals.
- **Planning Structure** – A committee, task force, implementation group, or similar body charged with oversight of the Action Plan's development, implementation, and monitoring.
- **Safety Analysis** – Analysis of existing conditions, historical trends, contributing factors, crash types, and crash severity to provide a baseline understanding of crashes involving fatalities and serious injuries across a jurisdiction.
- **Engagement & Collaboration** – Engagement with the public and stakeholders to allow for community representation and feedback.
- **Policy & Process Changes** – Assessment of current policies, plans, guidelines, and standards to identify opportunities to improve how processes prioritize transportation safety.
- **Strategy & Project Selections** – Using data, noteworthy practices, stakeholder input, and community considerations, a comprehensive set of projects and strategies will be identified that will address the safety problems and focus on a SSA.
- **Progress & Transparency** – Ongoing efforts to measure progress to ensure transparency is established with community members and stakeholders.

Policy Review

The policy review documented in this memo involved examining current transportation and land use plans, policies, and standards from Columbus. The list below provides a summary of the document types reviewed for this task:

- **Comprehensive Plan** – Identifies goals, policies, strategies, and actions in the areas of land use, public facilities and utilities, transportation, housing, as well as recommendations for plan implementation and plan maintenance.
- **Long Range Transportation Plan (LRTP)** – Provides an assessment of the region's transportation system and its future needs, including a list of regionally significant transportation projects based on reasonably anticipated local, state, and federal revenues.
- **Traffic Studies** – Assess existing and forecasted conditions along a corridor or at an interchange and develops recommendations for improvement.

The purpose of this memo is to perform a high-level document review and provide an overview of how practices and policies within Columbus align with the seven Action Plan components and six SSA principles previously noted. The document types listed were identified for review due to their impact on the transportation network and the relevancy of their goals and policies to the SS4A planning efforts. The following sections highlight key findings organized by Action Plan component topic.

Leadership Commitment & Goal Setting

Based on the document review, there is a need to identify and document safety related goals that align with the SS4A program. These goals will provide clarity and direction and allow for key decision makers to track the Plan's progress. Additionally, providing a public commitment from local leadership to these goals will garner additional public support and encourage action toward safety improvements and initiatives for targeted and systemic safety.

Planning Structure

Columbus currently does not have a pre-existing safety committee, task force, or implementation group dedicated to enhancing and advocating safety-focused projects and programs. Establishing a group to oversee the development, implementation, and monitoring of the Action Plan will prove vital to the overall success of the Plan. The City may hold key roles on the implementation group – but it could also involve other safety interest groups in the planning structure. The Envision Columbus 2040 Comprehensive Plan agrees that some initiatives cannot be accomplished by the City government on its own so committees, commissions, and organizations are important to the success and sustainable implementation of Plans.

Through the development of the Columbus Comprehensive Safety Action Plan, a Safety Task Force and Stakeholder Group will be formed to help guide the development of the CSAP and provide insight on local safety concerns, infrastructure needs, and community priorities. One practical path for an on-going implementation group would be to formalize the Safety Task Force and Stakeholder Group at plan completion as the inaugural implementation group.

Safety Analysis

The LRTP notes that from 2014 to 2016, in comparison with other cities in Nebraska of relative size, the City of Columbus experienced the third highest 3-year average for total crashes even though it measured as the fourth largest city. In the Plan, crash data obtained from the Nebraska Department of Transportation was analyzed and summarized by the attributes listed below. While six roadways were chosen as representative roadways for crash analysis, no recommendations or countermeasures were specifically given for these locations. Additionally, safety was not listed as a recommended type of project.

- Severity
- Crash type
- Functional classification of roadway
- Light condition
- Roadway condition
- Time of day

The South Mobility Study developed a heat map to graphically illustrate crash frequency. This helped identify the locations along the 8th Street corridor that had a higher concentration of crashes including at 33rd Avenue, 12th Avenue and 3rd Avenue.

Engagement & Collaboration

The Envision Columbus 2040 Comprehensive Plan emphasizes stakeholder involvement as a guiding principle and notes that public outreach and engagement were integral in the development of the Plan. It also recommends public input continually be sought out throughout implementation and for any future amendments. The Plan highlights how important partnership and collaboration across governments and sectors is for the success of the Plan. The Comprehensive Plan notes that the City would like to promote interlocal cooperation agreements between its departments and their corresponding counterparts within Platte County so as to establish consistent policies regarding engineering standards and development.

While public and stakeholder engagement has been identified as a priority for Columbus through the development of the Comprehensive Plan, there is an

opportunity to expand educational outreach within the City through the Action Plan and place a greater emphasis on the safer people objective of the SSA.

Policy & Process Changes

Several key policies and processes were referenced throughout the material reviewed for this memo. While Columbus doesn't have an access management policy, the Envision Columbus 2040 Comprehensive Plan discusses the importance of access management to maintain safety, improve mobility and access, and improve travel conditions by minimizing conflicts between through vehicles and slower, turning vehicles. Several objectives are identified in the Plan to ensure access to existing and future development is accommodated in a safe and efficient manner. However, it would be beneficial to provide additional guidance to better meet the specific needs of the community.

The existing plans include general development principles to emphasize pedestrian facilities and access. These principles place an emphasis on safer users which is another objective of the SSA. One main goal of the Envision Columbus 2040 Comprehensive Plan is developing "an integrated network of attractive streets which are safe and accessible for all people, regardless of age, ability, income, ethnicity, or chosen mode of travel". The Comprehensive Plan suggests a three tiered approach to promote the use of pedestrian systems:

- Provide facilities
- Build supporting policies
- Educate and encourage the public regarding available transportation choices

Some of the recommended strategies that are detailed in the Comprehensive Plan include ensuring street intersections are designed to provide safe crossings, developing a phased sidewalk construction program, and implementing a formal traffic calming program. The Envision Columbus 2040 Comprehensive Plan also notes wanting to improve pedestrian circulation Downtown with a focus on 6th Street, 8th Street, and 11th Street as principal pedestrian north-south linkages. The key objective is providing an interconnected system of paths, recreational trails, on-street bike lanes, and routes that are multi-purpose, safe, accessible, and convenient; and connect Columbus' parks to neighborhoods, schools, workplaces, and other community destinations.

In addition to an access management policy and traffic calming program, the LRTP also recommends the implementation of additional policies and plans such as corridor preservation, missing connections, and Safe Routes to School.

Strategy & Project Selections

The Envision Columbus 2040 Comprehensive Plan includes specific performance measures and quantitative indicators that can be used to evaluate and report project priorities. For transportation infrastructure, the metrics include:

- Vehicle Miles Traveled (VMT) per Capita
- Active Transportation Facilities
- Bicycle and Pedestrian Mode Share
- Bicycle and Pedestrian Activity and Safety
- Land Consumption
- Accessibility

The LRTP also identifies recommended transportation improvements and classifies them as either short-term, mid-term, or long-term projects. Each improvement falls within one of approximately nine project types listed below. Potentially problematic intersection locations or "Hot Spots" were also identified in the LRTP based on history, known concerns, and known needed improvements.

- Policy
- Roadway Capacity Improvement / Planning
- Public Transit
- Non-Motorized (Trail Improvement)
- Railroad Viaduct Study
- Pedestrian Viaduct
- Railroad Quiet Zone Implementation
- ITS Design / Policy
- TSM Implementation / Policy

All of the preceding examples of strategy and project selection show that Columbus is committed to implementing safety-related projects which correlates with the safer roads objective of the SSA. However, most of these locations were selected and analyzed due to traffic concerns, system deficiencies, and the need for roadway capacity improvements. There is the potential to expand safety-focused project selection even further through adjustments to directly target safety data analysis findings and through expanded or optimized funding to increase strategy implementation.

Progress & Transparency

Based on the document review, there is a need to develop a system for tracking and reporting on the progress of projects, safety goals, and action items. In the Envision Columbus 2040 Comprehensive Plan, the City notes that they will provide regular reporting on the progress being made towards the achievement of Plan goals and objective. This will be done through monitoring mechanisms/tools such as

establishing baseline data and updating the data book to maintain both the relevance and credibility of the Plan. The Comprehensive Plan also encourages an adaptive assessment strategy that includes a process for monitoring and amending plan elements and strategies to remain abreast of changing conditions.

A similar approach to progress evaluation is recommended for the CSAP to ensure transparency is established and ongoing. This can be done through annual reporting on the progress of reducing fatal and serious injury crashes in the area as well as providing public access to the Action plan, safety data, policy changes and other key information.

Key Findings

The project team has inventoried existing plans and policies for the City of Columbus and identified several safety related practices. In general, Columbus has several safety topics that are starting to be discussed and addressed but that haven't necessarily been developed into everyday practices. There were also a few Action Plan components that didn't have any current practices associated with them, which suggests potential opportunities exist to initiate such practices. The Columbus CSAP project will expressly consider opportunities where there may be high benefit and limited resource cost to implement a practice to support fatality and serious injury reductions. The following list summarizes the key findings from the review:

- Safety related goals should be well-defined, and consistent practices should be developed for project prioritization and transparency.
- Opportunities exist to increase public awareness and education through engagement with local leadership and stakeholders.
- Existing practices and policies can be aligned with the Safe System Approach through the implementation of plans and programs such as:
    - Safe Routes to School
    - Complete Streets
    - Access Management
    - Traffic Calming
- Several recommended policies and projects were identified for pedestrian and bicycle facilities but there is room to expand funding for such projects and identify / prioritize other safe system projects and strategies.
- Key corridors and intersection hot spots were identified throughout the document review with some having been further studied for individual mobility and operations analysis. However, most of these locations were

selected and analyzed due to traffic concerns, system deficiencies, and the need for roadway capacity improvements. There is the opportunity to include safety as a project type consideration when recommending projects, policies, and plans.

- A safety committee should be organized to provide oversight of the Action Plan – and the inaugural safety committee could come from the project Safety Task Force and Stakeholder Group.

Following the completion of this existing practices and policy review, the Columbus Technical Committee will continue to refine the safety analysis to identify a high-priority safety network based on reducing existing fatal and serious injury crash patterns. The project team will also further develop Columbus-approved policy and process change recommendations to support the CSAP plan document.

Appendix 2 – Engagement Summary

Introduction

As part of the City of Columbus Safe Streets For All (SS4A) project, a public survey was used to gather input on safety concerns in Columbus and where safety concerns are occurring. Survey respondents were asked to provide information about their safety concerns via a comment map and provide optional demographic information. The survey was available from May 23 through July 21, 2025.

General Safety Concerns

Respondents were asked about general transportation safety concerns. Common responses were related to driver behavior, including speeding, running red lights, running stop signs, distracted driving, etc. Additionally, lack of enforcement of laws related to these behaviors was reported. Accessibility concerns were also mentioned regarding ramps versus curbs at intersections and better signage for visually impaired users.

A few respondents noted that they would like to see a bypass to help alleviate semi-truck traffic through town, while a few others noted the need for traffic calming devices like roundabouts, speed bumps, etc. Many people noted specific areas of concern regarding sight distance, stop lights, safe crossings for students, etc.

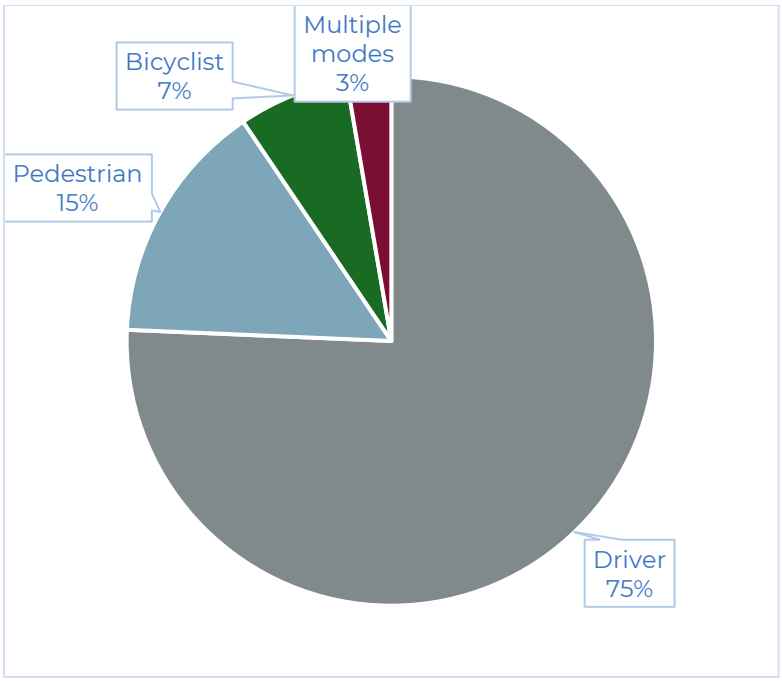
A full list of general transportation safety concern responses is available in Appendix A.

Location-Specific Transportation Concerns

Survey respondents could also identify a specific location in Columbus on a map and note what safety concerns they had in that location. Respondents added a total of 233 comments on the map.

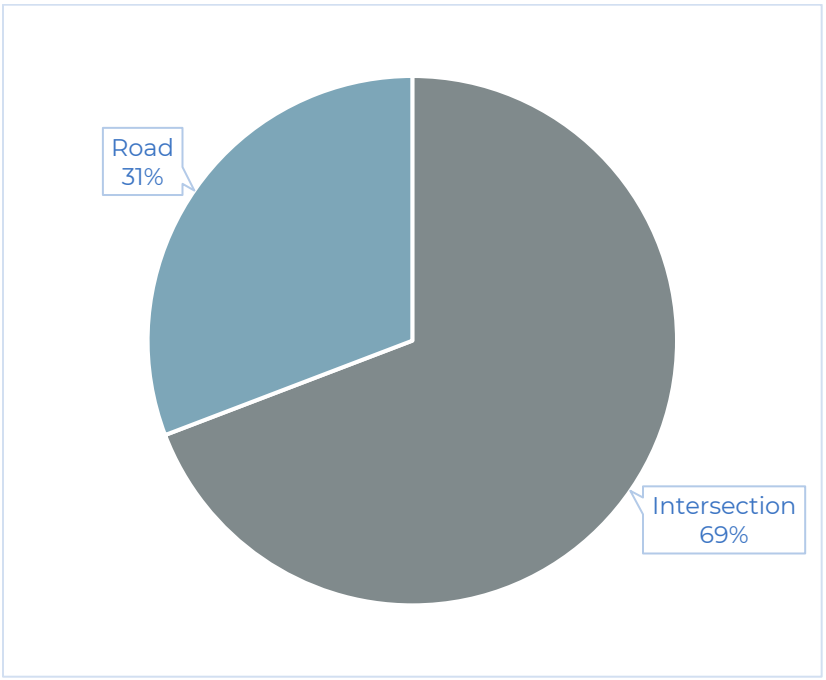
Transportation Mode

Respondents were asked to report the mode of transportation they feel most unsafe as. The majority of respondents (73%) reported feeling unsafe as drivers.



Intersection versus Roadway Concerns

Respondents were asked to identify if the location-specific safety concern was at an intersection or on a roadway. The majority reported safety concerns occurred at intersections (69%).



Safety Concern

Respondents reported their top safety concern is speeding. Safety concerns were reported as follows:

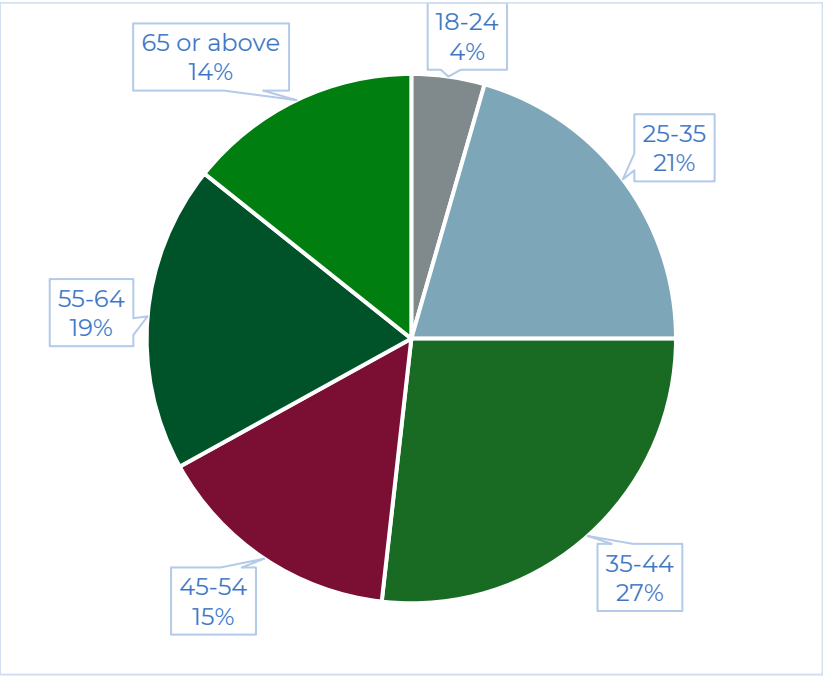
1. Speeding (136 responses)
2. Distracted driving (99 responses)
3. Red-light running (69 responses)
4. Poor visibility when turning (63 responses)
5. Inadequate crosswalks (43 responses)
6. Lack of bike protection (35 responses)
7. Inadequate shoulders (19 responses)
8. Bad lighting (12 responses)
9. Impaired driving (11 responses)
10. Winter road conditions (8 responses)
11. Emergency service response time (3 responses)

A full list of other location specific transportation concerns can be found in Appendix B.

Demographics

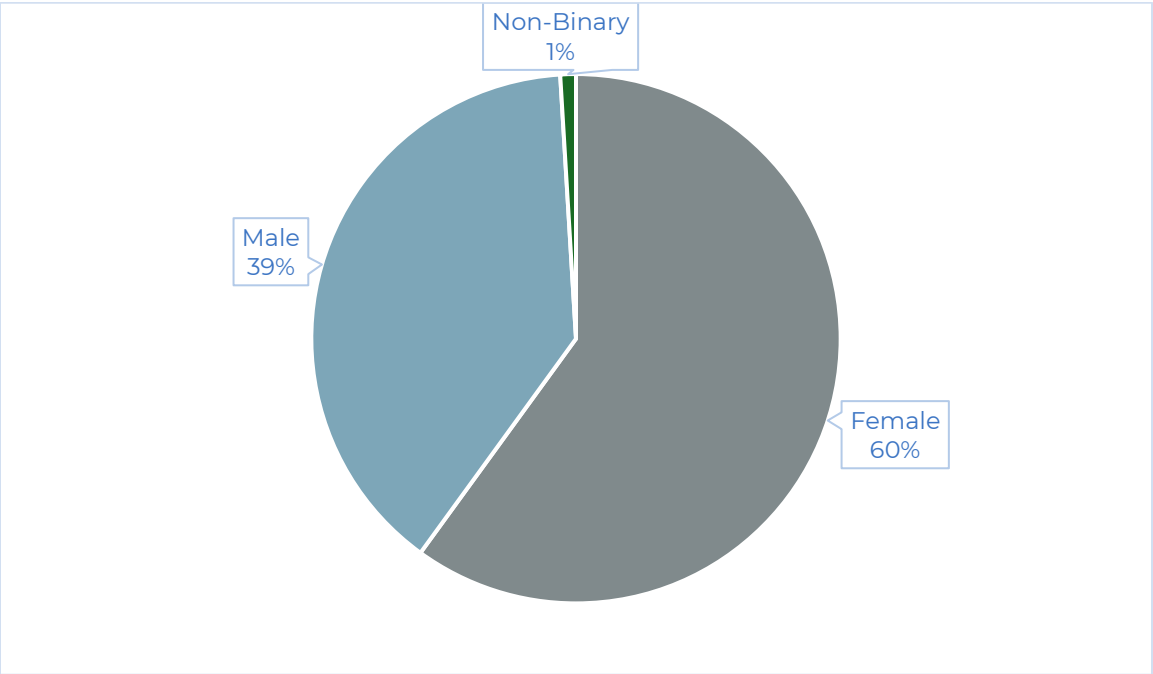
Age Group

The majority of respondents (27%) were between the ages of 35 and 44 years old.



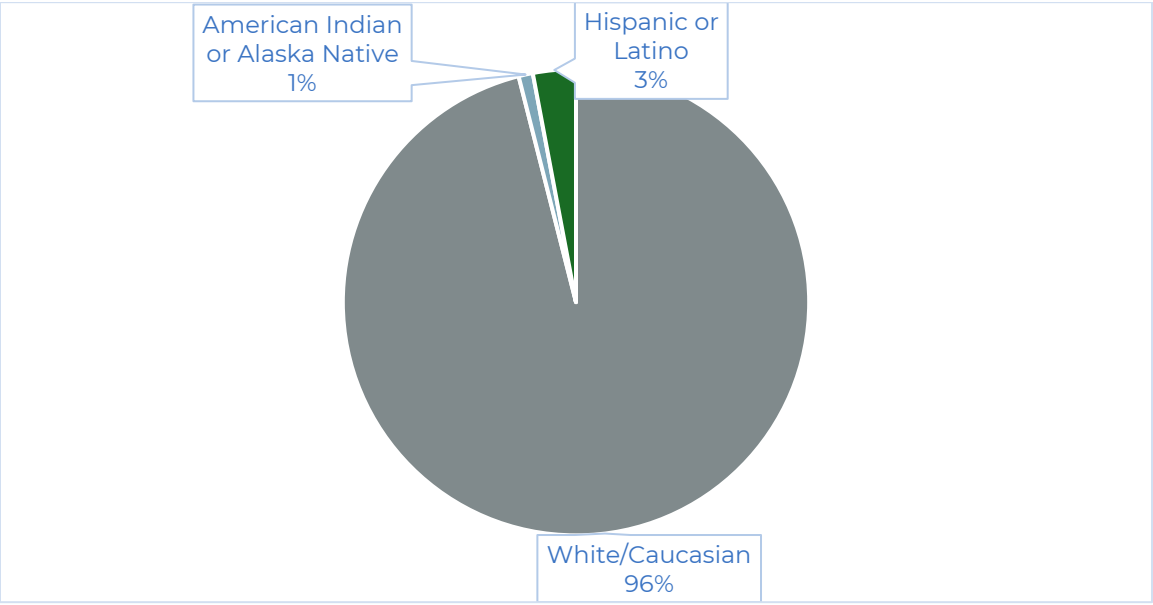
Gender

The majority of respondents identified as female (60%).



Race

The majority of respondents identified as White/Caucasian (96%).



Appendix 2-A: General Transportation Safety Concerns Responses

We need another bypass on the south side of town to alleviate truck traffic just passing through anyway.
The intersection at 3rd Ave and Hwy 30 is terrifying. Trying to turn on to it with no outer turn lane to slow down in, when other drivers are barreling behind you. Turning onto Hwy 30 from 3rd is so dangerous, the curve makes visibility much more limited. Not sure why this intersection doesn't have stop lights like the other intersections along Lost Creek Parkway.
Too many distracted drivers. I wish we were a hands-free town to encourage drivers to be more accountable to the roads they are driving on.
Driving westbound on 6th Street and 26th Avenue. I feel you have to pull far out into the intersection to see traffic from the south due to visual obstructions. (Tree)
8th street traffic flow, WATER DRAINAGE ON 8TH ST, specifically at 14th Ave
The need for a walking bridge over the highway for Middle School kids is DIRE. Absolute must.
This intersection needs to be upgraded sooner than later. with all the new doors coming to that area, we need to get this intersection improved. either a roundabout or widening.
The boulevard and highway 81, at 14th street and 13th street should be completely redone, as drivers are often heading the wrong way on one ways. There a many cyclists and walkers that use this corridor and have too narrow of walks and no crosswalks
Blatant disregard of Red Signal Lights at the intersection of 8th Street and 33rd Ave by vehicles traveling both North and South, especially Semi Tractor Trailer rigs. Let's be proactive rather than reactive after someone dies at this intersection. It is bound to happen.
I don't know why, but a number of types I've nearly t-boned cars while heading west on US HWY 30 Alt and vehicles making a left turn from US HWY 30 ALT to

Wilderness Road--it's as if there's something preventing them from seeing oncoming vehicles.

The sidewalks of 8th Street are very deteriorated, in addition to being too narrow to travel, despite being an important street south of Columbus it has very bad lighting, unevenness, cracks or blockages for pedestrians during the night.
You cannot see over the viaduct sitting at either stop signs. It is TERRRABLE trying to decide whether or not to turn, go straight, or what to do. This was the worst decision process. They need to somehow make this better. I have seen multiple wrecks happen right in front of me, and tons about to happen. There defiantly needs to be something done here.
speeders
people not stopping at stop signs
no use of turn signals
People on cell phones - you know that is what is going on when you are driving down a major street, you are half a block away when the light turns green and you get to that line of cars before it starts to move. You can only get 3 cars through the light on 31st Ave and 23rd Street coming from the south most of the time as trucks continue to turn left through a red light
on a continuous basis.
Gravel roads in town. Namely on the east highway by tractor supply. When the weather is bad it is white out with gravel dust. Also the gravel roads on the far south side streets. Bad for motorcycles.
Speeding and red right running is a huge issue through town. Columbus desperately needs more speed bumps, stop signs and traffic circles. Speeding in Pawnee park is out of control. Drunk Drivers speed coming from Quail Run and have driven into my yard coming around the curve, there needs to be a speed bump. Semis do not stop for red lights on highway 30. Truck traffic should be moved outside of town. More focus on making it safe for walkers around schools.
It is hard to look both directions with the angle of the road and the curve makes it hard to gauge the speed of the existing traffic. A light is needed.
More protected left turns are needed at major intersections in. Lost creek parkway/18th Ave intersection, and 48th Ave/23rd street.
26th Ave also very dangerous people speed I think the speed limit should be 20 like downtown . For one Emerson school is there and the preschool is also there too

The speed on 33rd is awful. The semis think they don't have rules. And on 8th St most people think the stop signs are suggestions. Very scary.
That I will die of a heart attack when I open my home valuation
I have safety concerns about electric bikes being used for the road
The city needs more safe routes for bikes and/or sidewalks need to not have curbs
Lack of traffic laws being enforced. As I drive around town rarely see city police anywhere and see more city enforcement from state patrol and county sheriffs
School bus for all students and public schools would be nice!
I have a concern with the middle school kids trying to cross 23td at any where from 26th Ave to 18th Ave. 23rd Ave and 23 St is the very worst. Running through cars. Not using the cross walks. We are going to lose a child because of there being bi safe way for them to cross.
Streets and sidewalks on 11th street
We need better lighting and Repaint the lane lines they are barely visible at night
Traffic is terrible when the high school gets out. Kids fly through the neighborhood, racing and speeding.
Not able to see cross traffic
People not knowing right of way rule.
Running red lights.
To many semis going through town. We need to have a south bypass for them to get to ADM and not go through town. They are constantly running red lights and others will just go right behind them on the red light. Cops don't do anything about it they just watch them.

One important way to improve traffic safety in Columbus is by adding a second entrance/exit to the Wilderness Park Soccer Complex.

On busy nights and tournament weekends, traffic backs up significantly along 18th Avenue. With only one way in and out, this creates safety concerns for families, children, and emergency responders. If an emergency were to occur, delayed access or exit could have serious consequences.

Adding a second access point would:
• Alleviate traffic congestion
• Improve emergency access
• Create safer flow of vehicles within the complex
• Support growing use of the facility by our community

Wilderness Park is a wonderful resource, but the current traffic setup poses safety risks that can and should be addressed with improved infrastructure.
too many cars parked on residential streets. makes many streets 1 way. dangerous to drive on and make a turn into such streets.

Many ignore stop signs completely.

Make survey easier to take. Wrong address in the paper. Made several calls before I received the correct information.

Why not have paper surveys at library, or places of business so all could participate.
people ignore stop sign in front of Menards and mcchristy jewelry. People race and speed on this street also.
people in general ignore stop signs
people have so many cars on residential streets that they become 1 way streets. very difficult to turn on to streets.
12th avenue and 8th street people ignore stop signs'
I think 38th street should be widened to 4 lanes along with 33rd Ave from 23rd St to Lost Creek Parkway.

Also need a right turn lane on northbound 33rd Ave at Lost creek parkway.

Speed of traffic at all times. Lack of traffic calming devices on this long stretch of road entices many to speed way beyond the speed limit at all times of the day or night.
Semis running red lights especially by Super Saver. People not yielding right of way on unmarked intersections. The intersection of 20th Street and 28th Avenue has had numerous accidents over the years. People running stop signs.
Speeding in residential areas. With the highway construction and people trying to avoid it more people are going through residential areas and driving at highway speed. Not slowing down at intersections and not taking through streets. Lots of people not using turn signals. Tailgating is a huge problem. Too many people without licenses and insurance. Too many people not really understanding the rules of the road. Sorry so long but it is a serious problem in town. We don't like to drive much at certain times of the day such as before work, lunchtime, and after work. Crazy!!
This intersection is nearly impossible to cross during school hours, by any means of transportation. (It is especially difficult to go anywhere by car turning south from the east road, you have to go around to 38th Street and 33rd Ave and wait for the arrow to turn south.) I worry for students trying to cross to get to and from school (at 40th Street). During non school hours, many cars do not stop for the blinking lights for walkers or bikers.
Excessive speed by motorists often accompanied by cell phone use.
I have witnessed numerous drivers running red lights while a police/sheriff vehicle is within site and the drivers are not pulled over/ticketed.

I also read in the "Columbus Telegram" the majority of the Sheriff's office media log shows numerous warnings issued, but not many citations.

Disregard to Red Lights, Speeding, Distracted Driving, lack of traffic signals on the Parkway/Arterial --- all of these factors cause safety concerns for me.

Plus, the road construction has really been lengthy in time and drivers are getting frustrated and impatient.

Is anyone working with this project even aware of this National Day, June 6th, tomorrow? In cities on open roads, it's a BIG problem!

FOR IMMEDIATE RELEASE

Road to Safety: June 6th is National Secure Your Load Day

Seattle, Washington, May 30th 2025----this is the 9th year of National Secure Your Load Day but in Washington State we have been diligently working on educating the public on load securement since 2004. Sharing this safety message is definitely working in our state. Law enforcement, public education and the Secure Your Load program at waste facilities is truly making a difference; as it is in other states.

Renee Tucker's daughter Sonja was driving on I-66 in Virginia when a tractor trailer lost a dual tire assembly that went through her windshield. Sonja lived but lives were forever changed that day. The truck driver never came forward leaving the family devastated. We all know that at the end of the day the driver had to have known they lost their dual wheel assembly. https://www.nbcwashington.com/investigations/virginia-family-fighting-for-tougher-trucking-safety-laws-after-wheel-off-incident-disabled-woman/3609996/

In 2024, Illinois spent 26 million on litter https://www.kfvs12.com/2025/05/14/idot-asks-help-public-put-lid-litter/ Remember up to 40% of litter/road debris comes from unsecured loads. Consider a Secure Your Load program at your waste facilities...it really works in conjunction with law enforcement and public education.

Kudos to two professional truckers, both named Dan, who reached out to me about developing load securement training for flat-bed trucks. Since then, they have developed a training video that is currently under review. https://www.facebook.com/share/g/16Ub87Jz8z/?mibextid=wwXIfr Their Facebook link is above so that you can follow their progress. Hat's off to both of you for stepping up to the plate.

Do you feel safe driving behind that truck ahead of you…. you know the one with the load of items not securely fastened to the vehicle? I too often hear that these are freak accidents but in truth they are frequent incidents, deadly and totally preventable. What is a secured load? All items need to be securely fastened to the vehicle. Use good nets, tarps, straps, and/or rope; sometimes you should use several of these items to properly secure your load. Please do not use bungee cords. There are no "do overs" in the world of safety! Company CEO's, Robin Abel and Paul Reif ask that you protect our families on the road. Please make good load securement a standard practice for all your vehicles.

Ask yourself, "What can I do?" share this safety message with family and friends, and most of all, be proactive. Speak up. It is not easy and it may feel awkward but by speaking up you will save someone's life.

There is power in numbers and last year 46 states participated in Secure Your Load Day safety campaign educating thousands of drivers on the importance of good load securement. Together we are saving lives and millions of dollars!

"Button it up America, Secure Your Loads" "Secure Your Load as if everyone you love is driving in the car behind you!" Robin Abel, Founder Secure Your Load

www.secureyourload.com

Twin Tragedy

Our family experienced a horrific double tragedy due to an unsecured load that could have been prevented if not for the carelessness of the actual individual involved, followed by the politics

The issues with vehicles running the red lights at 23rd St. and 33rd Ave. is dangerous. Many times cars that are behind larger vehicles (i.e. semi trucks)that run the red lights, are following too closely and also run the red lights due to their inability to see the lights.

One important way to improve street safety is to increase patrols in areas where drivers frequently run red lights. A specific concern is 8th Street on the south side of the viaduct, where this is becoming a regular issue and poses a serious risk to drivers and pedestrians.

Additionally, I recommend implementing a short delay between one light turning red and the cross-traffic light turning green at key intersections. This brief pause would help prevent collisions caused by drivers who try to beat the red light and enter the intersection late.

Thank you for your continued efforts to keep our community safe.
11th and 12th Street from 23rd Avenue and 13th Avenue is a racetrack. There is gravel on 1/2 of that length of 12th and no sidewalks. With the pedestrian bridge in 18th, there is a lot of foot traffic on both of these streets. Drivers fly down 11th and 12th from the viaduct and 8th. Also, you need to do something about the chop shop/meth den/used car lot and junkyard at 1804 11th St.
Consider adding a right hand turn lane to go south on 3rd Avenue.
During construction, I've noticed that there's no clear designated or safe area for pedestrians to walk or cross the street. Unlike vehicles, pedestrians don't have the flexibility to detour easily, especially at intersections.

To improve safety, it would be helpful to implement a temporary walkway marked with cones or barriers, with a clearly visible path and signage. The surface should be flat and free from trip hazards to ensure it's accessible for all pedestrians, including those using mobility aids or pushing strollers.
Howard Boulevard could be changed to a 3-lane street with center turn lane and pedestrian/bike protections. No need for a 2x2 highway dividing these neighborhoods.
27th street could be an amazing active transportation corridor, safe for kids to ride to the middle school, if parking removed and protected bike lanes added.
Connection needed between trails along 38th Street (Wilderness Park and High School/Wellness Center areas).
Downtown doesn't need traffic lights or one-way streets -- 4-way stops and two-way traffic can slow traffic downtown and support walking/biking.
There should be an effort to ensure as many kids can walk or bike to their schools as possible.

Safety, Cost, or Speed? What is the city's priority? The SS4A information says 0 is the acceptable number of serious injuries and deaths on our streets and roads. Is the city actually for that or just saying it? Slow the cars. Give people dignity when walking and biking. Make Columbus a better place for every resident.

School time traffic backs up on 26th Avenue and people pull out in front of cars in order to get going
No left turn lane since viaduct. Always very difficult to turn left.
Speed of traffic during busy times.
Traffic around the high school and Lost Creek Elementary School. People are using the turn lane as an extra lane around traffic.

Almost impossible to turn north off of Discover's Drive onto 33rd Ave.

Lack of safe areas on 23rd Street. 23rd St. is dangerous to cross for kids.

Lack of right-hand turn lanes to enter the Lost Creek Parkway. Lots of people use the shoulder.
Downtown speeding. I get mad when people honk at you downtown instead of just stopping to let you back out of your parking space. At 20 mph 13th street should not be used as a commuter route.

Also, I am curious if Columbus will continue to redo curbs without ramped sidewalks. Is this the homeowners responsibility to initiate? If so could Columbus encourage everyone to do it with a group cost discount? I would like to see more wheelchair or stroller friendly intersections.

Thanks!
People run way too many red lights, attempt to speed through a yellow light or are on their phones and not paying attention while driving.
See the 14th street light before 14th when southbound

My husband is visually impaired and always comments on the poor street signs. The larger light up signs-especially on the highway-would make a huge improvement.
We have way too many horrible drivers on the roads. There's virtually no enforcement on stoplight violations, I witness someone running red lights several times a week and have reported it many times, nobody cares. The 23rd St/33rd Ave light is one that has been a problem for well over 10 years, trucks run this light probably daily, although I don't witness it quite that often. The stop sign on Mueller Drive has been gone for probably 2 months - apparently we no longer have to stop at this intersection? We reported this sign being loose MONTHS ago and nothing was done, so it blew completely off during a wind storm about 2 months ago now. Whoever programmed the stop light at 27th St/33rd Ave needs to be fired. That light has no rhyme or reason for why it changes the way it does. I can be the only person sitting at that light in the morning waiting to go straight south, and the northbound light will turn green along with the green arrow for northbound people turning west. Or, I could be sitting there when I come home going northbound with no other cars in the turning lanes, but the green arrows for the turning lanes will turn green. The old stoplight was far superior to the programming done on this newer one. The stoplight on the bypass/33rd Ave- who thinks this was programmed decently? People going north/south get barely any time to go even when there's NO east/west traffic. Not to mention, why on earth are there no turning lanes for people going northbound turning east or west? Take the 4-way stop signs out on 8th street, make that a thru street. Enforce the laws we already have. Make the police chief go back to pulling people over for ALL violations instead of looking the other way, we used to have a good police force in Columbus, now it's getting to be a joke (this is back at the horrible drivers we have all over now, the reason is because nobody enforces laws anymore). Get rid of speed tables and speed bumps, they aren't maintained and end up crumbling to bits and actually causing damage.
People that can't speak or read English should they be driving?
They park trains on the tracks near cubbies. This should not be allowed.

Too many people are running red lights and stop signs. On Lost Creek Parkway, it is very difficult to see when turning onto the parkway. 3rd Avenue really needs a stop light there with how busy that intersection is. Also, 18th Ave needs turn arrows. I just lost a close family friend on 18th Ave and Lost Creek Parkway. There have been WAY too many accidents there, especially with how many deaths have occurred there and it really needs something done. 8th st and 12th Ave has too many lanes for the width of streets. It is far too congested and does not work well, a light may be a better answer. And going from 15th street onto 12th Avenue is very hard to see cars coming down the viaduct.
Drivers speeding over the safety bump in front of the community building and not stopping for pedestrians.

Semis running the red lights on the main highway road because of the red construction.

City trucks/cars are sometimes aggressive drivers and don't know how to leave space between cars while driving.
12th Ave and 15th St and 17th street intersections are difficult to navigate and drive through. Vehicles often travel northbound down the viaduct and 35-45mph. It's nearly impossible to see traffic from this direction at the 15th street intersection without creeping half way into the intersection. 17th street is just as difficult. That road is a major artery especially so with the hwy 30 construction and there are parked vehicles to the south, and the intersection is very rough to drive through. I think a roundabout is necessary in at least one of the intersections to keep traffic flowing.
I hope this helps!
All throughout Columbus people run stop signs especially along eighth Street 12th Ave. 18th Ave. 26th Ave. 3rd Avenue also I've seen police officers roll through the stop signs and also third Avenue exiting Centennial Park school when they let out at 3:30.
Flashing yellow lights should be put on both North and South lanes of the viaduct on 33rd St. 8th street needs reworked, after 23rd is finished. Stop lights on 8th street would be good too....Alot of people roll through the stop signs. It is sometimes very hard to get on 8th St.

Speeding and red light running are becoming a serious issue in and around Columbus. General rules of the Nebraska Drivers handbook are not followed by most drivers and getting worse by the day since the police force is not out doing their job which is policing the rules of the road. Second area of concern is the distracted driving, I see more and more people on their phones driving and sending texts while driving often not aware of their lane position, or traffic control devices. Its becoming a real problem and honestly, if the police were out enforcing the rules, which they are paid to do so, I strongly feel that we wouldn't even need to be having surveys or conversations like this. Semi's are notorious and extremely bad about running the 23rd, and 33rd avenue light especially when traveling west. I see this nearly every single time I'm stopped at this light. Speeding in residential neighbor hoods is getting out of hand. 25mph is not obeyed, I cant count the number of accidents that nearly happened when i lived in town yet. City police are equally as bad at this as I have witnessed both City Police without emergency lights and civilians speeding through residential neighborhoods, and I'm talking 40 mph nearly daily. Again, most of this could be handled by Police doing their job in my opinion.
Unmarked intersections...people do not follow the "right-of-way" laws. They will fly through the unmarked intersections as if they are always on the right.
I think putting in a stop light by the Casey's off of 8th St might be in order once the housing gets rolling and the shopping area traffic keeps up. With highway 30 being under construction, 8th St is seeing a LOT more traffic in that area. It's overall a busy area.
Seems like crossing 23rd street in several areas is a safety concern. I crossed on foot at 23rd St and 23rd avenue and that light does not stay green for long. I had to almost run to make it.

Appendix 2-B: Other Location Specific Transportation Safety Concerns

Another turn arrow to turn onto Howard boulevard when you are westbound on the highway would be ideal rather than having to run a red light	41.43852729321816	-97.38255126556948
As a motorcyclist, I find myself having to run this red light at night since North and southbound traffic is less frequent. These lights at these intersections should be flashing like they do on the highway through town.	41.46265020633673	-97.35267168348717
Bad drivers. Can a viaduct be built over the neighborhood to Lost Creek Parkway?	41.455311177889904	-97.368351424367 39
During high traffic hour it is really hard to make a left from 10th Avenue to 23rd St	41.438412921199 11	-97.339423912791155
East/West traffic needs turn arrows to ease the flow of traffic. Too many people have to run the red light to make a turn.	41.442345825343 92	-97.36817920840758
Get rid of the four-way stop on 26th avenue and 18th avenue so it's easier to get on 8th Street	41.424070474848 63	-97.349495796582
Get rid of the four-way stop on 26th avenue and 18th avenue so it's easier to get on 8th Street	41.424209373843 47	-97.359551901093 03
Hard to see cars coming with the other cars parked on the side	41.430201134817 48	-97.361891581916 64

I usually avoid this intersection due to how difficult it is to cross or turn on when north or south bound. There needs to be a light at each of these major intersections	41.458974534925294	-97.33002919263285
Insanely rough tracks that can cause damage to vehicles especially when a semi truck drives on them and bounces the concrete slabs a foot in the air	41.432756511550069	-97.291157176305065
Needs a sidewalk	41.44608485679686	-97.35847970437023
Needs a stop light	41.459855560504295	-97.38792850572281
No turn lane to get onto the highway. Seriously this was completely overlooked	41.438448444 5653	-97.32956494332325
Numerous bicyclist using this road they make a circle going up 18th ave to lake north and return to columbus down 48th they don't use bob white trail due to gravel. There is no room on shoulder for bikers to travel safely	41.47337919316559	-97.38780057520232
Running stop signs, so much traffic	41.423984283 40358	-97.34197992003824
Terrible intersection and too many deaths and accidents here	41.462835752 96197	-97.352643114 17275
The programming of the light is not very good for people traveling north and south on 33rd avenue	41.460230996785896	-97.368219112 77266

There is no turn lane to get onto the parkway, which would be a huge help in getting cars out of the area	41.46020435493007	-97.368239318838 65
There needs to be a longer turn lane for those heading East to the factories. It is highly unsafe in the morning during school traffic with vehicle side by side in the same lane	41.43892521843005	-97.349199017470 64
This intersection needs a light like 48th is getting	41.45835338520575	-97.330277066940 52
This light needs a turn arrow to head East. The viaduct already impairs visibility with speeding oncoming vehicles.	41.42938672675021	-97.368231552653 88
Very hard to see to turn in the summer when the corn is tall.	41.45305143824623	-97.358706116713 2
Why do we not have turn lanes at this light? This intersection is a nightmare, especially after school events.	41.46007214469997	-97.368401875950 47
Why is the turn signal gone, get it back!	41.42939696555642	-97.368041232746 68
You cannot see cars on the viaduct when trying to turn onto 12th Ave from 15th	41.43104802865356	-97.342037906671 18
Intersection is not wide enough to handle this many lanes of traffic and volume of cars. Too much confusion over which vehicle can proceed through intersection	41.42388613335360 5	-97.342158738328 54
Needs traffic control	41.44927320444373 5	-97.375298081751 67
Poor visibility west to east and cars come over viaduct quickly	41.43297684653039	-97.341769636184

Poor visibity crossing east and west and cars come over the viaduct really fast.	41.43104632172731	-97.34194129756095
Tough for semis to stop at the bottom of a viaduct. Addition of a right turn arrow on red light for westbound traffic to use when southbound traffic has a protected turn signal could improve traffic flow and reduce red light runners for those turning north off of 8th Street	41.42432479854272	-97.36805318358856
You can't see if a car is coming until you are out in the intersection and it's too late	41.43028591269757	-97.360599119171113
congestion, too many vehicles at a narrow intersection	41.42392988501248	-97.342044537 1312
Intersection is too narrow/small to accommodate commuters to/from Columbus Public High School and Lost Creek Elementary School	41.45325486925 1886	-97.367967338 52086
Intersection is too narrow/small to accommodate commuters to/from Columbus Public High School and Lost Creek Elementary School	41.45325486925 1886	-97.367967338 52086
Intersection is too narrow/small to accommodate commuters to/from Columbus Public High School and Lost Creek Elementary School	41.45325486925 1886	-97.367967338 52086

Since the area surface was re-worked. The 45mph speed sign has not been replace. Traffic is allowed to travel 55 mph through the intersection (East Walmart Entrance)	41.43851507181006	-97.315252929900814
Stop signs are ignored. East/West traffic crossing distance too long. Drivers are unsure when to proceed	41.439244826333399	-97.32487556352248
Traffic lights at Montesary Rd and the bypass are not sync'd. Once the flashing yellow light warns drivers of a light change, cars speed up to 'make' the lights.	41.463060993272377	-97.352231888690041
Needs a stoplight and turn lane asap	41.460150281822287	-97.387541272650062
This block always has heavy parking, which is legal but very crowded for driving. I believe most locations have alley parking, so it would be nice to investigate this and possibly deter street parking on this first block coming on/off the highway.	41.433254957385531	-97.367539141144574
When approaching from the east it is difficult to see traffic coming over the viaduct from the south. Especially dangerous if you are trying to cross through the intersection.	41.431012869435 1	-97.342094154 8318
Cars can park on both sides of road. Difficult or impossible two vehicles.	41.433339617346874	-97.36698399563916
not completely stopping at stop sign or racing through intersection.	41.433218961902295	-97.35946844597943

Unclear on who has right of way	41.437153760993304	-97.34387467000724
Drivers going in the opposite direction as intended	41.430372796600001	-97.37067148293487
Increased traffic due to additional housing going up. This is a highly used road and it is about to be 4x as busy with the people living nearby, school traffic, those avoiding the hwy construction, and now new residents going in the new housing. No traffic lights, just a 4 way stop on 8th/12th and 8th/3rd. Worried about traffic levels and flow.	41.423959807163456	-97.33424652299801
many drivers tailgate going northbound on this viaduct at 40mph when the speed limit is 30mph and they do not seem to realize that the speed like is only 30mph. an additional speed limit sign should be added closer to the start of the viaduct so that drivers know the correct speed limit.	41.426151088001423	-97.34201640375488
westbound traffic turning south does not know who has right of way versus southbound traffic turning east and vice versa creating risk of accident. Many North bound drivers also run the yield sign when other drivers have right of way. Intersection should be studied and appropriate signage should be added.	41.437123871114702	-97.34392531007065

Parking on both sides near 33rd Ave. makes is unsafe for motorists navigating that intersection.	41.433347398424 8	-97.36786323001652
People parking on the curves makes it difficult to see and navigate.	41.452360079324 11	-97.375487591733366
Should be a 3 way stop. Very difficult leaving the high school in the mornings.	41.455308500424564	-97.37074276398631
Length of green light. When traveling north/south with the way the intersection was designed (not having a right turn lane when going north..who thought to not do that ??) you sometimes have to sit through multiple lights to get through the intersection. 3rd avenue continues to be very busy with the viaduct and the bypass to the north.	41.438434254471 53	-97.329683435133755
There needs to be a turning arrow here	41.429342235253095	-97.368113994559839
High traffic volume and would be beneficial for a stop light	41.438599864172 94	-97.31035940344897
15th St.	41.431478742776 98	-97.36795326661083
Is a right turn only going both directions and drivers are not adhering to that. They go across the traffic to go left or across to continue on 15th St. Watched this happen at the end of work days so was alot of traffic.	41.431438523167664	-97.368436064 2335
This needs a turn signal for traffic attempting to turn east is dangerous with traffic coming over the viaduct	41.429172554815 25	-97.367946864 25003
Inadequate crosswalks during construction	41.438586622309394	-97.359146837 68492

35th Ave is crumbling due to continual heavy equipment operations. Running, walking, and driving are difficult.	41.428998236994076	-97.37072067490199
Asphalt county road which has no access to multi-purpose trails	41.463324693187711	-97.36826063146356
For events, this roadway get congested and cannot flow well.	41.45715395539-2556	-97.352983518720 46
Insufficient crosswalks in middle Columbus. This is typical for the central part of Columbus.	41.43696086040763	-97.36548326258755
Intersection gets congested then people run lights. Mostly during school peak hours.	41.4423254797952	-97.36824556925731
Intersection is congested and narrow. Drivers use extreme caution.	41.42393041134-31	-97.341998241427
I've seen multiple people drive the wrong way at the connection of HWY 81 and Howard boulevard.	41.430164639391111	-97.37007158032038
One-ways are narrow and congested. Traffic lights are inadequate at times. As a pedestrian it can get overwhelming due to the one-ways and awkward parking.	41.42997121412 82	-97.35941660740421
poor visibility in general when southbound	41.424279839845 23	-97.355814632392 84
poor visibility of northbound traffic when westbound	41.422217602349 02	-97.359599627188

Road isn't paved. Speed is tremendously high and multiple people walk and bike in the street.	41.428073379296639	-97.34724464226014
Speeding Poor visibility when turning	41.43103362941153	-97.34197678375489
Speeds and the traffic counts can cause perceived issues at this intersection.	41.456896738392232	-97.41347297766643
Students who walk to school are put in unsafe situations due to distracted drivers and congestions.	41.443724872792124	-97.35873982050853
The frontage road has multiple stop signs that people blow or don't see. Created speeding situation.	41.439244243472246	-97.32637284736305
The roadway seems too wide for 35mph. Maybe it should be repainted?	41.450118318754141	-97.3490996800669
Tons of speeding along 15th Street	41.431145637973664	-97.34998049545533
Traffic signals can be difficult to see. Southbound left turn to eastbound needs a dedicated light.	41.429456148686356	-97.36820044341803

Typical for all of Howard Boulevard: Intersections are dangerous and approach the boulevard at bad angles. I feel unsafe while approaching these intersections from off the boulevard and on Howard. Lanes are also narrow and feel tight. When a person is turning left either southbound or northbound, there is congestion due to no turning lane. There's been multiple close calls on the roadway.	41.43318512198839	-97.375613024145 15
Winter road conditions Emergency medical service response time There has been multiple crashes, near misses, and property damages with people funning through the intersection into the airport.	41.45301323351 4014	-97.349764867 90259
Would love to have multiple trails that connect the north side of the parkway.	41.4606436285 2719	-97.3787759218 4978
A large round hay bale, improperly secured, killed a person or persons in this area by New World Inn. Secure your load.com	41.41957265051 45	-97.368082012 64354
Making a left-hand turn (south) on to 33rd Ave. from the west-bound lane of 27th St. is difficult because the east-bound lane contains both cars turning south and going straight. When traffic stacks up in the east-bound lane, it's difficult to see who's turning	41.4423532107 96334	-97.368253674 0205

Need a roundabout. Dangerous intersection cars turning left each morning.	41.496737785833	-97.34951772908457
No turn lane for lake oconee	41.475436908933	-97.48368449131948
Street parking only for the courthouse congests traffic on 14th St.	41.430272143658808	-97.35990663956615
The angles of the intersection make it difficult to see oncoming traffic and/or bikes/pedestrians.	41.462883612292494	-97.352661334675518
The crosswalk in the middle of the block is a bad idea	41.430207791075134	-97.35870500992748
Too much traffic to turn and traffic gets backed up into other lanes	41.475087234538655	-97.44317240635854
Unsecured loads	41.437977904264045	-97.29632755707713
When approaching the intersection from the south, there is signage in the parking lot of Linn Chiropractic at 4307 23rd St that make it difficult to see oncoming traffic to the west.	41.438611094071106	-97.379645129238817
31st Ave does not have sidewalks for biking. Sidewalks end and the curbs are so large that you are forced to ride in the rode	41.437499885574992	-97.36549947686372
Cars pull into the center lane to enter tall grass well before the turn in area. Makes it difficult and scary trying to pull in and out of driveways. I'd see this all over town, cars drive way to early into the center lanes.	41.457447024080094	-97.387525345113766

Cars turning left (west) right infront of incoming traffic	41.453065138794404	-97.358739321503 93
Drivers pull to far past the area where you are suppose to stop. Makes it difficult to turn past those vehicles to stick out way to far.	41.453376673511265	-97.387331034995
Ignoring right-only sign	41.438629414219 71	-97.351540938382 12
Needs sidewalk to continue all the way down	41.453282801672 77	-97.364392755578 86
Pedestrian Walking signal is not working for crossing going South at the light that is at the bottom of the viaduct	41.429215718930 074	-97.367921010210 04
People not stopping for crosswalk	41.455213839033 154	-97.368166421921 05
Running stop signs	41.423827667690 496	-97.341960941654 62
The sidewalk is so close to the road and huge semi trucks are traveling quickly	41.437994304952 62	-97.368026671302 72
This needs to be 4 lane - or at least have 2 turning lanes on 33rd south of the parkway. After school traffic is horrendous if trying to go straight through and often have to wait for several lights. More dangerous as despite the fact it does not have turn lanes, people create their own which can cause accidents.	41.457487565586 97	-97.368313803837 05
TONS of little kids play in the street at this intersection/road. It's unsafe for the kids and drivers to who can't see them. There is no adult supervision for the kids playing in the street here.	41.445213814330 9	-97.348111251511 34

Wrong turns running straight into kids crossing crosswalk, creating back ups in middle school lot	41.44347178373155	-97.35418539516060
This crossing should be more visible and protected. I have, multiple times, seen people almost hit while crossing in the cross-walk because someone saw the opportunity to turn left while the driving lane yielded.	41.44919137445566	-97.36823354032740

Appendix 3 – Safety Analysis Memos (Parts 1 and 2)

Columbus Safety Analysis

Acronyms

- SAP – Safety Action Plan
- CSAP – Comprehensive Safety Action Plan
- GIS – Geographic Information Systems
- SHSP – Strategic Highway Safety Plan
- KSI – Fatal and Serious Injury Crash
- VRU – Vulnerable Road User
- MPO – Metropolitan Planning Organization
- FTYROW – Failure to Yield Right-of-Way
- HIN – High Injury Network
- HRN – High Risk Network
- Young Driver – Driver under 21 years of age

Table of Contents

Acronyms **80**

Introduction **82**

Relationship to the Safe System Approach **83**

Data and Data Compilation / Conflation **86**

Data 87

Descriptive Statistics **87**

Methodology 87
Results 87

High Injury Network (HIN) **98**

Methodology 98
Results 98

High-Risk Networks (HRN) **100**

Methodology 100
Results 101

All 102

KSI 106

Alcohol 110

Young Driver 114

Motorcycle 118

Angle 122

VRU 126

High Priority Network 130

Conclusion **142**

Introduction

The City of Columbus is currently developing their Safe Streets for All (SS4A) Safety Action Plan. As part of the safety analysis, several key task items were completed:

Data Compilation / Conflation – Providing the analysis with quality and meaningful data is an important underlying theme for an effective safety analysis. To achieve this, data were reviewed for accuracy and viability, as well as for identification of relationships between disparate datasets (i.e., crash events, roadway characteristics, and socioeconomic traits) based on shared attributes. Using a geographic information system (GIS) conflation process, associated data were combined based on events and features that share a physical space. Understanding the data, and respective shortcomings, helps guide and inform all subsequent analysis.

Descriptive Statistics – Crash data review to summarize key trends and attributes within the Columbus area occurred. Key crash risk factors were identified, and this list was compared against the Nebraska Strategic Highway Safety Plan (SHSP) to assess Columbus area specific emphases. Further analytical tasks depend on these results.

High Injury Network (HIN) – Location-based safety data analysis identified key locations based on elevated crash densities by focusing on the occurrence of fatal, serious injury, and minor injury (KAB) crashes. The result is a reactive, or hot spot, view of severe crash locations based on historic performance results.

High-Risk Network (HRN)– Focused on areas with similar characteristics to higher crash risk locations, relative to network conditions and/or volume exposure. Through this process, high risk factors were identified. These areas increase opportunities for maximum impact with targeted treatments to reduce potential future crash hot spot locations.

High Priority Network (HPN) – Results from the HIN and HRN were melded to produce a final high priority network (HPN) for safety treatments. The process to identify key locations also included input from the public and city staff. The HPN converted the technical analysis into a planning level location-based map that allows Columbus to incorporate safety strategies into planning processes towards achievable action items.

These tasks identified key crash risks, crash locations, and general trends to inform the project team in their approach to improving safety and targeting zero deaths on the transportation system. A visual representation of how these components interact is provided in **Figure** 10. Following a discussion of the Safety System Approach, each of the previously summarized steps are detailed, describing the methodology and providing analysis results.

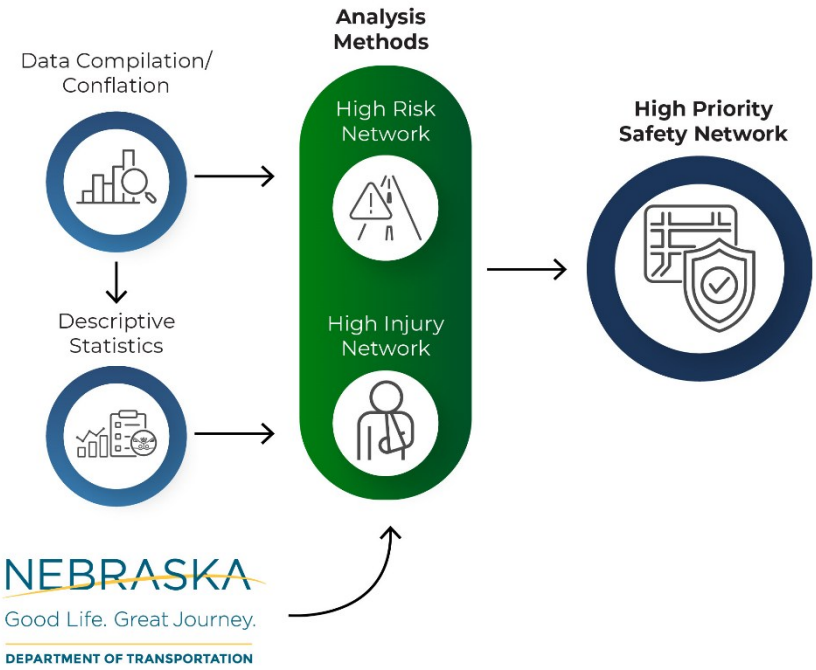


Figure 10: Data Process

Relationship to the Safe System Approach

The Safe System Approach provides the framework needed to target zero deaths on the transportation system. The Safe System Approach is a holistic approach to transportation safety that shares responsibility among all individuals involved in the use, planning, design, or construction of the transportation network.

Figure 11 presents the principles and elements of the Safe Systems Approach, with the guiding principles around the outside and the elements constituting the inside of the Safe System Approach wheel. The interaction and application of these elements and principles reduces the potential for fatalities and serious injuries.

Figure 11: Safe System Approach

*Source: FHWA

The six core principles of the Safe System Approach are:

Death / Serious Injury is Unacceptable – Fatal and severe injury crashes are the most impactful and thus most desirable to reduce and eliminate.

Humans Make Mistakes – Mistakes will happen, but the transportation system can be designed to protect users so inevitable mistakes are not fatal.

Humans are Vulnerable – Humans are frail in comparison to the physical forces that can be present in a crash; design must consider human tolerances.

Responsibility is Shared – All stakeholders share responsibility for safety.

Safety is Proactive – Safety cannot simply be a reactive approach. Latent risk is present but not always obvious.

Redundancy is Crucial – Without redundancy, any failure in the system may lead to death or serious injury. As previously stated, mistakes and failures will happen so redundancy is crucial. Redundancy is achieved when strides are made in all of the five elements together.

Along with the six core principles are five elements of crash risk. These elements have an impact on crash risk that results in fatal or serious injury. These elements assign responsibility to key stakeholders to provide a safe system based on redundancy.

Safer People – All individuals who use the transportation network are responsible for safe behavior, whether they are drivers, pedestrians, cyclists, or transit riders.

Individuals from all modes can take steps to improve safety. Additionally, there are people within the transportation system who are at more risk than others due to some disadvantage(s).

Safer Vehicles – Vehicles should be designed to minimize occurrence and severity of crashes by using safety features.

Safer Speeds – Reducing speeds improves the potential to avoid a crash and reduces kinetic energy that can lead to death and life-altering injuries in the event of a crash.

Safer speeds is a critical component of the safe system approach as it is a significant factor in crash injury outcomes, especially with vulnerable road users (VRUs). Safer speeds are promoted by roadway design, enforcement, and educational outreach.

Safer Roads – Roadway design can add redundancy and create barriers when mistakes happen by separating users in time and space.

The design of the roadway environment can reduce the potential severity of a crash in the event of a crash. Roadway design can include measures such as dedicated bike lanes and rumble strips.

Post-Crash Care – When a crash does occur, emergency responders can provide critical care to minimize the severity of injuries.

Providing good care after an incident, and quickly, can help mitigate the worsening of injuries. Providing quick response can also reduce the amount of time that a secondary crash could occur.

Each of the five key task items, such as the descriptive statistics and systemic crash patterns, provide an analysis of the roadway performance. The details of these analysis can guide future policy to enhance the roadway system through a specific safe system element.

Targeting Zero Deaths

Targeting the objective of zero deaths and serious injuries is a requirement for the Safety Streets and Roads for All program that has funded this analysis. To help the city determine their path to that target of zero, a Columbus, NE forecast figure has been developed (**Figure** 12) depicting alternate goal timeframes and indicating Vision Zero benchmarks. Along the horizontal axis is the year in which the Vision Zero goal is achieved originating from a 2024 implementation. The last year of crash data in the analysis was 2023 meaning that 2024 was the first year for which projections could be performed. The vertical axis is the total fatal and severe injury crashes (KSI).

Within the graph, the solid orange line shows the current trajectory trendline as indicated by the historic KSI crash totals (shown by the black dots). Each color line is a trendline related to an alternative goal timeframe. For example, the solid maroon line is the goal of Vision Zero by 2050. Shorter (earlier) goal timeframes result in steeper reductions of KSI crashes.

Table 3 summarizes both the frequency and percent reduction per year needed to achieve each target year.

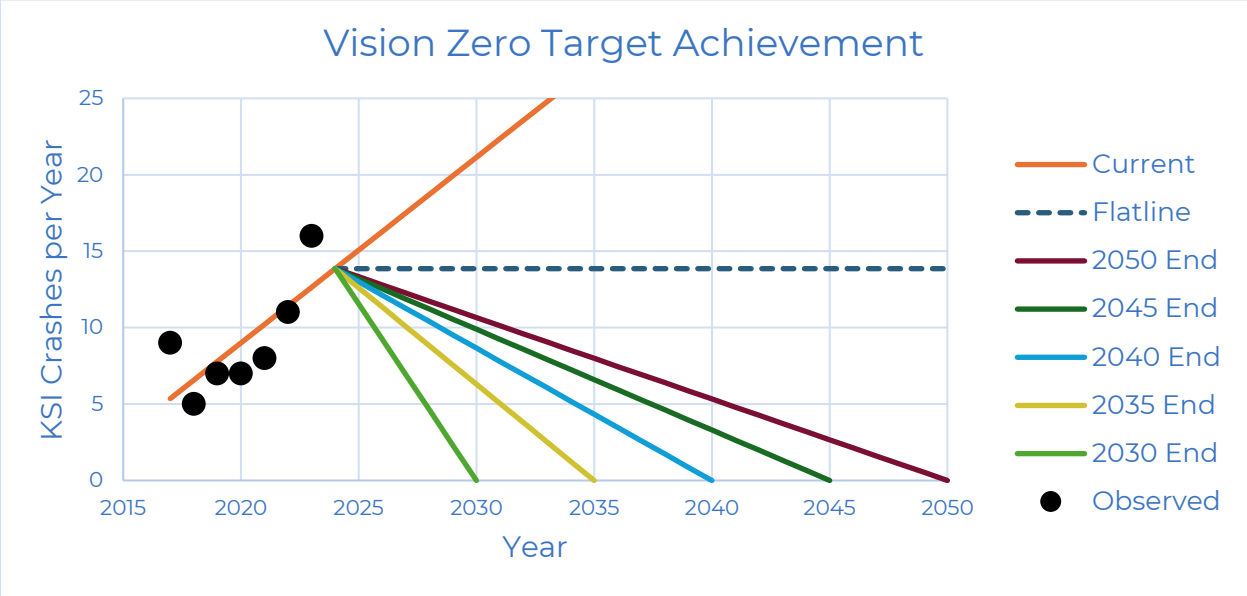


Figure 12: Path to Vision Zero Projections

Table 3: Path to Vision Zero Projections Reduction Targets

Path to Zero Target Year	Average Number of KSI Reductions per Year From 2024
2030	2.3
2035	1.29
2040	0.87
2045	0.66
2050	0.53

Ultimately, the Columbus comprehensive safety action plan will adopt a target year for reaching zero fatalities and serious injuries based in part on this analysis.

Data and Data Compilation / Conflation

Data was collected from a variety of sources for the safety analysis and reviewed for accuracy and usability within the analysis. The data used was only crash data and roadway data, both provided from the Nebraska DOT. The data extent covered the

city of Columbus as well as some select roadways outside of city limits to create an actionable analysis area for inclusion in future planning projects.

Data

Crash data, as well as roadway network data, was received from the Nebraska DOT for the years 2017-2023. The crash database contains compiled enforcement reported details such as crash severity, conditions, and manner of the crash.

Descriptive Statistics

Descriptive statistics were developed to determine factors that are associated with a higher crash risk and, specifically, higher KSI crash risk, using a data-driven methodology. The factors reviewed primarily revolved around the crash characteristics and temporal trends (year, month, day of week, etc.).

Methodology

Crash data was reviewed from the provided years of 2017-2023. Descriptive statistics do not account for exposure or relative rates, simply the raw number. Care should be taken when interpreting results and associated patterns. An example is daytime pedestrian crashes which are likely to manifest as a risk factor via descriptive statistics as more pedestrians typically walk during daytime and are similarly exposed to increased potential vehicle conflicts. However, this would not necessarily indicate a higher rate of daylight pedestrian crashes than during other times of day but, rather, simply that a majority of pedestrian crashes occur during daytime.

This review consisted of comparing the crash percentage of all crashes (regardless of severity) to the crash percentages of KSI crashes within several crash categories. Essentially, this is comparing two histograms for a given category. For example, when examining crashes by month, the percentage of all crash severities was compared to the percentage of KSI crashes for each month. Months where the percentage of KSI crashes was higher than the all crash severity percentage signified an over-representation of KSI crashes for that category. Categories where KSI crash proportions were lower than the all crash severity percentage signified that KSI crashes were under-represented.

Results

Key trends were identified by comparing the percentage of KSI crashes to all crashes (regardless of severity). This identified factors that are more likely to produce a KSI crash than other crash severities. Several key trends were graphed and are presented below. Some key observations for where the percentage of KSI crashes is higher:

- February, March, May, and August through November

- Saturday, Sunday, and Monday
- Horizontal and vertical curved roads
- Angle, Single vehicle, and turning vehicle crashes
- Dark - lighted conditions
- Barrier or grass medians

Key trends that are related to temporal trends and crash characteristics are presented in 13 through **Figure** 20. Each figure displays the factor categories along one axis and the percentage of that factor category along the other axis for both all crashes and KSI crashes. Labels for each data bar are provided. The first number is the crash count, be it the all crash or KSI crash, and the second number is the percentage of crashes in the category bin. In 13, the January bin for “All Crash” shows a value of “126, 8.86”. This means that January has 126 all crashes, and that 8.86% of all crashes occurred in January.

The first set of figures deal with temporal trends for total and KSI crashes. This includes the month, day of week, and year that crashes occurred. KSI crashes tended to occur in the months of February, March, May, and August through November. For the day of week, Saturday, Sunday, and Monday had a higher KSI percentage of crashes. Dark-lighted conditions had a higher KSI percentage. The percentage of KSI crashes rose for the last three years of data collection.

Figure 13: KSI Crashes by Month: Label [Total Count; %]

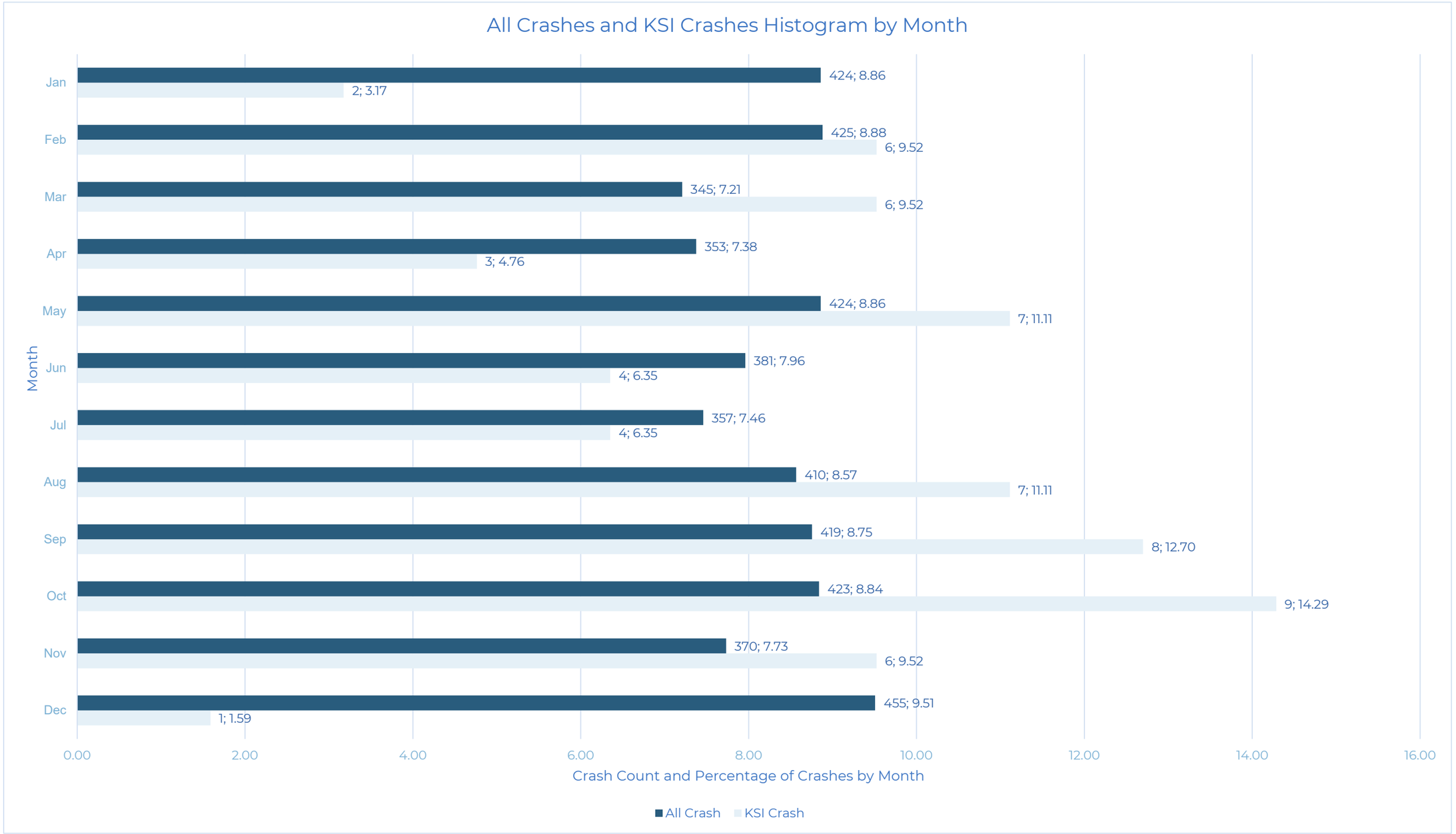


Figure 14: KSI Crashes by Day of Week: Label [Total Count; %]

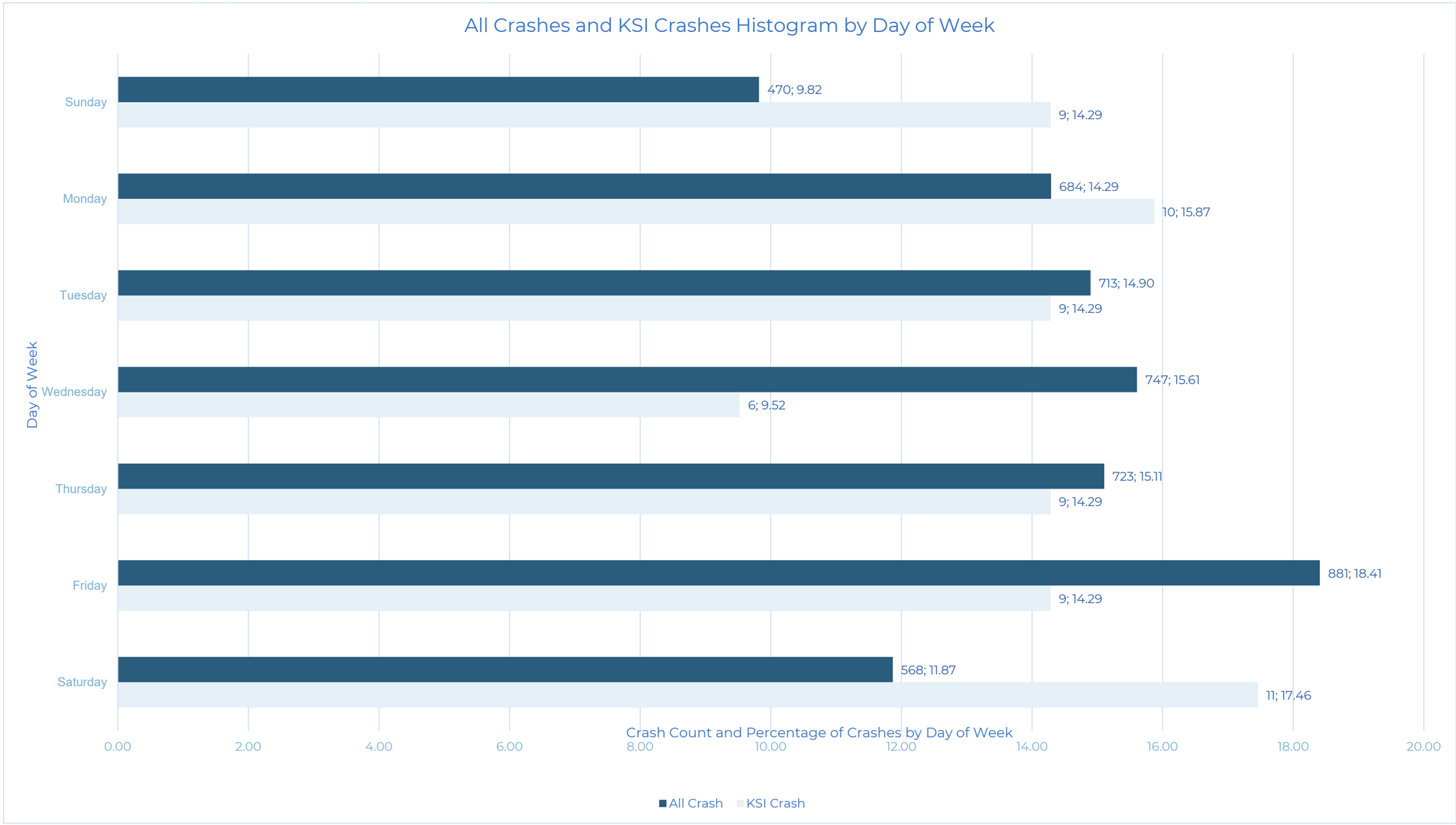


Figure 15: KSI Crashes by Year: Label [Total Count; %]

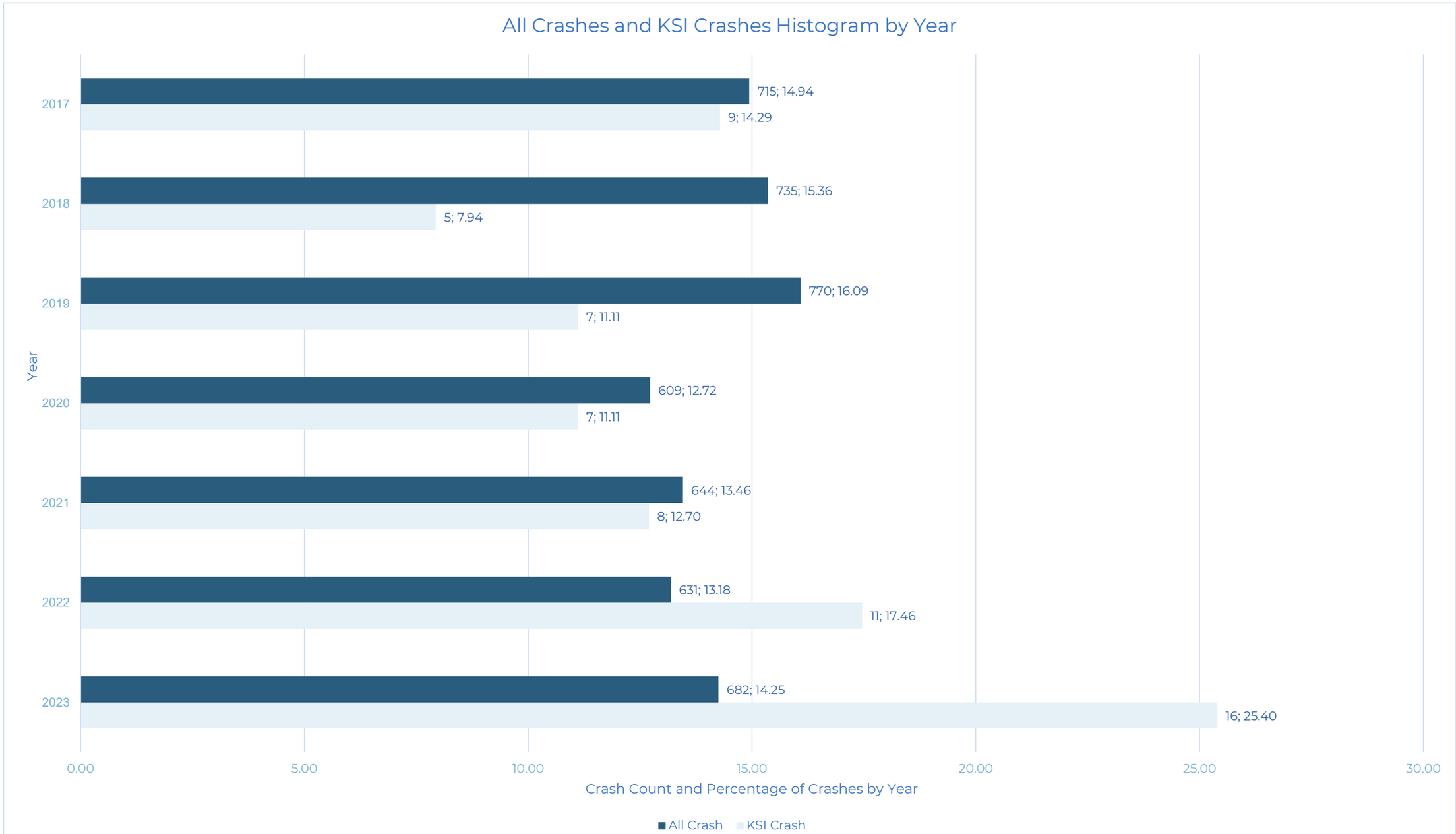
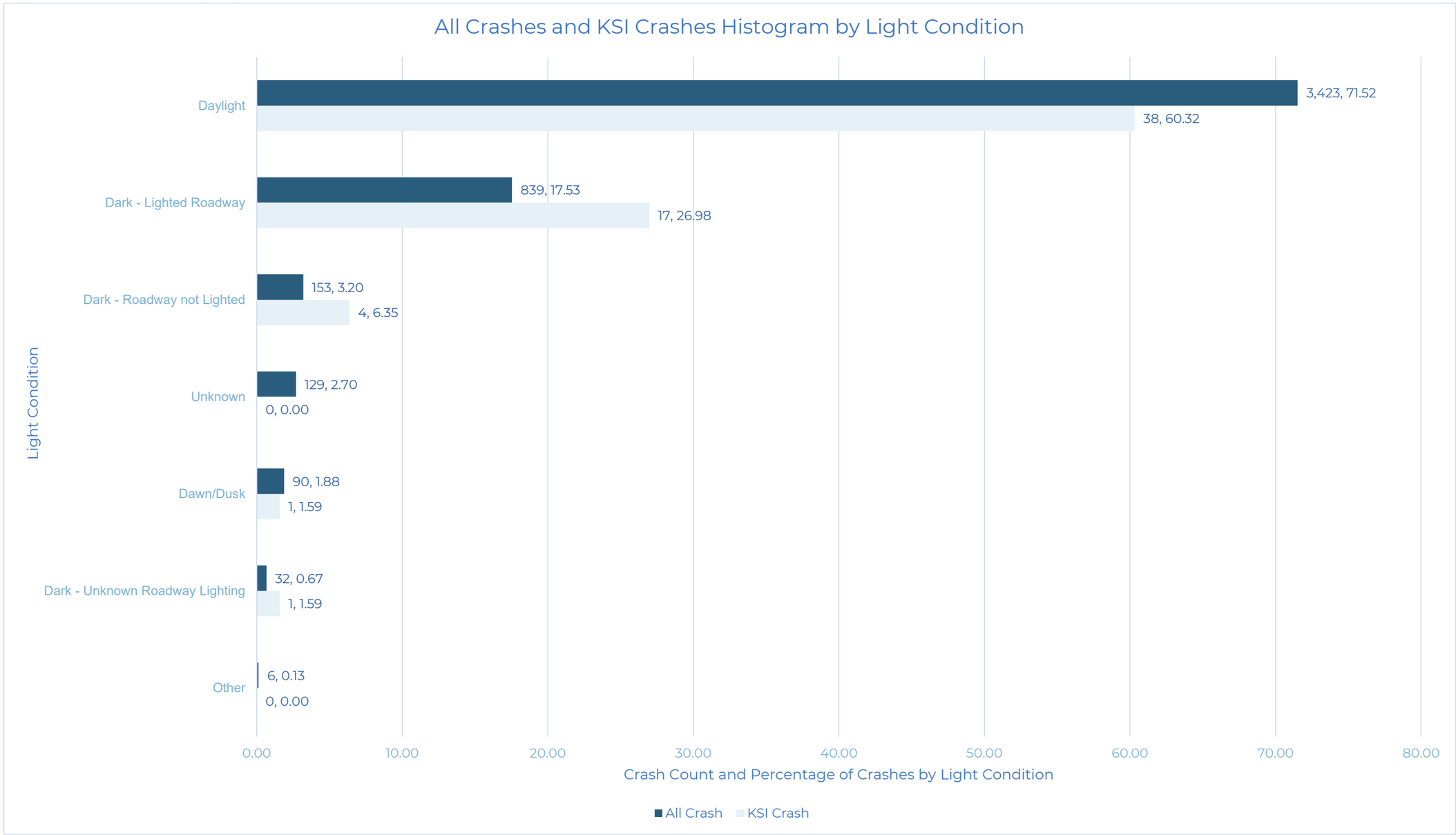


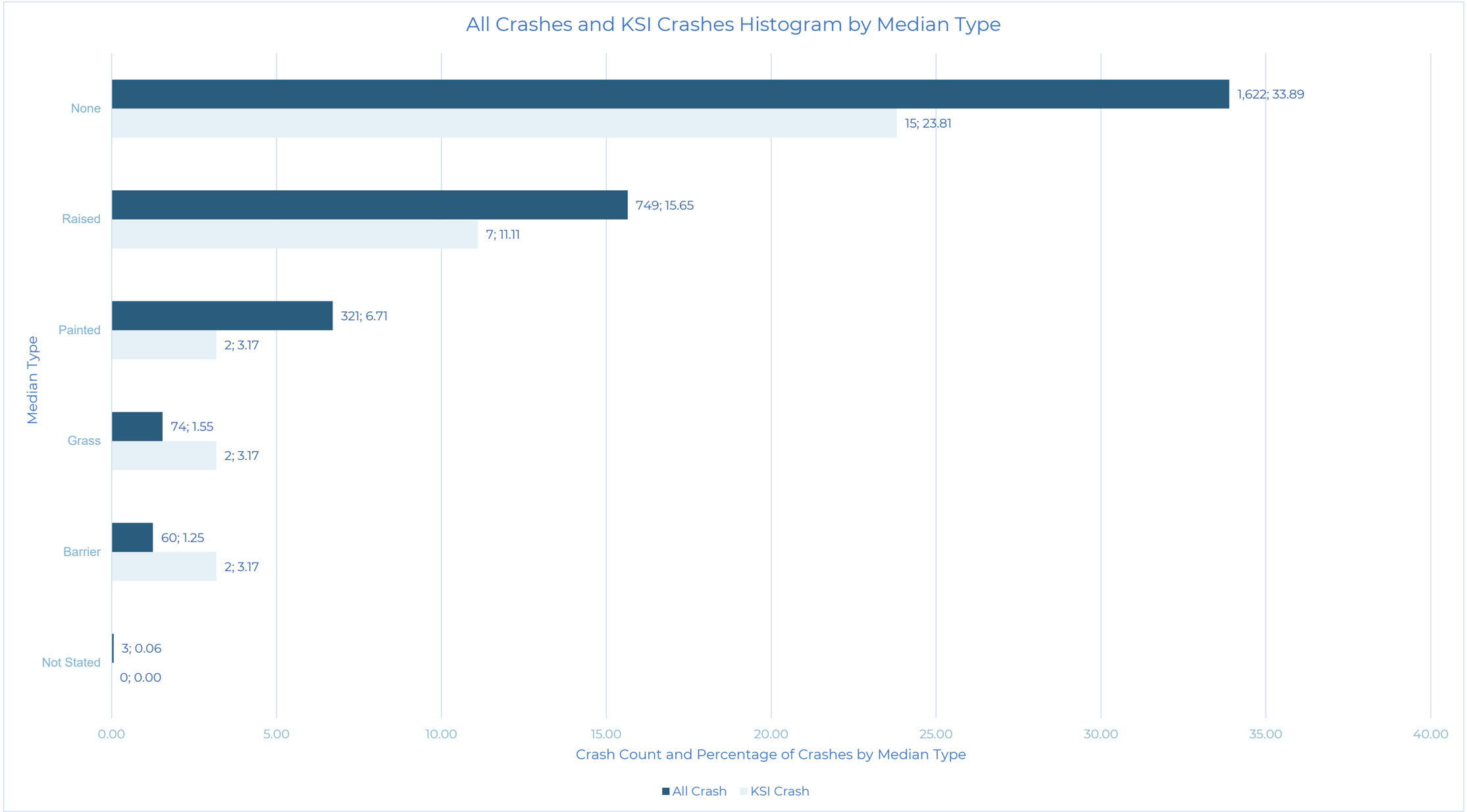
Figure 16: KSI Crashes by Light Condition: Label [Total Count; %]



The next group of descriptive statistics was based on crash and roadway characteristics. The crash data included several roadway features in the dataset itself. Due to data changes over time, some crash categories analyzed did not include the full 2017-2023 period, thus total crashes reduced from 4,786 to 2,829. Median types of grass and barrier had a higher KSI percentage and are also roads typically associated with higher speeds. Roads that had horizontal or vertical curves also had a higher percentage of KSI crashes. Additionally, angle, turning vehicle crashes, and single vehicle crashes had a higher percentage of KSI crashes.

*2017-2020 data only

Figure 17: KSI Crashes by Median Type: Label [Total Count; %]



*2017-2020 data only

Figure 18: KSI Crashes by Road Characteristic: Label [Total Count; %]

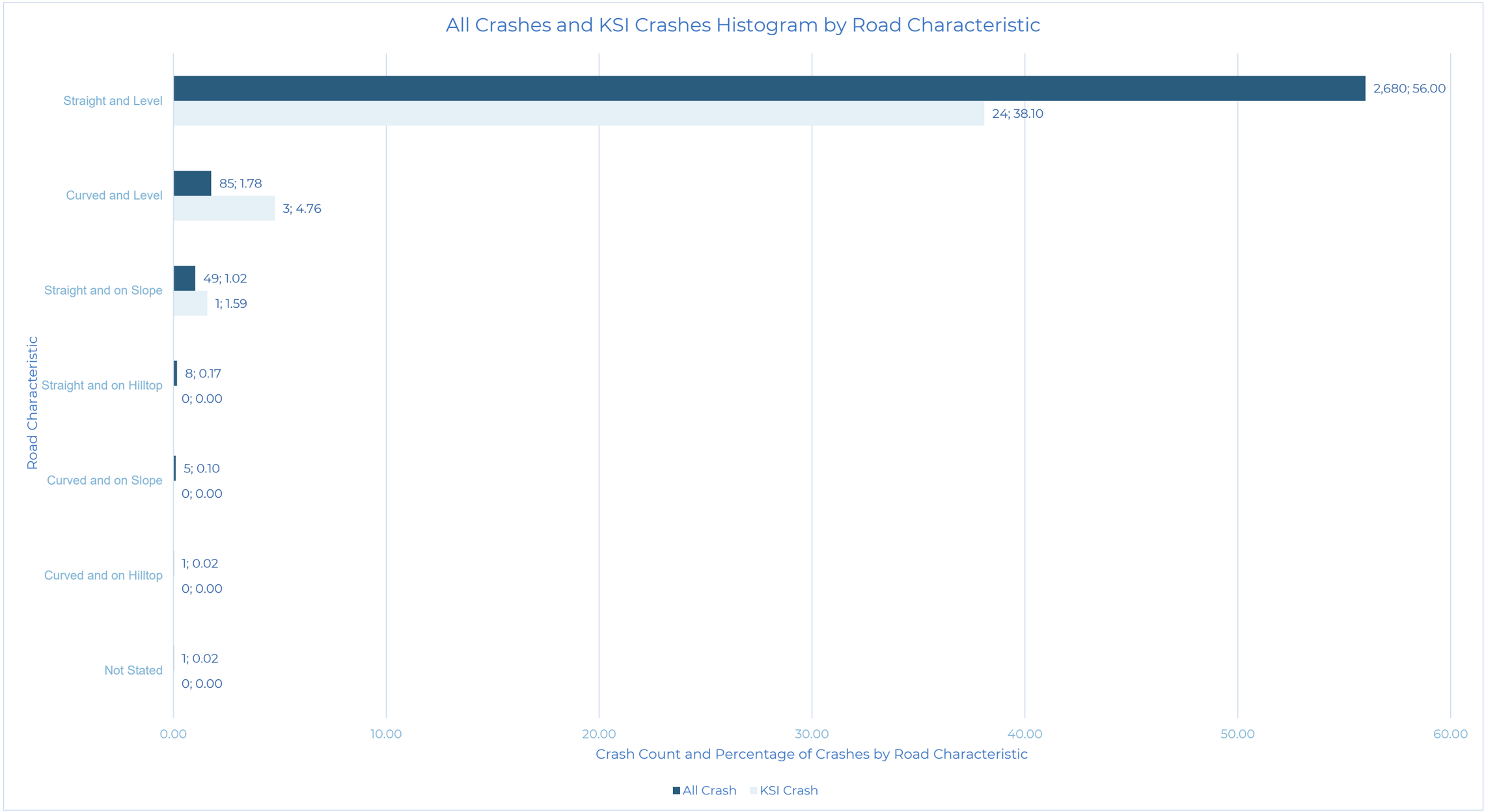


Figure 19: KSI Crashes by Crash Manner: Label [Total Count; %]

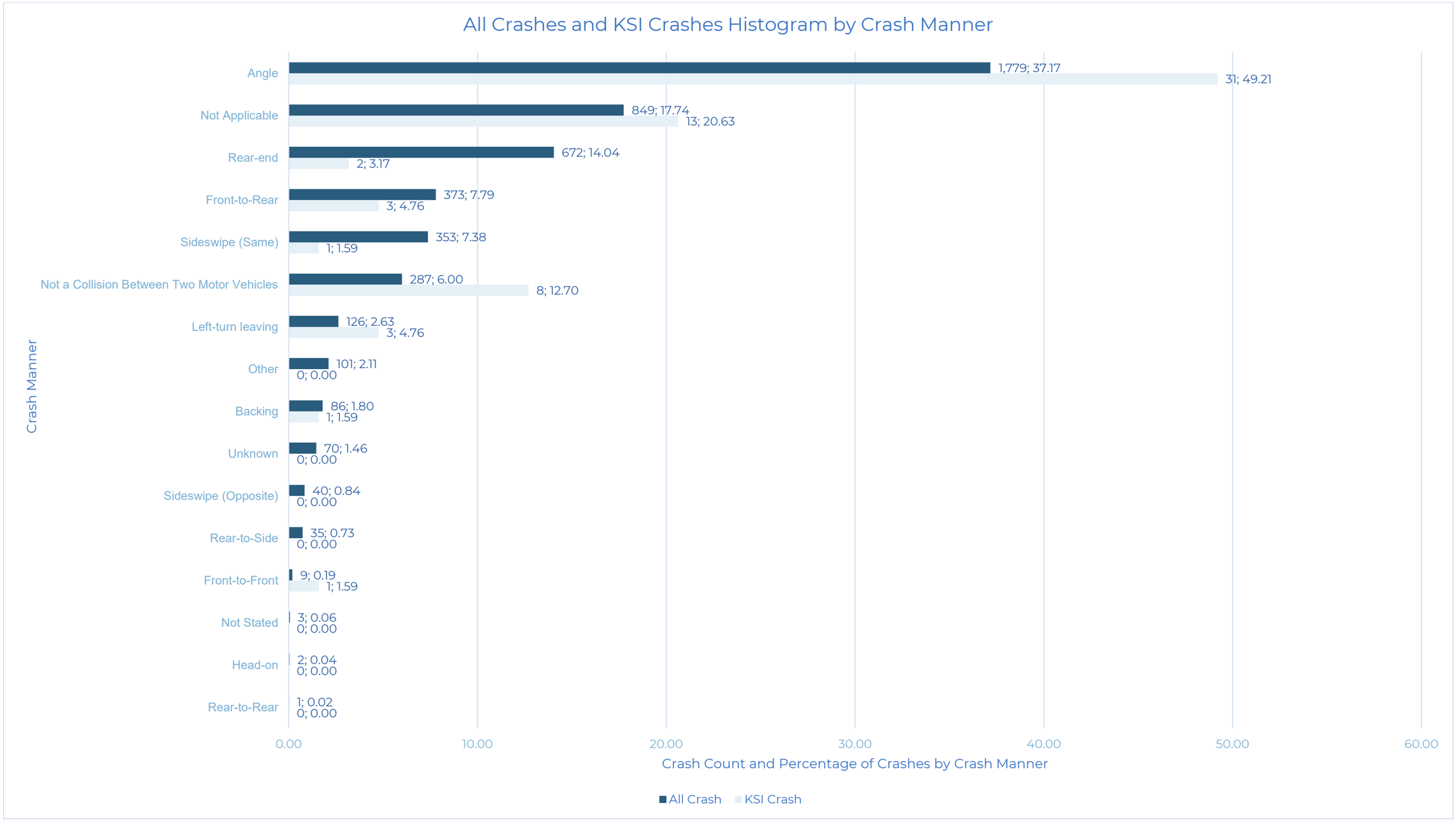
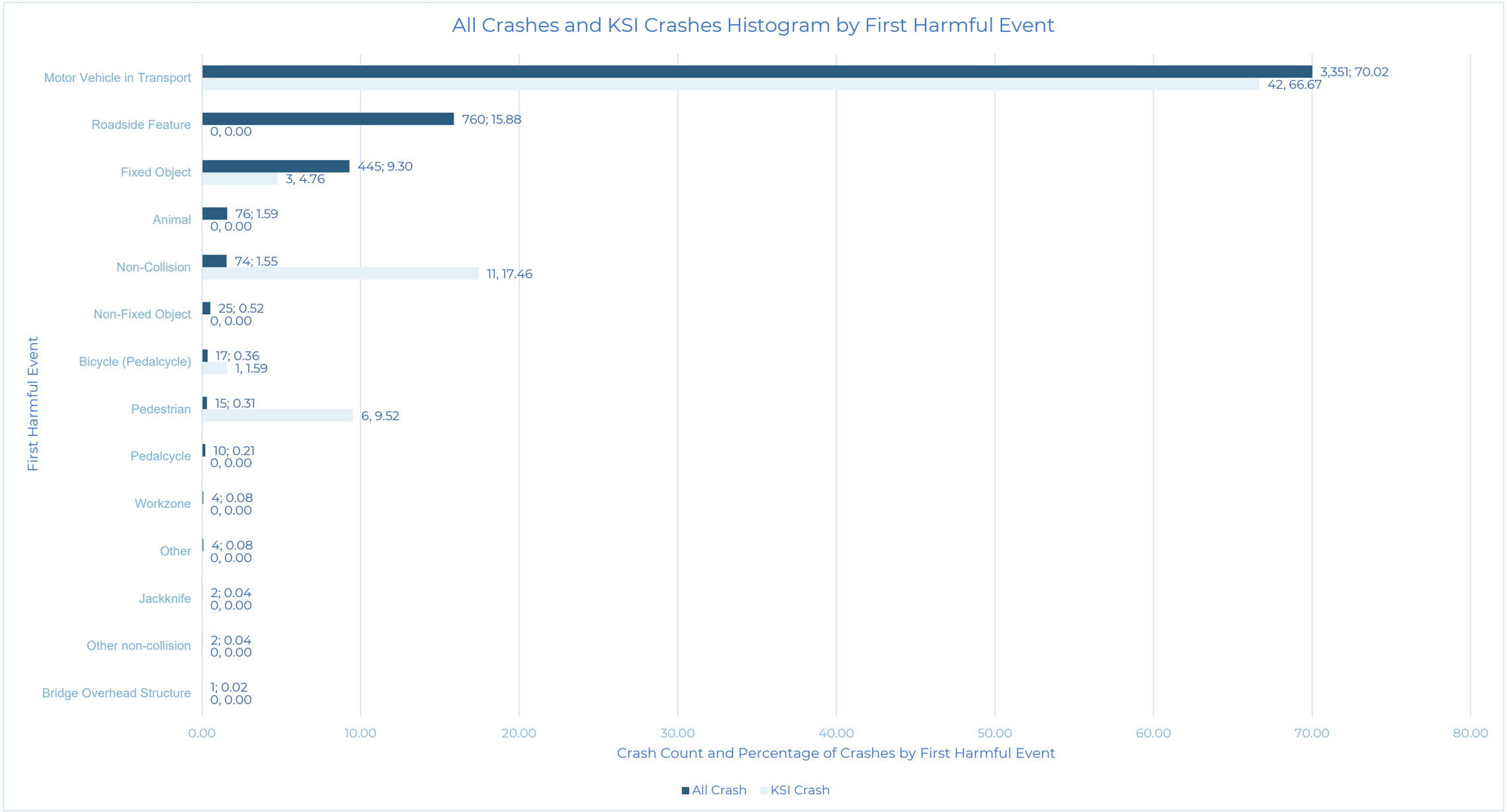


Figure 20: KSI Crashes by First Harmful Event: Label [Total Count, %]



High Injury Network (HIN)

The HIN was developed based on severe crash frequency along individual segments. Crash severities were weighted so that more severe crashes carried more emphasis in the HIN. Creating a network based on weighted crash severities can highlight areas that experience KSI crashes, rather than a focus on total crash count. Targeting KSI crashes are more aligned with Safe System Approach. Injury levels below "Serious Injury" were included as potential proactive indicators to a future severe crash – but were weighted at a lower level. Identifying crash locations based on crash frequency can be performed via various methodologies such as hot-spot analysis or network screening in addition to the HIN. For the Columbus safety analysis, the HIN analysis method was used.

Methodology

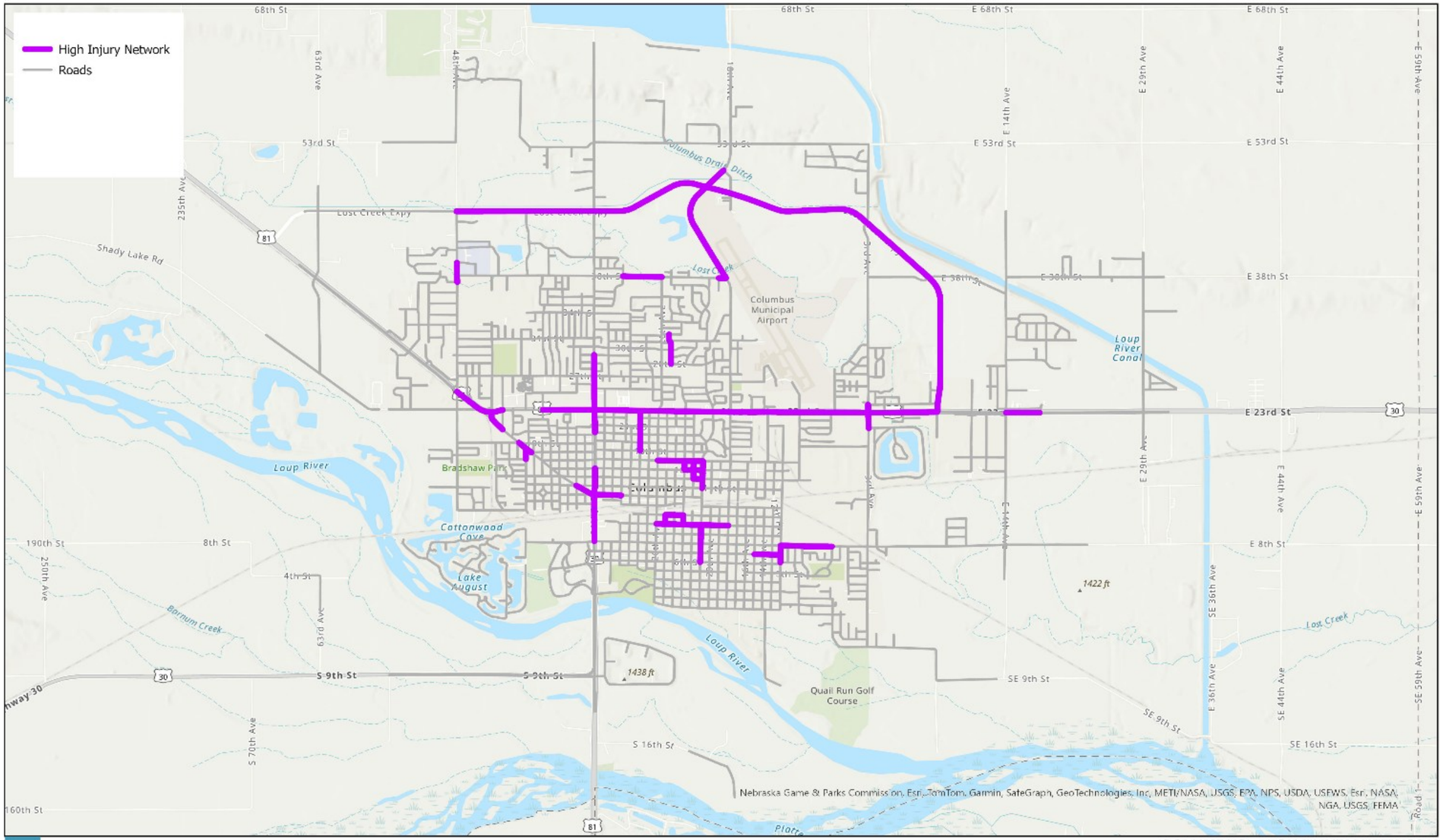
The crash data and roadway data were joined by snapping each crash to the nearest roadway segment for mid-block crashes and to the nearest intersection within 250' for intersection crashes. The intersection crashes were then tied to both intersecting roadway segments. This was done as the exact GPS location may not tag the crash to the correct roadway segment.

To weigh the crashes for the HIN, a severe crash density was calculated for each roadway segment. This included only KAB crashes. The KA crashes had a weight of 1 while the B crash severity had a weight of 0.1. The sum of the crash weights was taken for each segment. Crashes at intersections were tied to each intersecting segment. Once a sum of the crash weights was calculated, the crash weights were divided by the segment length to get a crash weight density. The highest ranked, or highest density segments, were then selected for the HIN. Some manual simplification of the network was also employed to join small, isolated segments into more coherent corridors. The final selection of segments aimed to capture at least 80% of KA crashes while covering less than 10% of roadway miles.

Results

The final HIN consists of just 7.5% of the roadway miles in the analysis area but covers 84.1% (53 out of 63) of fatal and serious injury (KSI) crashes. A map of the final HIN is provided in **Figure** 21.

Figure 21: High Injury Network Map



COLUMBUS - HIGH INJURY NETWORK

High-Risk Networks (HRN)

A High-Risk Network (HRN) analysis involves identifying corridors that have greater risk in relation to a specific crash contributing factors based on the crash data. These crash contributing factors that stand out are referred to as key emphasis areas.

Key emphasis areas are identified for the analysis. Each emphasis area has a threshold selected to target approximately 10% of the roadway network based on the crash count for the key emphasis areas. This provides a network for specific crash factors that is also a manageable network in size, helping prioritize agency efforts and funds. This can guide planning, design, and leadership decisions or identify locations for specific crash type countermeasures or treatments.

Methodology

The crash categories, or key emphasis areas, were identified through the descriptive statistics and the Nebraska SHSP. The crash data was assigned to the nearest roadway segment. For each key emphasis area, crash counts per segment were sorted from highest to lowest, selecting those segments with the greatest number of emphasis-area crashes until their combined length comprised a target 10% of the total roadway network. This was an iterative process to reach the approximate thresholds. The process for each key emphasis area is as follows:

- Calculate the number of key emphasis area crashes for each segment.
- Calculate the roadway network percentage share for each segment based on centerline mileage.
- Sort the segments in descending order of most key emphasis area crashes to the least number of key emphasis area crashes.
- Group segments based off their key emphasis area crash totals. Aggregate the roadway network miles and network percentage share for all segments in the group.
- Work in a descending fashion including each crash total group until the cumulative network percentage exceeds the 10% threshold. Once the 10% threshold is met, remove the last included segment to get under the 10% threshold. Discretion was applied when deciding whether to stay above or below the target threshold based on how far above or below the results provided.

The results of this process are provided in **Table** 4 for segments. **Table** 4 provides the key emphasis area, the crash threshold, and the roadway network share.

A similar process was performed for intersection crashes. Intersection crashes were defined as crashes within 250’ of an intersection. The target threshold for intersections was approximately 5% of all intersections. The results are provided in

Table 5. **Table** 5 provides the key emphasis area, the crash threshold, and the intersection network share.

Results

Location-based crash maps and data were analyzed for eight key emphasis areas resulting in separate HRNs. These areas were selected based on the descriptive statistics as well as the available crash data linked to roadway data. The HRN categories are:

- All crashes
- KSI
- Intersections
- Alcohol
- Young Drivers (Under 21)
- Motorcycle
- Angle
- VRU

Two tables are provided with an overview of the crash threshold values and the network segment, or intersection share in **Table** 4 for segments and **Table** 5 for intersections.

Table 4: Segment HRN Emphasis Areas Summary

HRN	Threshold (crash count greater than or equal to)	Miles of Roadway	Percent of Roadway Network
All	14	24	12%
Angle	9	20	10%
Alcohol	1	26	13%
KSI	1	19	9%
Motorcycle	1	11	5%
Young Driver	4	23	12%
VRU	1	8	4%

Table 5: Intersection HRN Emphasis Areas Summary

HRN	Threshold (greater than or equal to)	Number of Intersections Meeting Threshold	Percent of Intersections
All	17	115	6%
Angle	9	107	5%
Alcohol	2	37	2%
KSI	1	94	5%

Motorcycle	1	51	3%
Young Driver	5	99	5%
VRU	1	65	3%

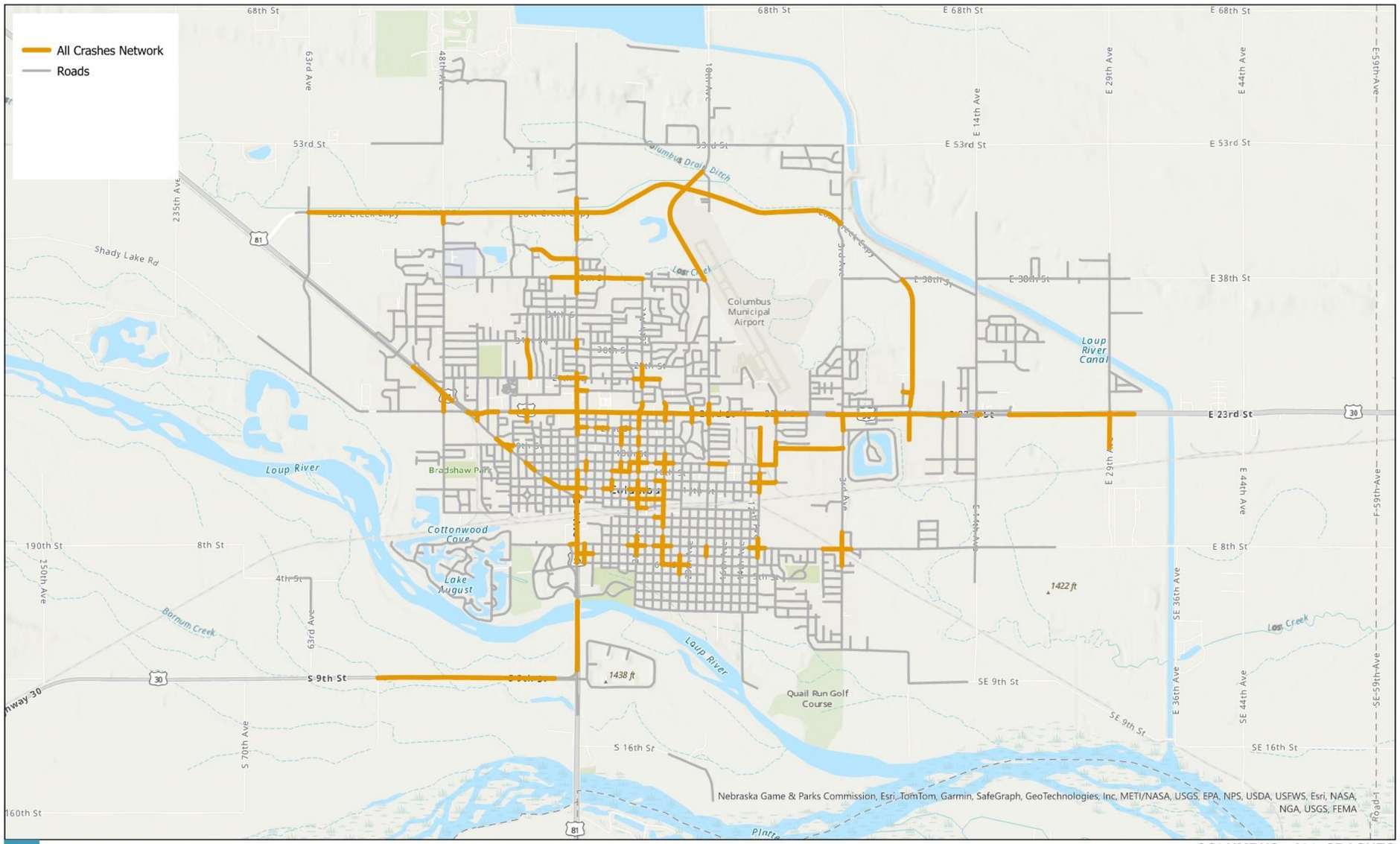
Each KEA following provides a summary of crashes along with the HRN map. A KEA crash type total is provided for all crash severities and KSI crashes. The percentages provided are the percentage of total crashes and the percentage of KSI crashes. For example: The KEA HRN includes 314 total KEA crashes (10%) and 5 KEA KSI crashes (11%). The (10%) is 314 KEA crashes out of 3,141 total crashes counted for the study and the (11%) is 5 KSI KEA crashes out of 46 total KSI crashes counted for the study area.

All

The All segment network covers 12% of the roadway network. There are 2,997 crashes (63%) and 43 KSI crashes (68%) in the all-crash network.

The All segment network is presented in **Figure** 22. Any roadway segment that meets or exceeds the threshold is displayed. The network consists of corridors along US 30, the US 30 bypass, 33rd Avenue, Howard Boulevard, and sections around the downtown area.

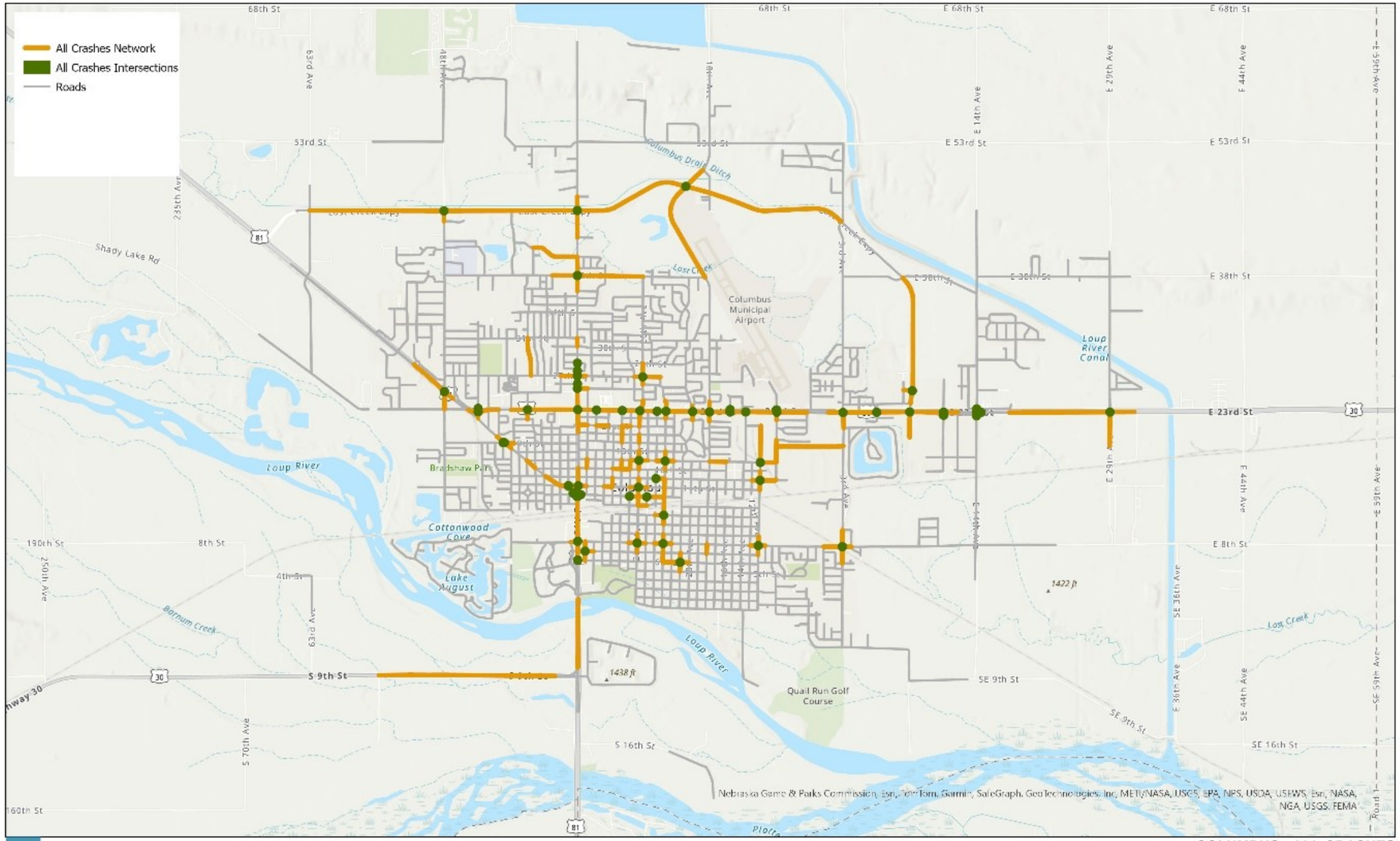
Figure 22: All-Crash HRN – Segments



The All intersection network covers 6% of the intersection network. There are 2,733 crashes (57%) and 45 KSI crashes (71%) in the all-intersection network.

The All intersection network is presented in 23. Any intersection that meets or exceeds the threshold is displayed. The network consists of corridors along US 30, the US 30 bypass, 33rd Avenue, Howard Boulevard, and sections around the downtown area.

Figure 23: All-Crash HRN – Intersections



KSI

The KSI segment network covers 10% of the roadway network and includes 63 total KSI crashes, all of which are KSI crashes and is 100% of the KSI crashes.

The KSI segment network is presented in **Figure** 24. Any roadway segment that meets or exceeds the threshold is displayed. The network consists of corridors along US 30, the US 30 bypass, 33rd Avenue, Howard Boulevard, 8th Street, and sections around the downtown area.

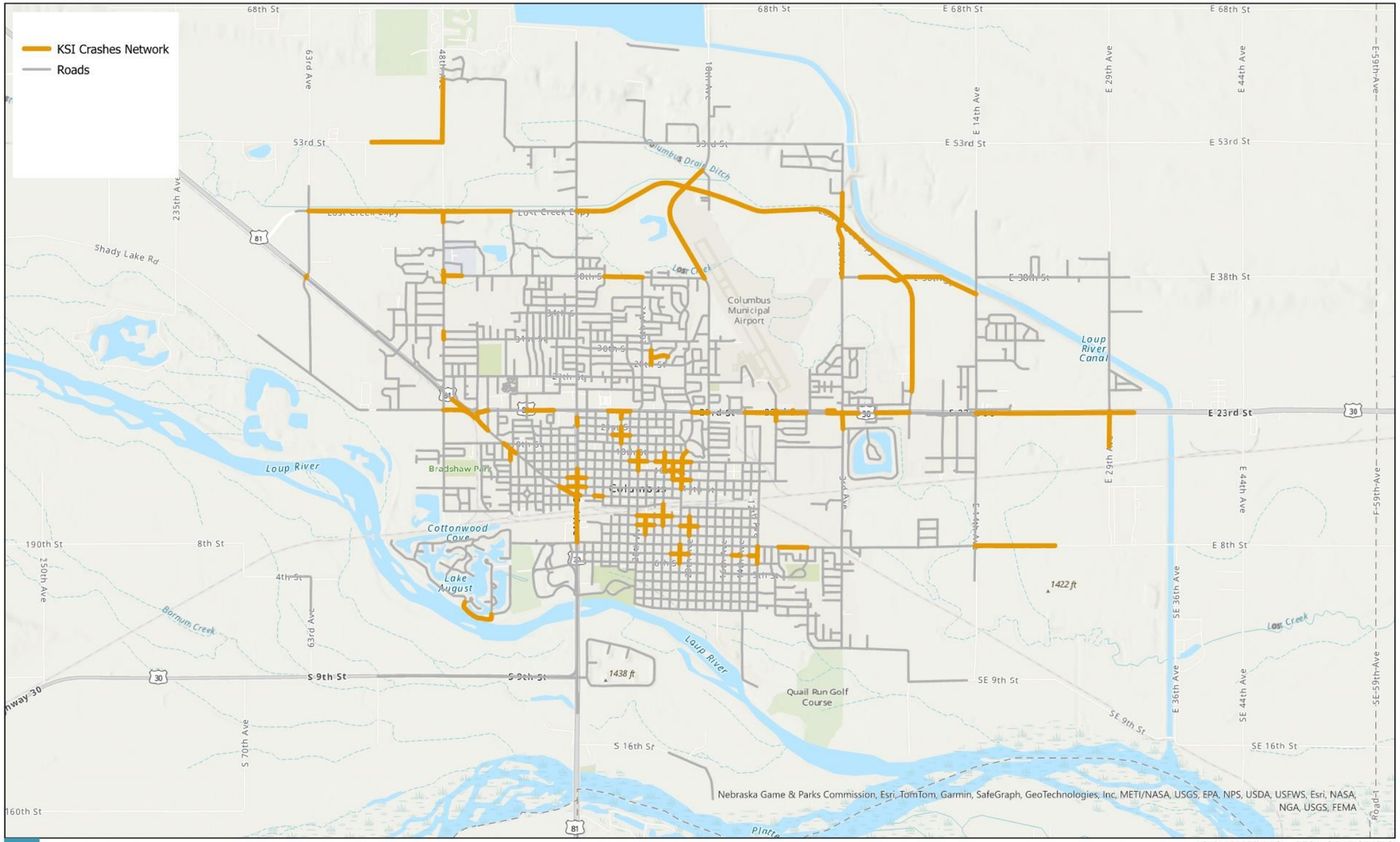
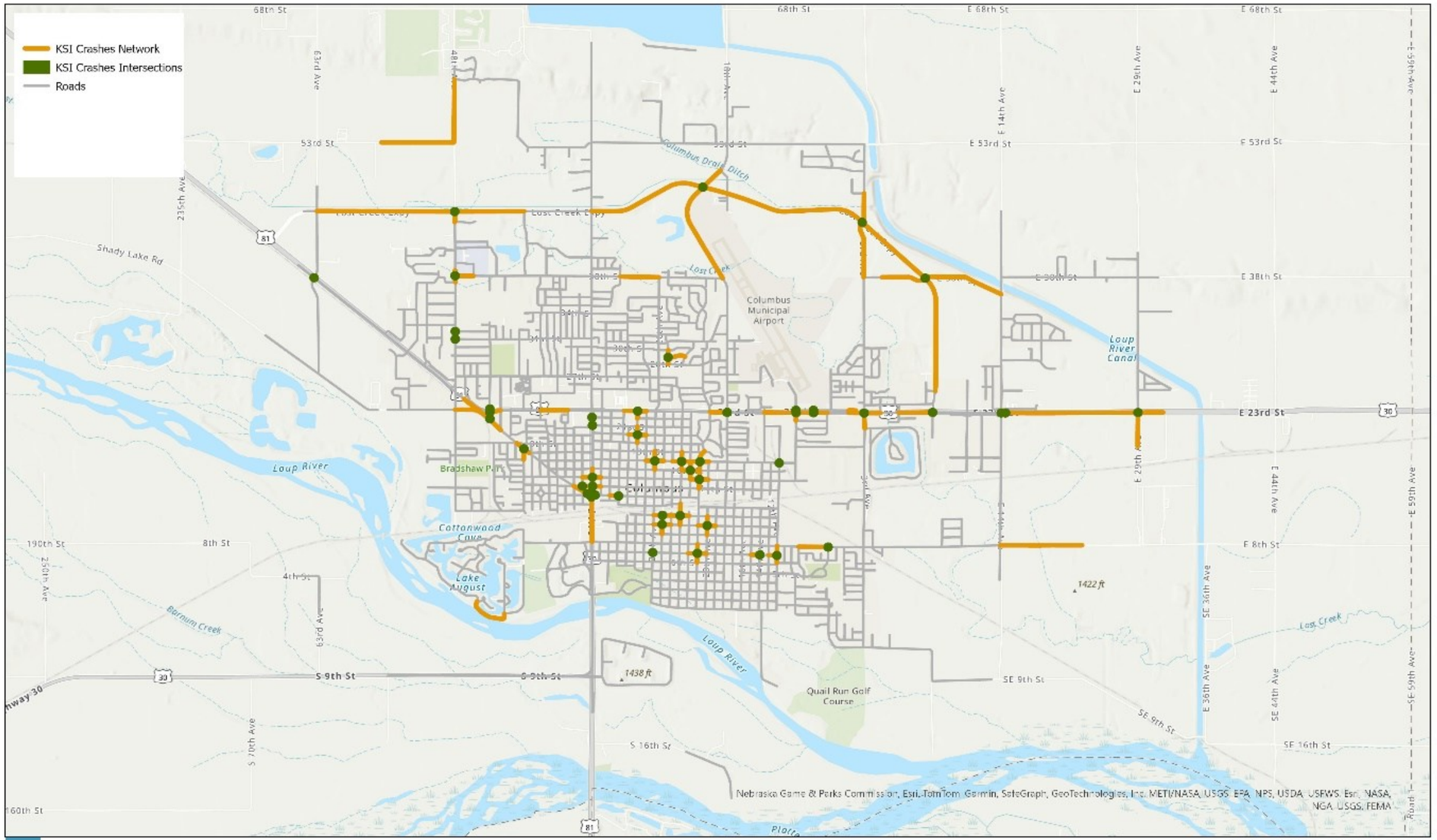


Figure 24: KSI-Crash HRN - Segment

The KSI intersection network covers 5% of the intersection network. This is 56 crashes, all of which are KSI (1% of total crashes and 89% of KSI crashes).

The KSI intersection network is presented in **Figure** 25. Any intersection that meets or exceeds the threshold is displayed. The network consists of corridors along US 30, the US 30 bypass, 33rd Avenue, Howard Boulevard, 8th Street, and sections around the downtown area.

Figure 25: KSI-Crash HRN - Intersection



COLUMBUS - KSI CRASHES

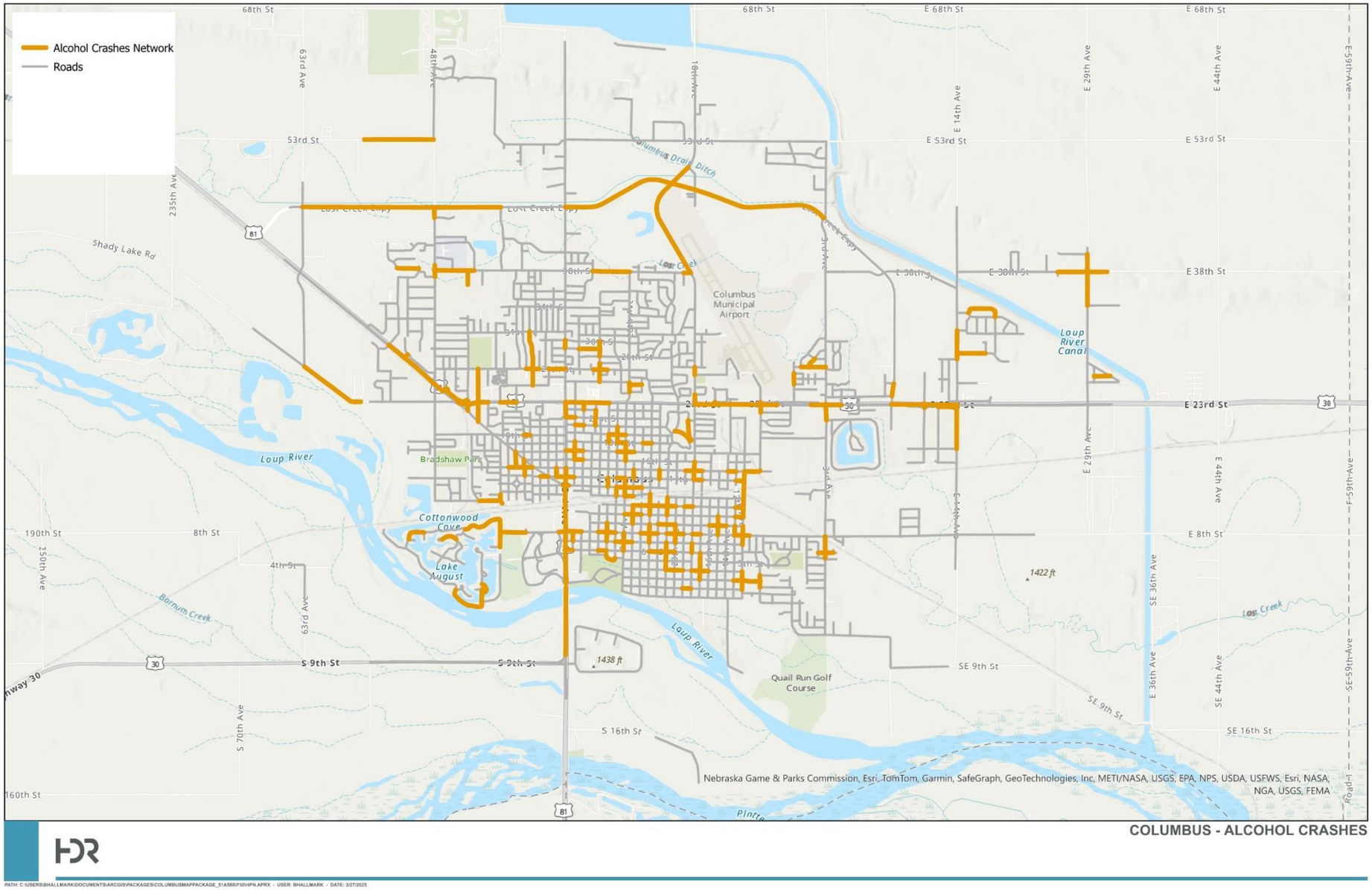
Alcohol

An Alcohol crash HRN is made up of crashes where alcohol was suspected to be a factor in the crash.

The Alcohol segment network covers 13% of the roadway network and includes 100% of alcohol crashes in Columbus. The Alcohol HRN includes 149 alcohol crashes (3%) and 8 KSI alcohol crashes (13%).

The Alcohol segment network is presented in **Figure** 26. Any roadway segment that meets or exceeds the threshold is displayed. The network consists of corridors along US 30, the US 30 bypass, 33rd Avenue, Howard Boulevard, 8th Street, and sections around the downtown area.

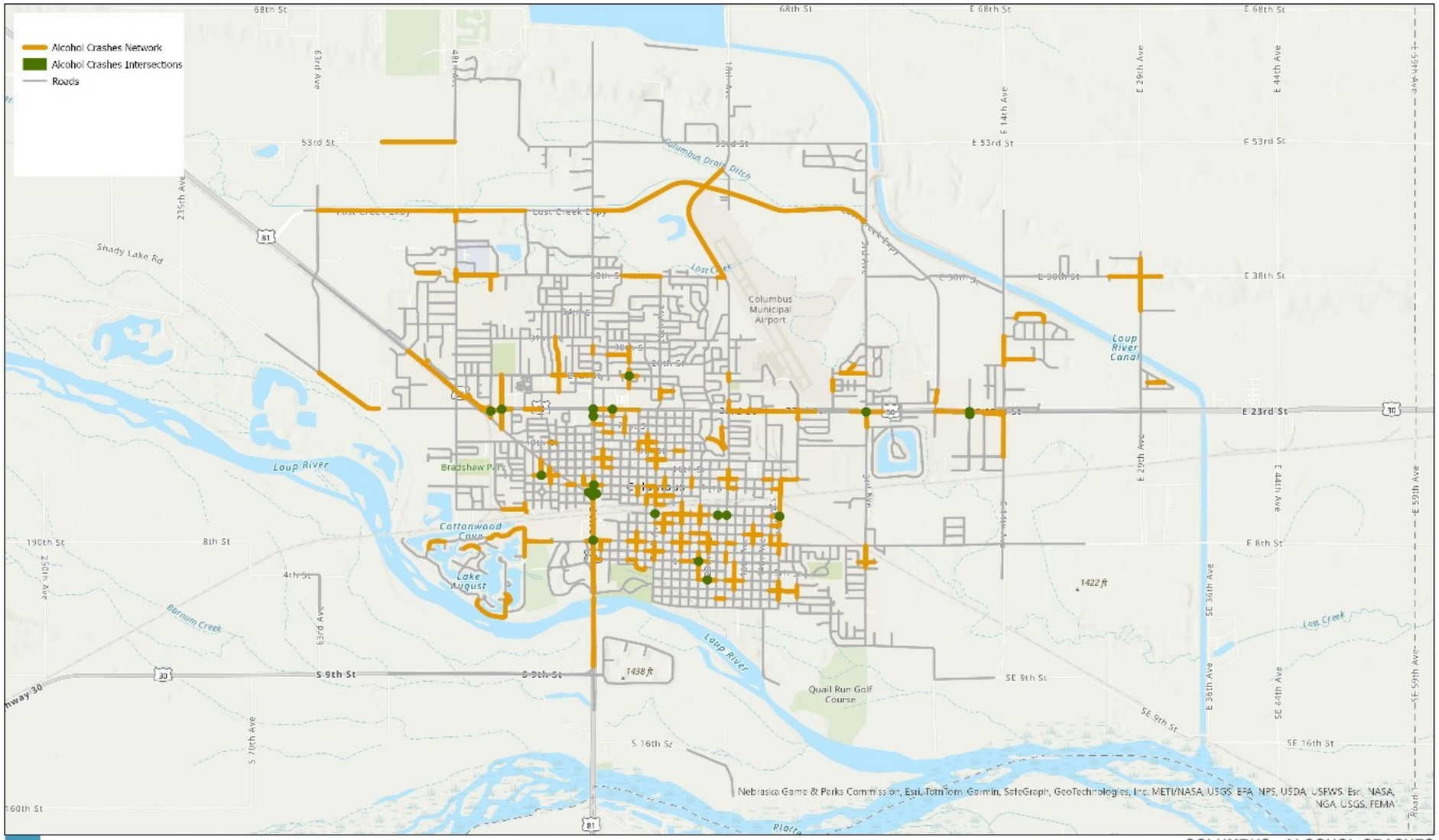
Figure 26: Alcohol-Crash HRN - Segment



The Alcohol intersection network covers 5% of the intersection network and includes 44% of alcohol crashes. The Alcohol HRN includes 66 total crashes (1%) and 5 KSI crashes (8%).

The Alcohol intersection network is presented in **Figure** 27. Any intersection that meets or exceeds the threshold is displayed. The network consists of corridors along US 30, the US 30 bypass, 33rd Avenue, Howard Boulevard, 8th Street, and sections around the downtown area.

Figure 27: Alcohol-Crash HRN - intersection



COLUMBUS - ALCOHOL CRASHES

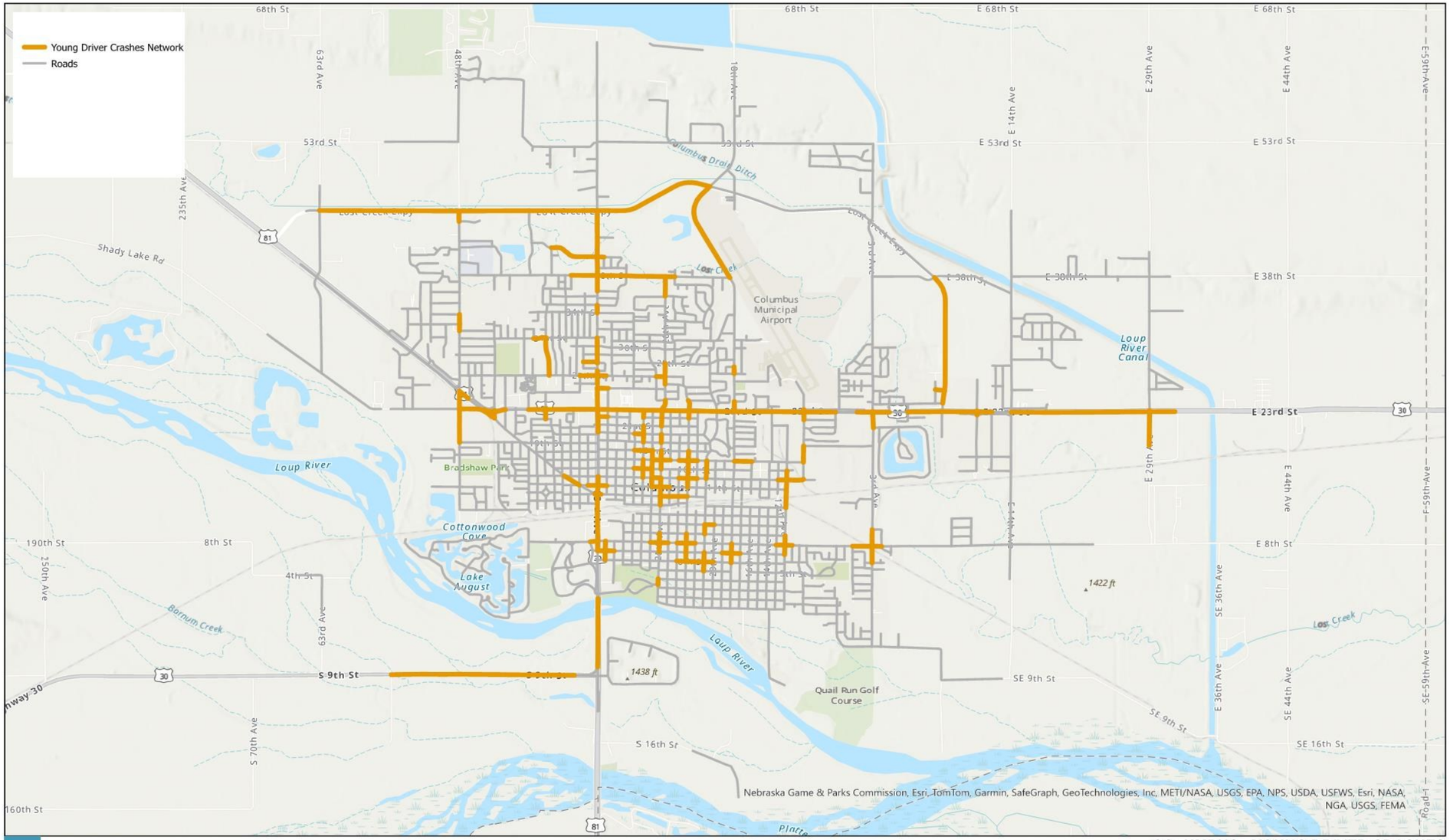
Young Driver

A Young Driver crash HRN is made up of crashes where at least one of the drivers involved was under the age of 21.

The Young Driver segment network covers 12% of the roadway network and includes 70% of young driver crashes in Columbus. The Young Driver HRN includes 772 young driver crashes (16%) and 6 young driver KSI crashes (10%).

The Young Driver segment network is presented in **Figure** 28. Any roadway segment that meets or exceeds the threshold is displayed. The network consists of corridors along US 30, the US 30 bypass, 33rd Avenue, Howard Boulevard, 8th Street, and sections around the downtown area.

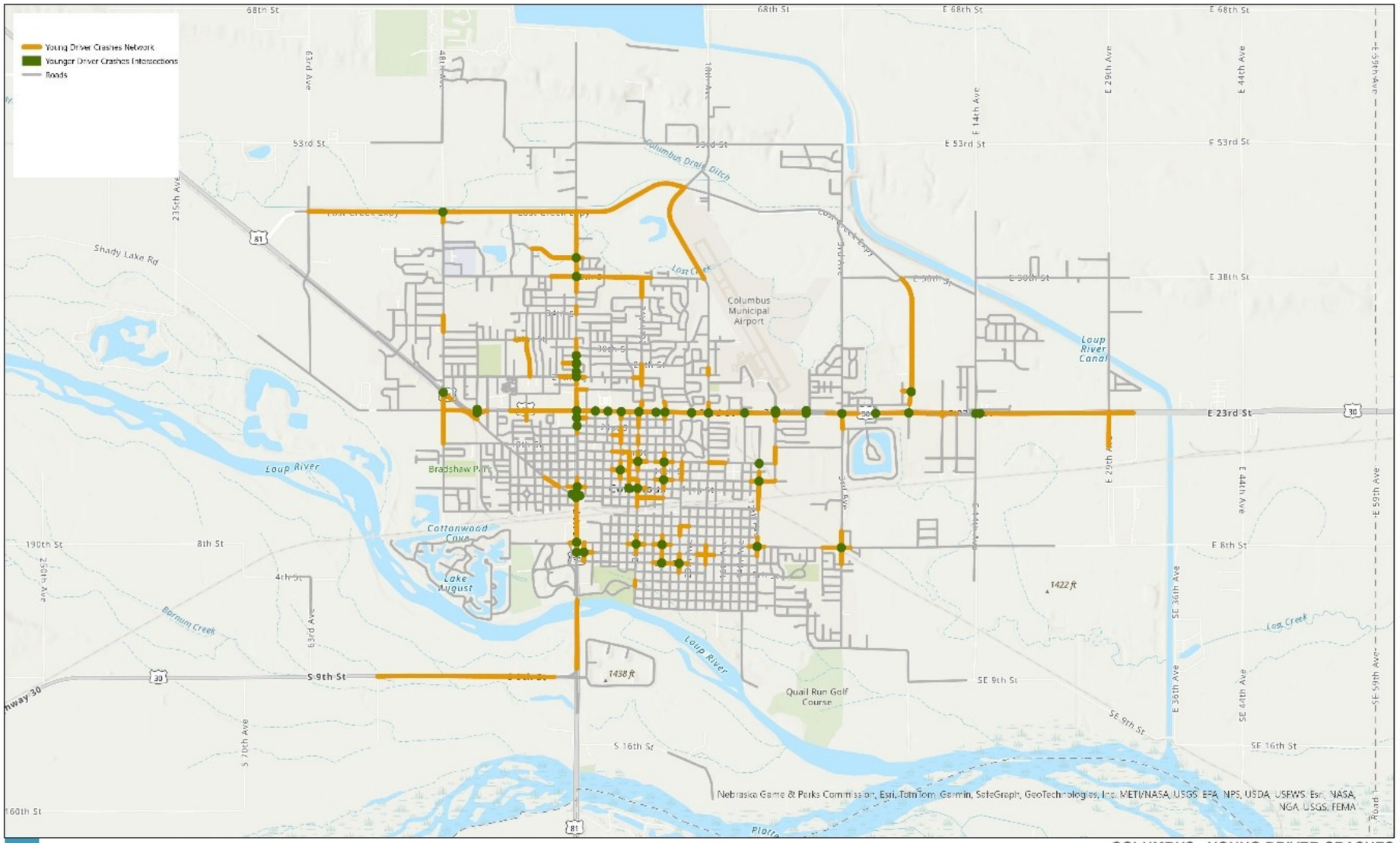
Figure 28: Young Driver-Crash HRN - Segment



The Young Driver intersection network covers 5% of the intersection network and includes 61% of all young driver crashes. The Young Driver HRN includes 667 young driver crashes (14%) and 7 young driver KSI crashes (11%).

The Young Driver intersection network is presented in **Figure** 29. Any intersection that meets or exceeds the threshold is displayed. The network consists of corridors along US 30, the US 30 bypass, 33rd Avenue, Howard Boulevard, 8th Street, and sections around the downtown area.

Figure 29: Young Driver-Crash HRN - Intersection



COLUMBUS - YOUNG DRIVER CRASHES

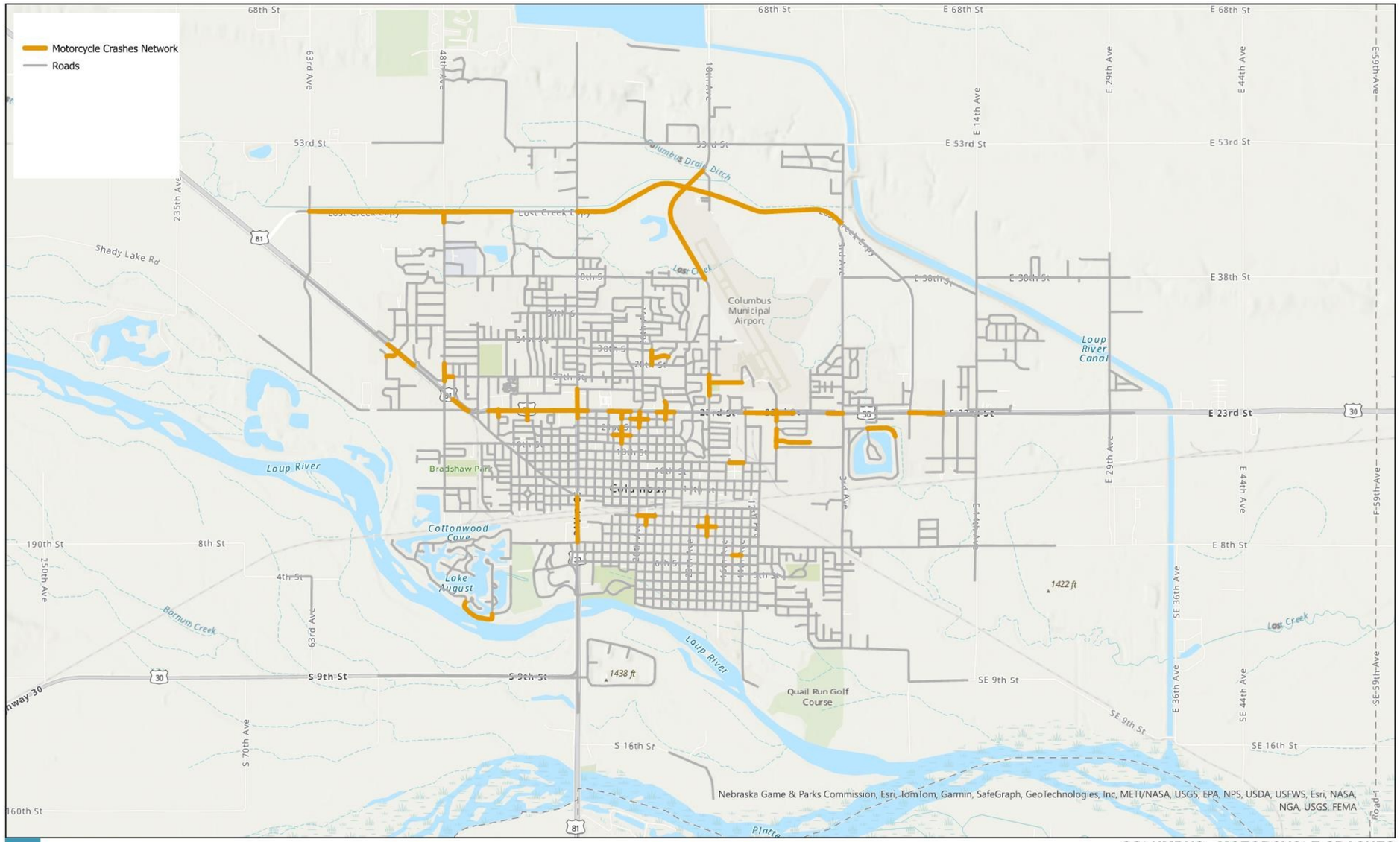
Motorcycle

A Motorcycle crash HRN is made up of crashes where at least one of the vehicles involved was a motorcycle.

The Motorcycle segment network covers 5% of the roadway network and includes 100% of motorcycle crashes in Columbus. The Motorcycle HRN includes 30 crashes (less than 1%) and 9 KSI crashes (14%).

The Motorcycle segment network is presented in **Figure** 30. Any roadway segment that meets or exceeds the threshold is displayed. The network consists of corridors along US 30, the US 30 bypass, and 33rd Avenue.

Figure 30: Motorcycle-Crash HRN – Segment



COLUMBUS - MOTORCYCLE CRASHES

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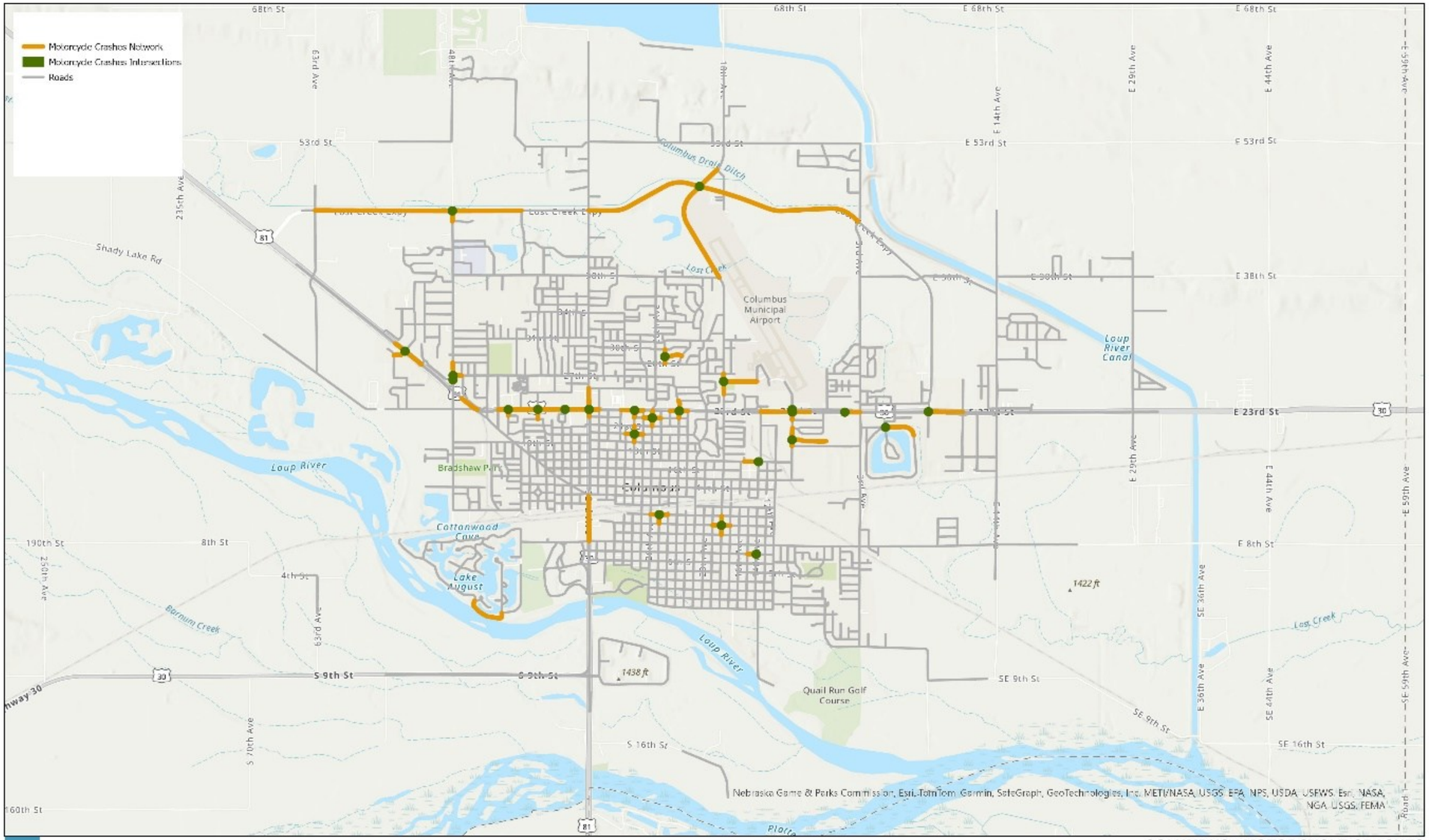
The Motorcycle intersection network covers 3% of the intersection network and includes 64% of motorcycle crashes. The Motorcycle HRN includes 19 total crashes (less than 1%) and 5 KSI crashes (8%).

The Motorcycle intersection network is presented in **Figure** 31. Any intersection that meets or exceeds the threshold is displayed. The network consists of corridors along US 30, the US 30 bypass, and 33rd Avenue.

Figure 31: Motorcycle-Crash HRN - Intersection



COLUMBUS - MOTORCYCLE CRASHES

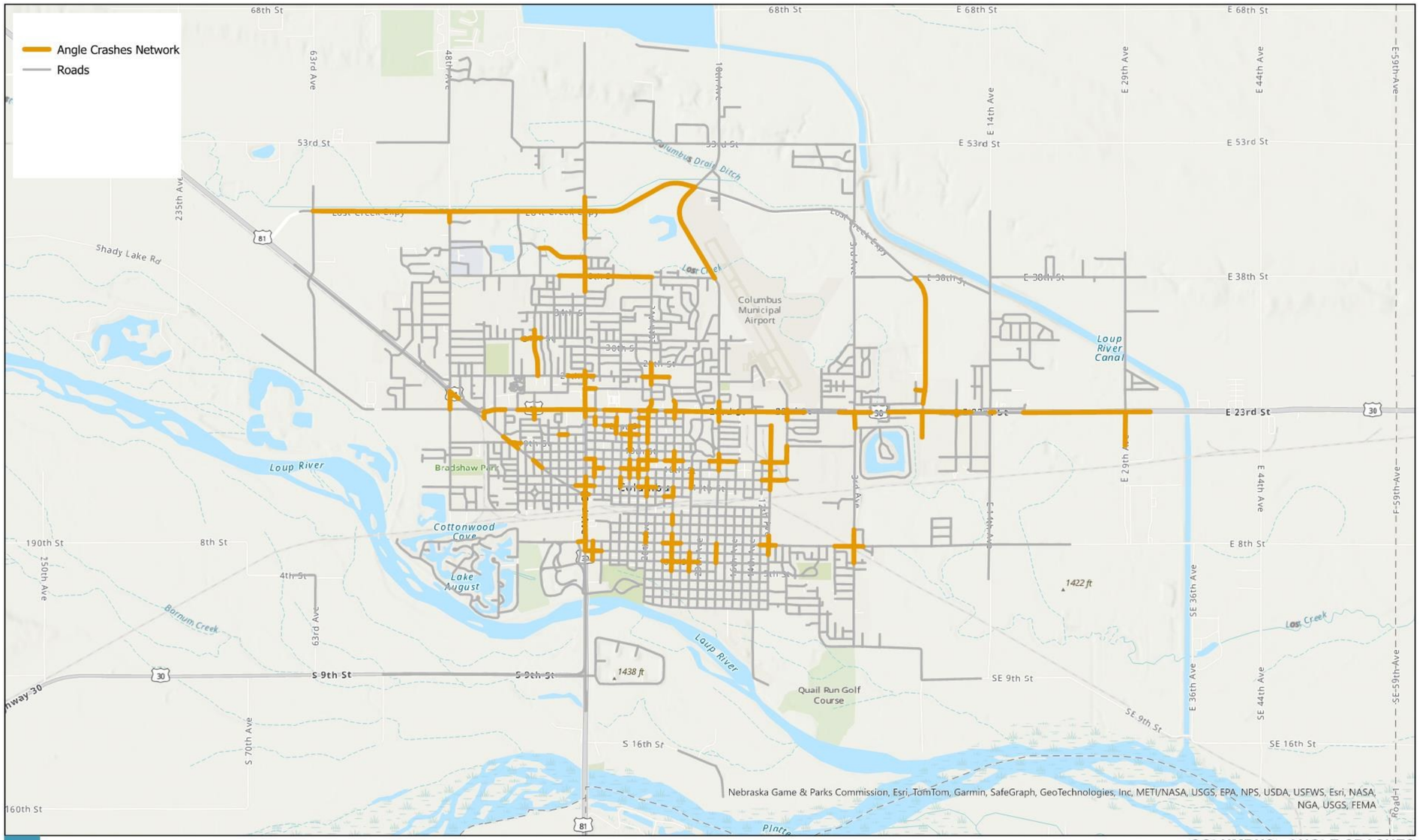
Angle

An Angle crash HRN is made up of crashes where angle was the defined crash type.

The Angle segment network covers 10% of the roadway network and includes 67% of Angle crashes. In the Angle segment HRN there are 1,184 crashes (25%) and 22 KSI crashes (35%).

The Angle segment network is presented in **Figure** 32. Any roadway segment that meets or exceeds the threshold is displayed. The network consists of corridors along US 30, the US 30 bypass, 33rd Avenue, Howard Boulevard, 8th Street, and sections around the downtown area.

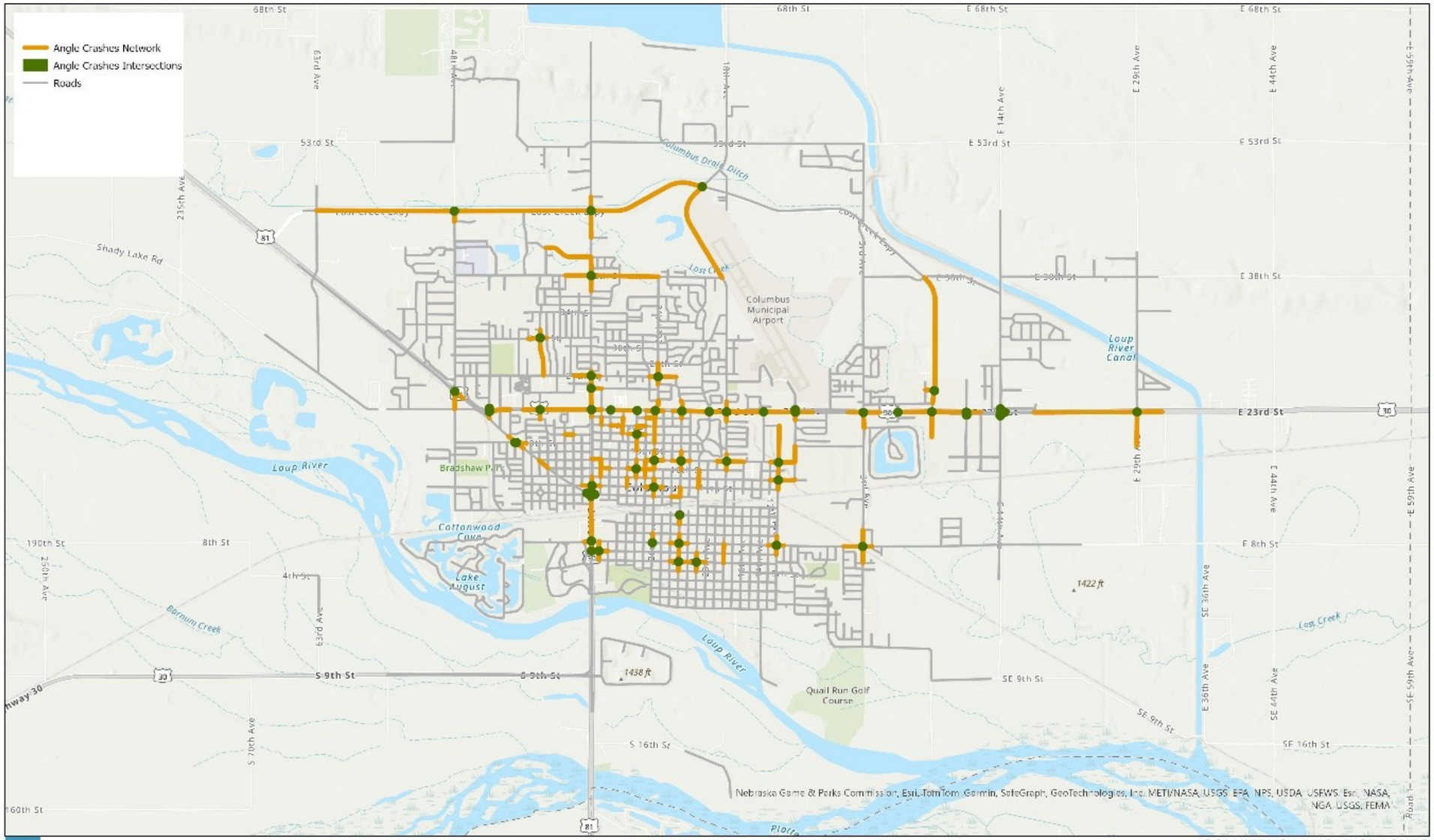
Figure 32: Angle-Crash HRN - Segment



The Angle intersection network covers 5% of the intersection network and includes 59% of all angle crashes. The Angle intersection HRN includes 1,066 crashes (22%) and 22 KSI crashes (35%).

The Angle intersection network is presented in **Figure** 33. Any intersection that meets or exceeds the threshold is displayed. The network consists of corridors along US 30, the US 30 bypass, 33rd Avenue, Howard Boulevard, 8th Street, and sections around the downtown area.

Figure 33: Angle-Crash HRN - Intersection



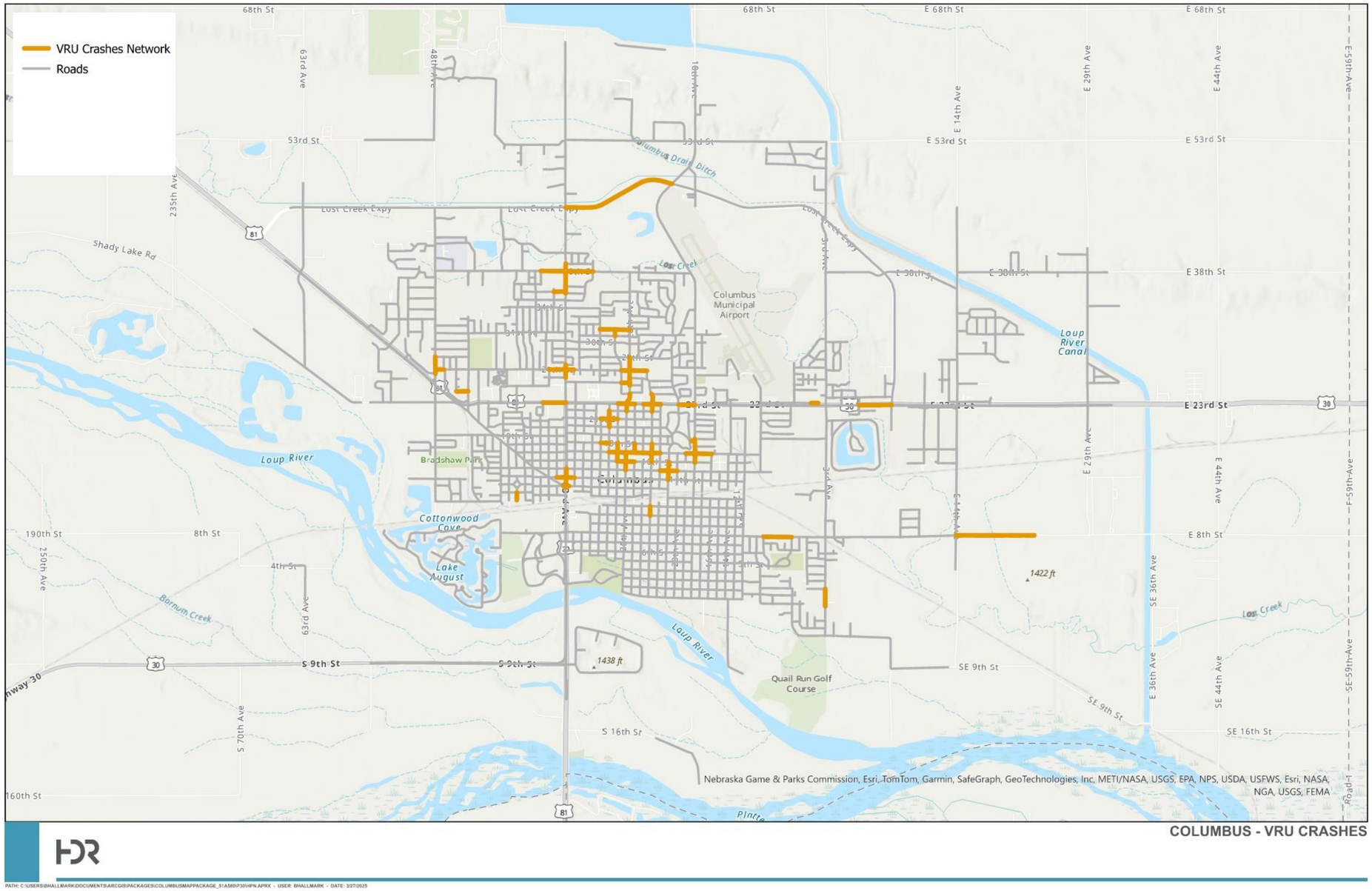
VRU

A VRU crash HRN is made up of crashes where at least one VRU was involved.

The VRU segment network covers 4% of the roadway network and includes 100% of VRU crashes. There are 43 crashes (less than 1%) and 7 KSI crashes (11%).

The VRU segment network is presented in **Figure** 34. Any roadway segment that meets or exceeds the threshold is displayed. The network consists of corridors along US 30, the US 30 bypass, 33rd Avenue, and sections around the downtown area.

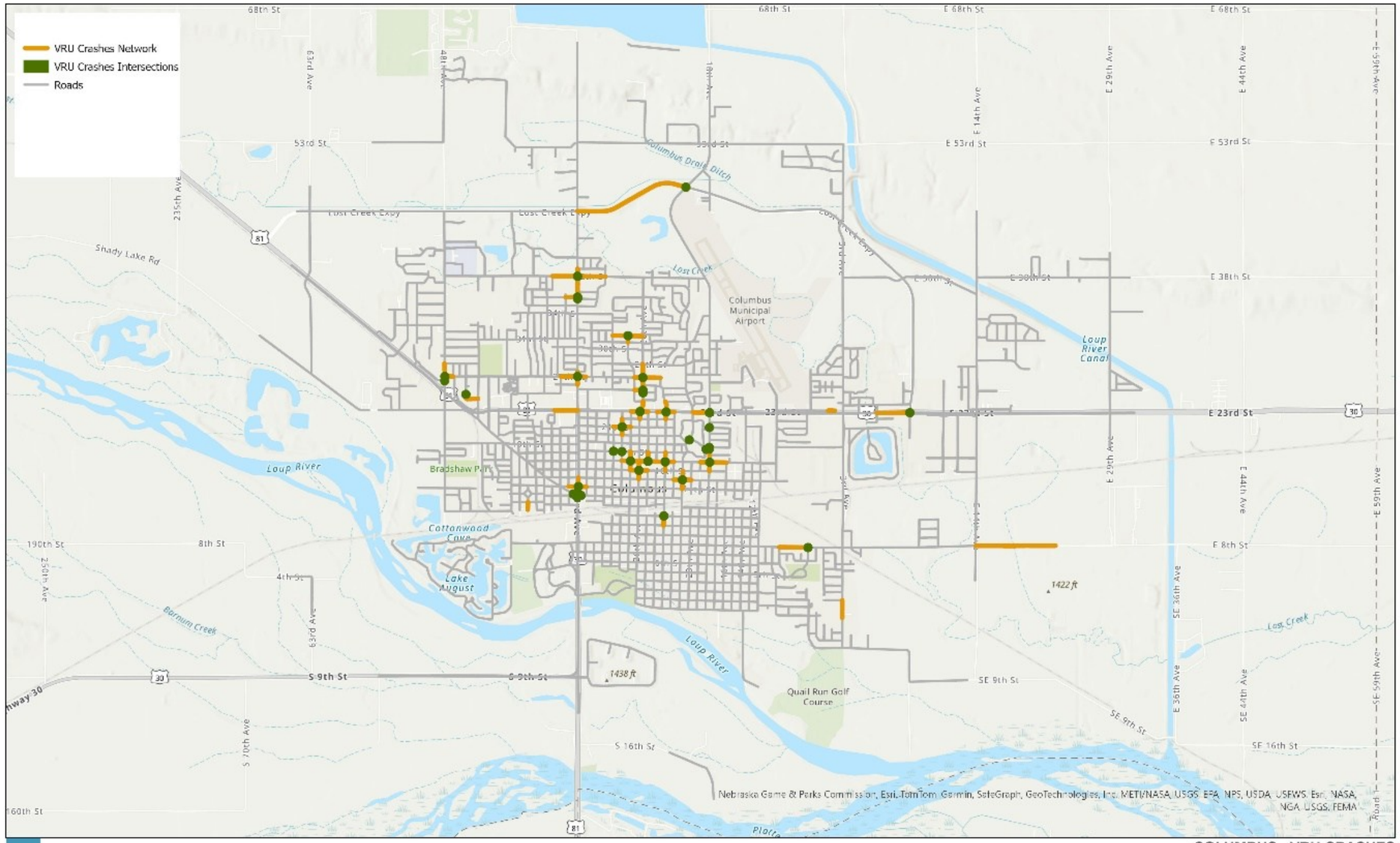
Figure 34: VRU-Crash HRN – Segment



The VRU intersection network covers 3% of the intersection network and includes 72% of VRU crashes. The VRU intersection HRN includes 31 crashes (less than 1%) and 4 KSI crashes (6%).

The VRU intersection network is presented in **Figure** 35. Any intersection that meets or exceeds the threshold is displayed. The network consists of corridors along US 30, the US 30 bypass, 33rd Avenue, and sections around the downtown area.

Figure 35: VRU-Crash HRN - Intersection

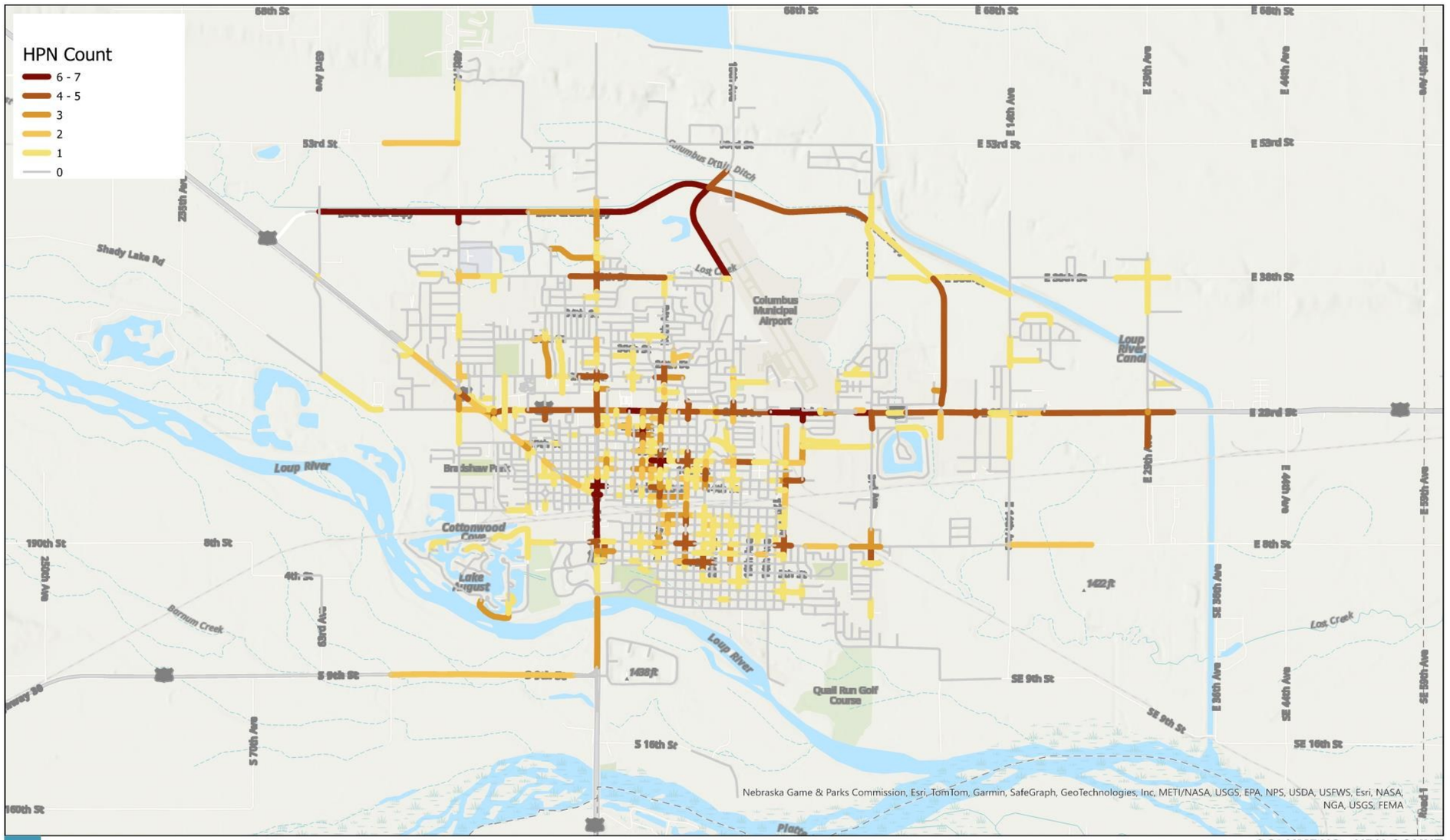


COLUMBUS - VRU CRASHES

High Priority Network

The high priority network (HPN) is a conglomerate of the location-based crash analysis as well as input from the public or city staff. The HPN was developed by overlapping the key emphasis area maps and selecting the network based on which areas had the most key emphasis areas included. **Figure** 36 provides a map for roadway segments based on the number of key emphasis areas where they meet or exceed the given threshold. Segments with more key emphasis overlap are darker. Essentially this is a stacked map of the HRN results. No preference is given to which key emphasis areas overlap, simply that the thresholds are met. The HPN development process does include consideration of the HIN as well.

Figure 36: Segment High Risk Network Key Emphasis Area Summary



COLUMBUS - HPN COUNT

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Similarly, an HPN was created for intersections. An HRN count map of intersections is provided in **Figure** 37. Intersections are mapped according to the number of key emphasis areas where the crash type criteria threshold is met.

Figure 37: Intersection High Risk Network Key Emphasis Area Summary

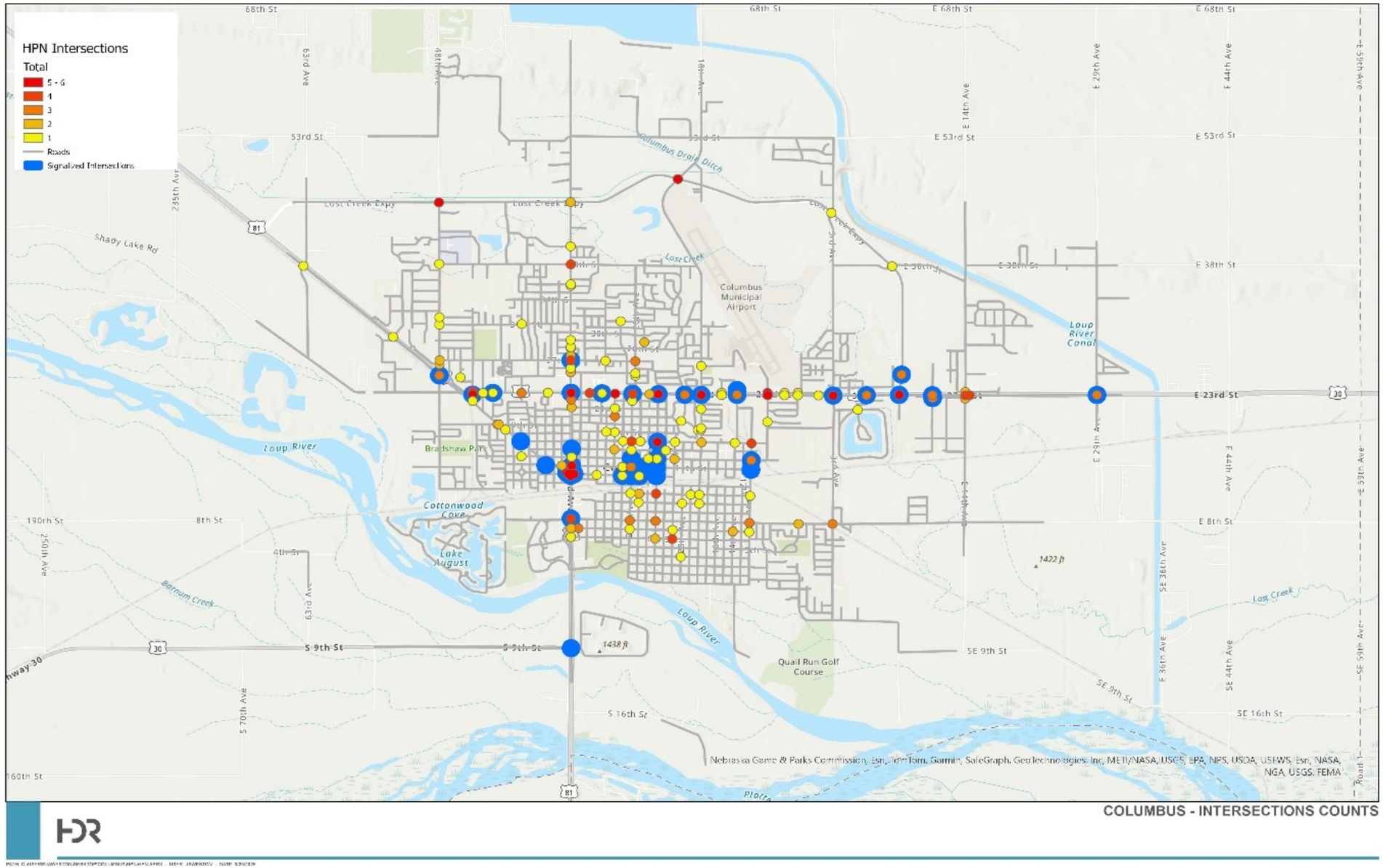
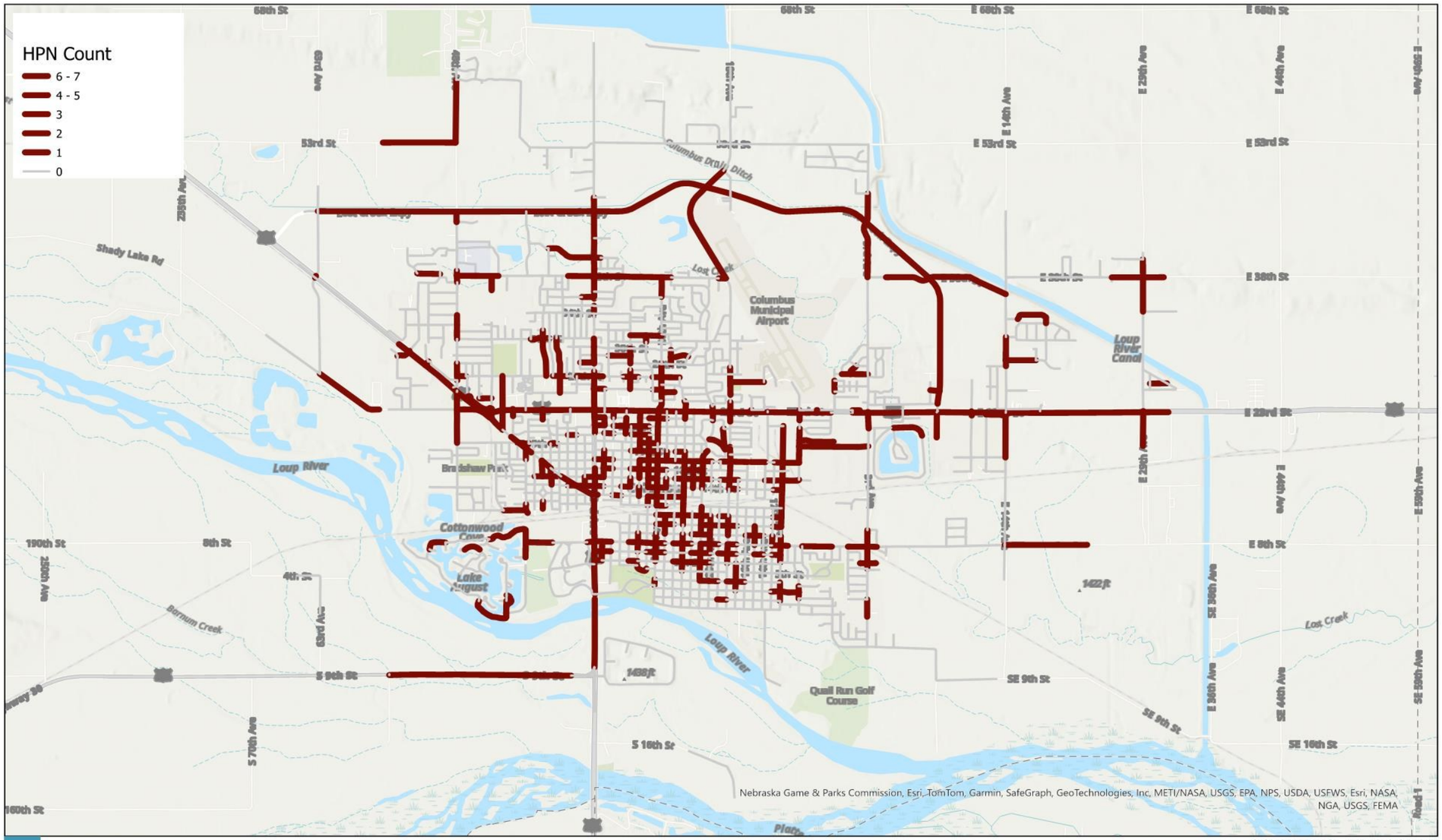


Figure 38 provides the same map view as **Figure 27** but with every segment the same thickness if the segment meets the threshold for at least one key emphasis area.

Figure 38: High Risk Network Full



COLUMBUS - HPN COUNT

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When working with data driven approaches, networks that are created tend to be fragmented due to the nature of the roadway network and crash locations. When applying these approaches to future planning it is important to create a refined network that all stakeholders and potential users can understand. In this smoothing – the project team also took an initial effort to screen down to a more manageable list of high-risk corridors. To this end, the key emphasis areas map, **Figure** 36, was smoothed to create a consistent set of corridors and areas for the City of Columbus to include in their final safety analysis network. This smoothed network, the HPN, is presented in **Figure** 39. The final summary statistics of the HPN are provided in **Table** 6. The final HPN included a total of 2,444 crashes, 44 of which were KSI. This comes out to 51% of all crashes and 69% of KIS on only 9% of the roadway network (16 miles).

Figure 39: Combined High Priority Network

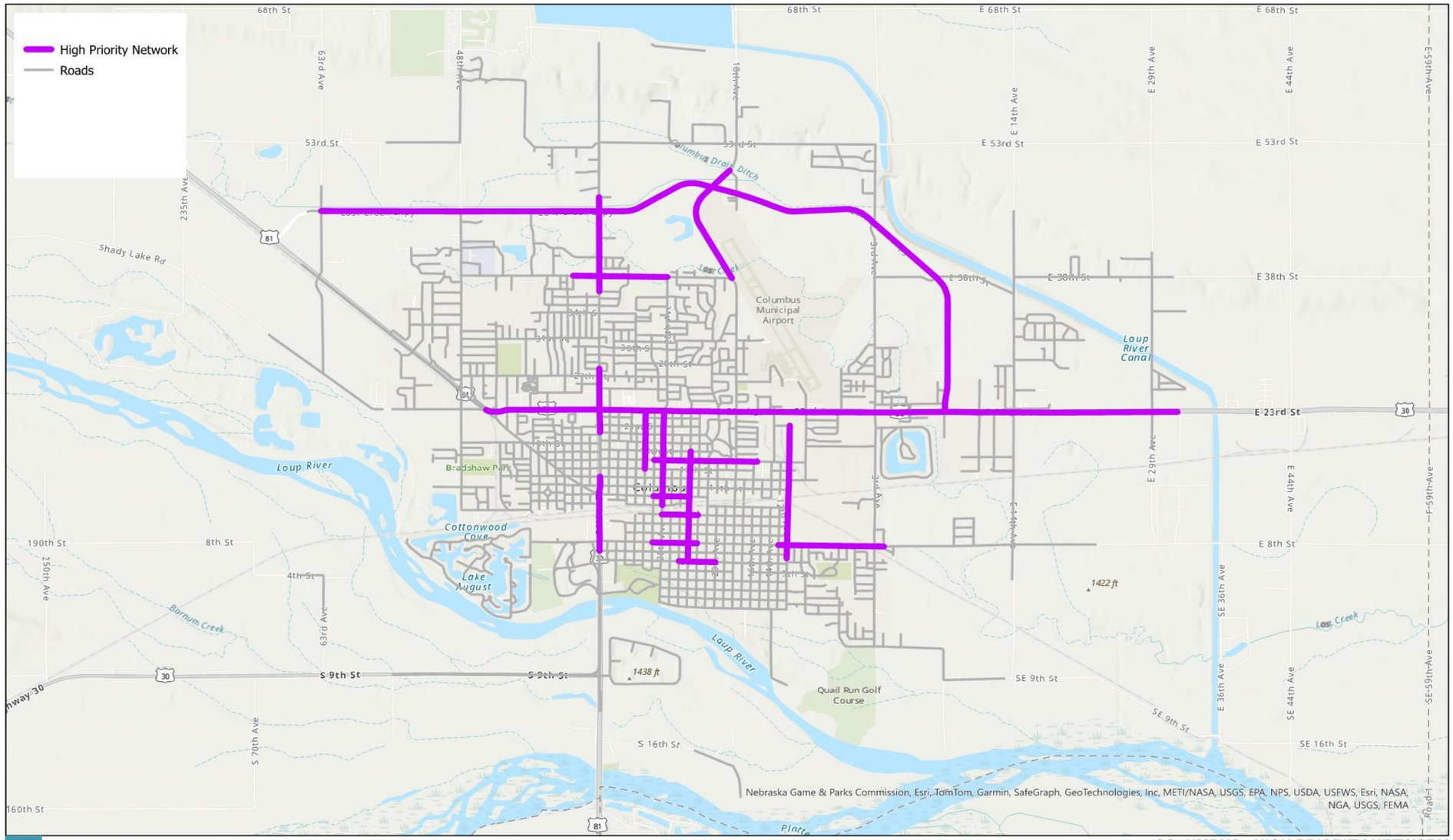
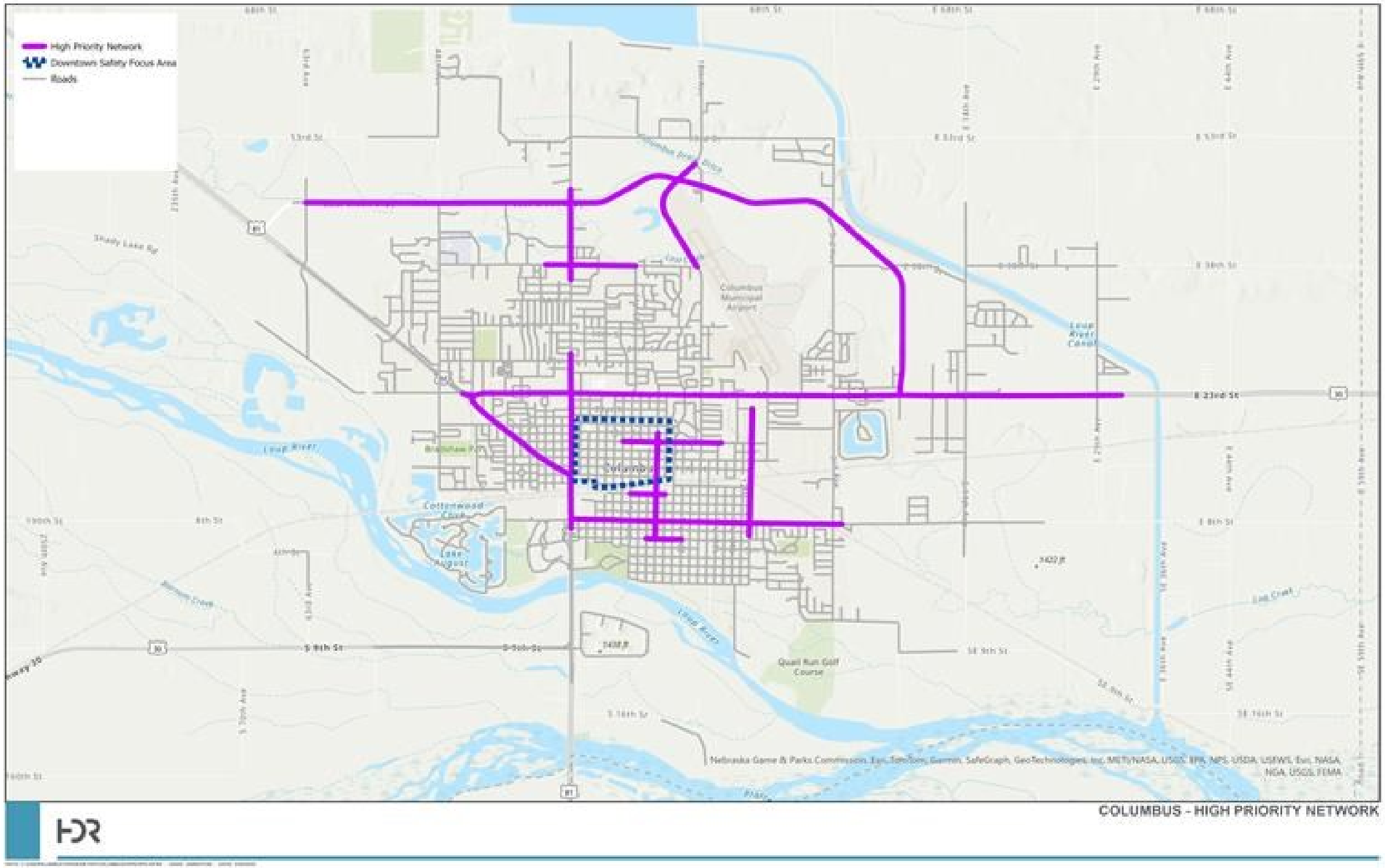


Table 6: Final High Priority Network Summary

Category	HRN Crashes	All Crash Category	HRN Share
All	2,443	4,786	51.04%
Angle	935	1,779	52.56%
Alcohol	56	149	37.58%
KSI	44	63	66.67%
Motorcycle	19	30	63.33%
Young Driver	623	1,097	56.79%
VRU	29	43	67.44%
Roadway Network	18.35 (miles)	200 (miles)	9.18%

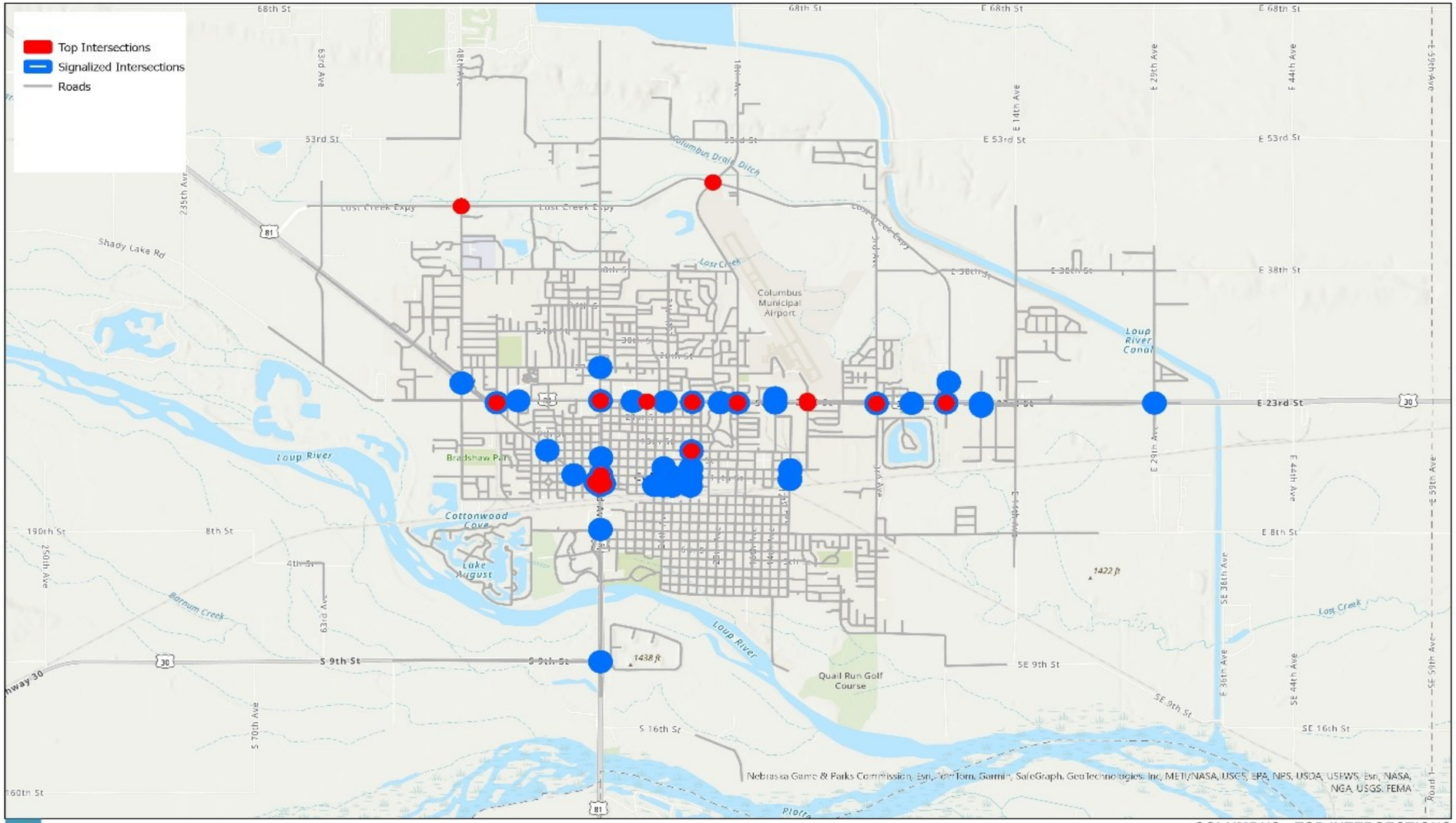
In addition to the HPN linear features, a downtown safety focus area was created. This area represents the downtown core of Columbus where many people enjoy time. Due to the increased risk, it was added to the HPN. A visual map is provided for in **Figure** 40. With the addition of the focus area, the total crash count increases to 2,837 crashes with 46 being KSI. This equates to 59% of all crashes, 73% of KSI crashes, and 14% of the roadway network.

Figure 40: Final High Priority Network



A final HPN of top intersections was also developed. A map is provided in **Figure** 41. This provides a list of the top intersections with red dots. Blue dots are provided for the signalized intersections in Columbus.

Figure 41: Intersection High Priority Network



Conclusion

The safety analysis for Columbus includes several key components: a High Injury Network (HIN), High Risk Network (HRN), and a High Priority Network (HPN). Each of these components were influenced by the available data, the Nebraska SHSP, and the descriptive statistics.

The HIN identified key locations and corridors that have experienced a high number of severe crashes. The HIN includes all modes of travel and is one singular network. The HRN identified key emphasis areas and thresholds to create a refined risk network. The HPN provides a final unified network to incorporate into future plans, as well as a review of all segments that meet a key emphasis threshold.

The final network identifies several key corridors. The final HPN covers about 18 miles of roadway and 44 KSI crashes. This equates to about 9% of the roadway network and 67% of all KSI crashes. These corridors fall mainly along US 30, 33rd Avenue, Howard Boulevard, 8th Street, and the US 30 Bypass.

Figure 10. List of Priority Corridors

Road	Extents	Speed Management	Painted Crosswalks	Protected Traffic Signals	RRFB	Pedestrian Islands	Chevrons	Rumble Strips	Reflective Backplates	Sidewalks	Midblock Crossings	Lighting at Intersections	Crosswalk Visibility Enhancements	Speed Displays	Corridor Access Management	Speed Safety Cameras	Traffic Calming	Enforcement
US 30	18th Ave – 33rd Ave	X	X	X	X	X			X	X		X	X	X	X		X	X
US 30 Bypass	23rd St – 33rd Ave	X				X	X	X				X		X			X	X
33rd Ave	8th St – Lost Creek Pkwy	X	X	X	X		X		X	X	X	X	X	X	X		X	X
Howard Blvd	18th Ave – 33rd Ave	X						X	X	X		X					X	X
8th St	23rd Ave – 33rd Ave	X	X		X	X				X		X	X	X			X	
Lost Creek Pkwy	Howard Blvd – 48th Ave	X				X	X	X				X		X	X		X	X
23rd St (US 30)	10th Ave – 48th Ave	X	X		X			X	X	X		X	X	X	X			X
Downtown Core	10th St – 33rd Ave	X	X	X	X	X				X	X	X	X	X	X		X	X
19th St	10th Ave – 33rd Ave	X	X		X					X				X				
15th St	10th Ave – 33rd Ave		X		X					X				X				
48th Ave	Lost Creek Pkwy – 23rd St	X				X	X	X				X			X		X	

Appendix 4 – Safe Streets for All (SS4A) Projects and Strategies Memo

Purpose

The Projects and Strategies Memo outlines a list of recommended strategies and projects that will enhance safety across the transportation system in Columbus. These recommendations are tailored to address safety concerns in high-risk and high injury areas derived from the safety analysis and input from the public survey conducted from May to July 2025.

The memo adopts a comprehensive framework (Figure 1) to develop a holistic suite of recommendations that consists of policy strategies, systemic projects, and major projects.

Figure 42. Projects and Strategies Framework

Policy Strategies. These refer to broad-level changes to standards, guidelines, plan, procedure, and review processes aimed at enhancing safety on all local roads and for all road users. As such, these strategies are foundational to the system's overall safety but can, however, seem too general for some stakeholders to recognize their importance and appear passive since no project is being built. More targeted and immediate action in the form of systemic and major projects will beneficially supplement policy strategies, especially in areas within the city where we already know are experiencing disproportionately higher rates of crashes.

Systemic Projects. These projects involve improvements to the physical environment based on data-driven risk or contributing factors using lower cost countermeasures that can apply to a larger network of road segments and intersections within the existing right-of-way. Works involved in systemic projects are typically smaller in scale and can therefore also be implemented quickly.

Major Projects. Like systemic projects, major projects alter the built environment but to a larger extent. These generally entail redesigning and reconstructing existing roadway infrastructure. In both types of projects, specific interventions and changes to the roadways are designed to address the unique issues encountered at different road segments or intersections.

All recommendations were developed with guidance from research and principles established by the Safe System Approach (SSA)[2] and referenced standards and best practices published by the National Association of City Transportation Officials (NACTO) and the American Association of State Highway and Transportation Officials (AASHTO). To facilitate implementation of recommendations, this memo also describes and suggests potential opportunities for collaboration and coordination among public agencies and other non-profit organizations and advocacy groups. Together, these recommendations are designed to achieve the goal of reducing deaths and severe injuries to zero on the transportation network within the City of Columbus.

[2] Safe System Approach | FHWA

A Safe System

This plan utilizes FHWA's Safe System Roadway Design Hierarchy to guide the development of strategies (Figure 2). The hierarchy is a tool that characterizes the various types of infrastructure-based countermeasures and strategies to help transportation agencies and practitioners identify and prioritize the most appropriate combination of countermeasures and strategies.

The hierarchy includes four tiers that are arranged from most to least effective based on principles of the SSA. Countermeasures and strategies in Tiers 1 and 2 generally alter the design of transportation infrastructure to remove roadway conflicts and create greater separation between vulnerable road users and traveling vehicles, whereas Tiers 3 and 4 options have a greater emphasis on influencing road user behavior.

Typically, cities and transportation agencies place more focus on countermeasures and strategies in Tier 4, but a combination of strategies from multiple tiers is necessary to effectively improve safety across the transportation system. This plan thus ensures that each group of recommendations in the Projects and Strategies Framework comprises countermeasures that are well distributed across all four tiers.

Policy Strategies

By examining the relationship between various factors and crash occurrences using crash data from Columbus and descriptive statistics from the Nebraska Strategic Highway Safety Plan, safety analysis found that the following risk factors were highly correlated with crash occurrences:

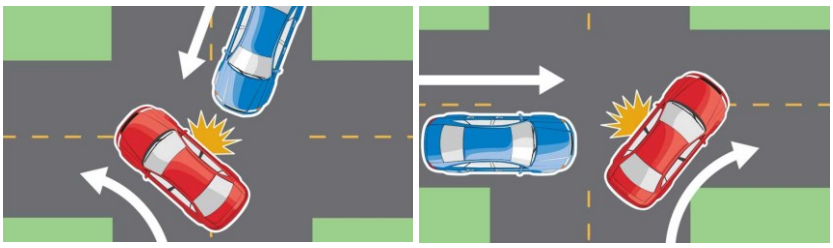
- Angle, and Turning Vehicle Crashes
- Vulnerable Road Users (VRU)
- Alcohol
- Younger Drivers

Policy strategies addressing these key risk factors are therefore likely to be more effective in reducing overall deaths and severe crashes in the city. Policy strategies generally involve updating internal policies, procedures, design standards and criteria, and project review processes; educating the public on issues and safe driving habits; and strategic enforcement on non-compliant driving behavior. By adopting and incorporating the latest best practices in the field of safety that correspond to all tiers of the Safe System Road Design Hierarchy, these strategies seek to modify behavior and take preventative action to reduce crashes. This section discusses how each factor or key emphasis area could contribute to high fatal or severe injury crashes and then lists relevant policy strategy recommendations.

Angle and Turning Crashes

Primary Strategy: Policy + Roadway Conflict Reduction

Angle crashes often occur at intersections or driveways where turning movements are involved and there is inadequate signalization to protect movements crossing high speed travel paths. Turning vehicle crashes, in particular, occur at intersections when the turning vehicle crosses into the path of oncoming vehicles, which are unable to slow down or stop in time to avoid the turning vehicle.



Policy-Level Approach:

- Support adoption of intersection design policies that prioritize roundabouts and other conflict reducing designs such as protected turns and enhanced signalization

- Consider corridor-level access management strategies such as driveway consolidation when implementing city capital projects – including resurfacing and reconstruction due to projects like water main and utility relocations.

Proactive Prevention:

- Evaluate reduced conflict (also called 3/4 and right-in, right-out) intersections or roundabouts at skewed intersections or TWSC locations on higher-speed corridors.
- Apply reflective backplates, protected-phase left turn signals, and advanced warning signage at intersections with documented angle crashes.

Behavior Modification:

- Run public awareness campaigns focused on encouraging and educating safe and defensive driving at intersections

Enforcement:

- Prioritize targeted enforcement of red-light running and failure-to-yield violations at high-crash intersections.

Vulnerable Road Users (VRU)

Primary Strategy: Safe Crossings + Separation
VRUs, including pedestrians, bicyclists, and micromobility users, are disproportionately affected by crashes in the downtown core and arterial corridors with limited crossings.

Policy-Level Approach:

- Develop or adopt a complete street toolkit or design guide for public work and its contracted support.
- Include VRU countermeasures as required elements in project scopes for any roadway resurfacing or redesign.

Proactive Prevention:

- Implement RRFBs, high-visibility crosswalks, pedestrian refuge islands, and sidewalk gap closures on identified VRU corridors – regardless of site-specific crash history.

Behavior Modification:

- Develop signage and outreach materials reminding drivers of pedestrian yielding laws, particularly at mid-block crossings.

Enforcement:

- Conduct regular pedestrian crosswalk enforcement operations at priority crossings and corridors.

Lighting Conditions

Primary Strategy: Visibility Enhancement
Poor lighting conditions make it difficult for drivers to see their environments and can reduce the reaction time they have when they do notice other vehicles or people. This contributes to increased crash risk, especially for vulnerable users and at intersections.

Policy-Level Approach:

- Develop a Safety Lighting Action Plan that lays out strategies and priorities for enhancing or adding roadway lighting on high-risk corridors and mid-block crossings.
- Integrate lighting audits into the CIP and corridor planning processes.

Proactive Prevention:

- Add or upgrade lighting at intersections and known VRU conflict points, especially in areas with high nighttime crash rates.

Behavior Modification:

- Include nighttime visibility education (e.g., pedestrian reflectors, headlight use) in public outreach strategies.

Enforcement:

- Enforce headlight-use compliance and impaired-driving checks during nighttime hours.

Alcohol/Impairment

Primary Strategy: Enforcement + Impairment Reduction
Alcohol reduces reaction time and impairs hand-eye-foot coordination and sound decision-making. This has resulted in a significant portion of fatal and serious injury crashes that involve alcohol (13% on road segments and 8% at intersections).

Policy-Level Approach:

- Collaborate with law enforcement to increase DUI checkpoints or saturation patrols on known high-risk corridors.

Proactive Prevention:

- Coordinate with Nebraska's State Highway Safety Plan and Impaired Driving Strategic Plan to adopt and implement appropriate operational or infrastructure countermeasures.

Behavior Modification:

- Partner with local bars, breweries, and event organizers to promote designated driver programs or ride-share partnerships.

Enforcement:

- Increase targeted DUI patrols during high-risk times (weekend nights, holidays, special events).

Younger Drivers (Under 21)

Primary Strategy: Behavior Modification + Education
Crashes involving younger drivers often stem from inexperience, speed, or distraction. These crashes cluster near schools, commercial areas, and wider arterial roadways.

Policy-Level Approach:

- Coordinate with local schools and law enforcement to support safe driving programs targeting new drivers.
- Consider school zone speed enforcement policies or youth-targeted road safety programs.

Proactive Prevention:

- Target lower-cost interventions such as radar feedback signs and speed displays on corridors with recurring crashes involving younger drivers.

Behavior Modification:

- Promote education initiatives and media campaigns tailored to early drivers, including social media-based outreach.
- Share and amplify already funded education campaigns by State Highway Safety Offices and seek public relations and media training opportunities to grow local roles in safety messaging.

Enforcement:

- Increase graduated driver's license (GDL) compliance checks and targeted patrols around schools and youth gathering areas.

Other Enabling Policy Strategies

The policy strategies discussed above can contribute to reducing crashes associated with each risk factor, but supplementing them with other supporting and crosscutting policy changes is also necessary to enable successful implementation. These enabling policies typically involve establishing planning policies and imposing requirements during the development and review processes. **Table 1** enumerates well-established processes and policies that the city can enact.

Table 7. Recommended Safety Processes

Safety Study or Process	Aligned Emphasis Areas	Description	Cost	References
Complete Streets Policy and Design Guidance	Speeding Angle Crashes VRU Lighting	Complete Streets is an approach to planning, designing, and building streets that enables safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. Developing and enacting a complete streets policy and design guidance provides a framework for accommodating VRU user needs, as well as conditions that implement a safer road for all users.	$$	Complete Streets
Road Safety Audits	All	Road safety audits are formal evaluations that estimate and report potential road safety issues as well as identify potential opportunities for safety improvements at a road segment or intersection. These audits are typically conducted by an independent, multidisciplinary team but are typically led by state or local jurisdictions. Safety departments or office should develop city guidance for RSA implementation into various traffic studies and planning efforts.	$$	Road Safety Audits
Intersection Control Evaluation (ICE)	Angle Crashes VRU Lighting	The ICE policy should evaluate safety, traffic and transit operations, active transportation access, cost, and right-of-way impact among other factors. Adhering to an ICE policy enables a uniform and data-driven approach that will include the consideration of community and agency priorities, especially from	$	Intersection Control Evaluation

Traffic Impact Studies Policy	Angle Crashes VRU Lighting	a safety aspect. The proposed countermeasures based on the outcomes of the ICE can range from redesign (e.g. adding a roundabout), addition of features (median treatment), or changes to signalization. A Traffic Impact Study (TIS) policy should be developed to include safety and crash analysis at its core. All development projects (including infill) of a certain size would trigger the requirement for a study of safe access generated and traveling adjacent to the site. This effort should be a joint study with potential cost-sharing between the City and the private sector. The policy developed can also accomplish safe standards for access management of all development projects – even those that do not meet specific traffic impact thresholds.	$	Traffic Impact Studies

Systemic Safety Project Strategies

The SSA emphasizes layered protection by recognizing that human error is inevitable and roadway design, speed, visibility, and predictability can further reduce crash occurrences and the consequences of crashes that do occur. A comprehensive safety strategy therefore not only requires policy strategies but also needs to be augmented by projects that address systemic conditions that contribute to preventable crashes across the roadway network and location-specific high-risk corridors. This section discusses systemic projects that can be implemented at various locations across the city that share similar roadway characteristics or safety risks. The next section then dives deeper into the identified major projects on road segments that are of highest priority.

Systemic Projects

Systemic projects involve implementing proven countermeasures in areas with similar roadway environments. They can be applied across the city, even in locations without a significant crash history as a preventative measure. These projects are typically low to moderate in cost and are ideal for implementation during routine maintenance, resurfacing, or asset preservation cycles.

Safer Streets Toolkit

The proven countermeasures used in systemic projects are selected from a Safer Streets Toolkit (Appendix A), a collection of relevant safety countermeasures adapted best practices by FHWA, NACTO, and other guides. These have shown to produce safety outcomes, including reducing the number of fatal and severe injury crashes. These countermeasures can be used independently or in conjunction with each other depending on existing conditions and the needs of the community. Examples of these countermeasures include:

- High-visibility crosswalks and advance yield markings
- Radar speed feedback signs
- Pedestrian refuge islands
- Lighting enhancements at intersections and midblock crossings
- Rectangular Rapid Flashing Beacons (RRFBs) at uncontrolled pedestrian crossings
- Edge line rumble strips on curves and rural transitions
- Chevron signs and dynamic curve warnings
- Speed cushions or striping changes to narrow perceived lane widths

Systemic Countermeasures

Similar to policy strategies, systemic countermeasures recommended in this plan seek to address key risk factors that were identified as part of the safety analysis. Given the unique contexts at different locations in the city, the set of countermeasures selected should account for adjacent land uses, crash type history, roadway geometry, user conflict potential and other relevant factors to yield maximum benefits. Part of the process of identifying countermeasures also involved ensuring the kinds of strategies are distributed across the tiers of the Safe System Roadway Design Hierarchy. Table 2 summarizes the list of applicable systemic countermeasures that can be implemented to address each risk factor and indicates how they align with the tiers from the Roadway Design Hierarchy.

Table 2. Applicable Systemic Countermeasures Addressing Key Risk Factors

Key Risk Factor	Applicable Systemic Strategies	Roadway Design Hierarchy Tiers
Angle Crashes	Roundabouts	1, 2
	Protected Left-Turn Phasing	1
	Access Management	1
	Reflective Backplates	4
Vulnerable Road Users	Curb Extensions. Speed Cushions	1,2
	Pedestrian Refuges, Midblock Crossings, Sidewalk Gap Closures	1
	Leading Pedestrian Interval, Pedestrian Hybrid Beacon	3
	Rectangular Rapid Flashing Beacons (RRFBs)	4
Alcohol	Rumble Strips, Lighting, Nighttime Speed Enforcement	4
	Speed Cushions	2
Younger Drivers	Radar Feedback Signs, Simplified Signage, Painted Centerlines	4

Potential locations for systemic projects

Countermeasures should generally be implemented at locations that have a greater likelihood of crashes. These locations could be areas where, historically, a high number of crashes associated with the key emphasis areas have occurred. Additionally, other important factors to consider as the city identifies appropriate

locations for systemic projects include higher vehicle counts (actual and planned), higher speed limits, and land uses that generate more pedestrian and bicyclist traffic, e.g. residential, mixed-use, public facilities, all of which may cause segments and intersections to have greater exposure to potential conflict points.

Figure 1. Land Use Classification and Arterial Classification

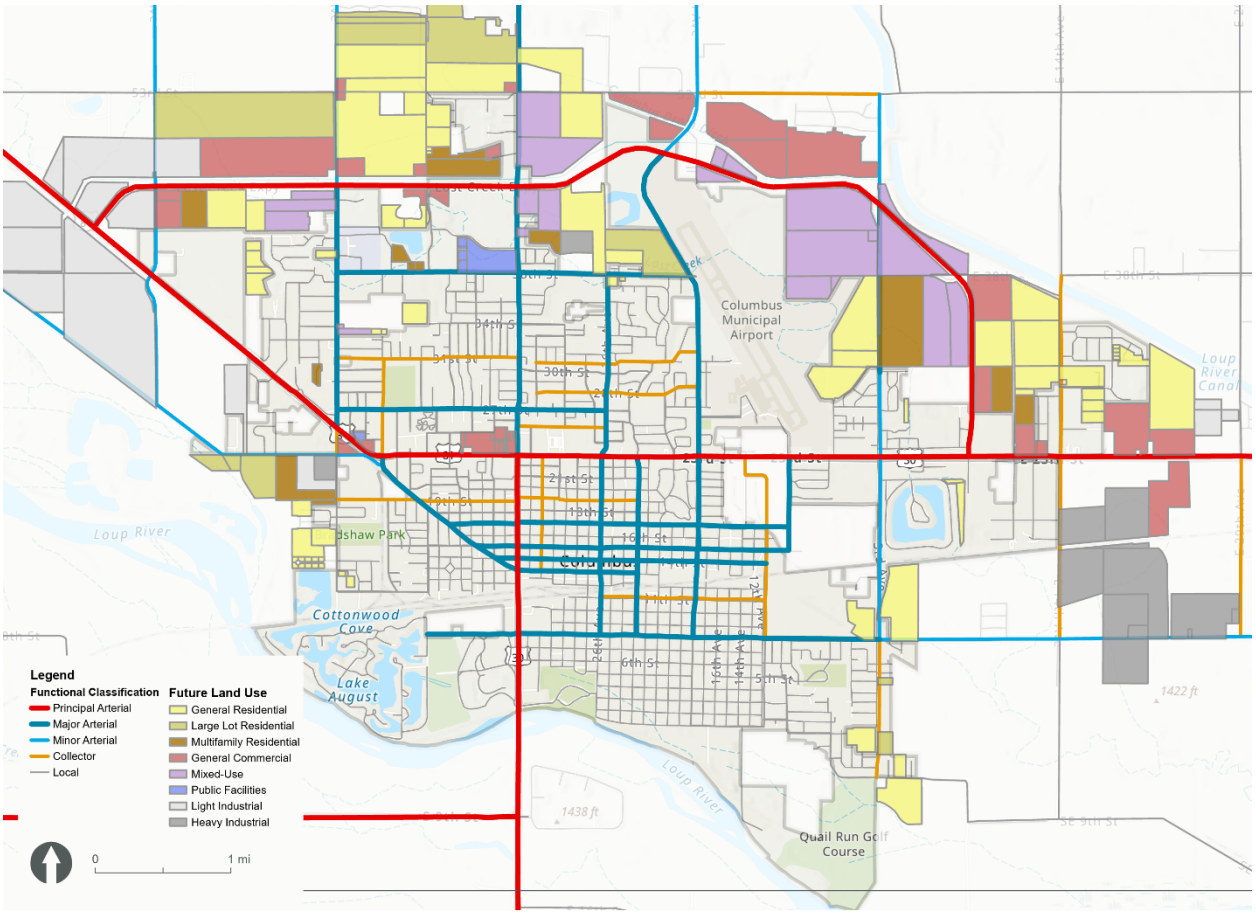


Figure 2. Speed Limits within City Limits.

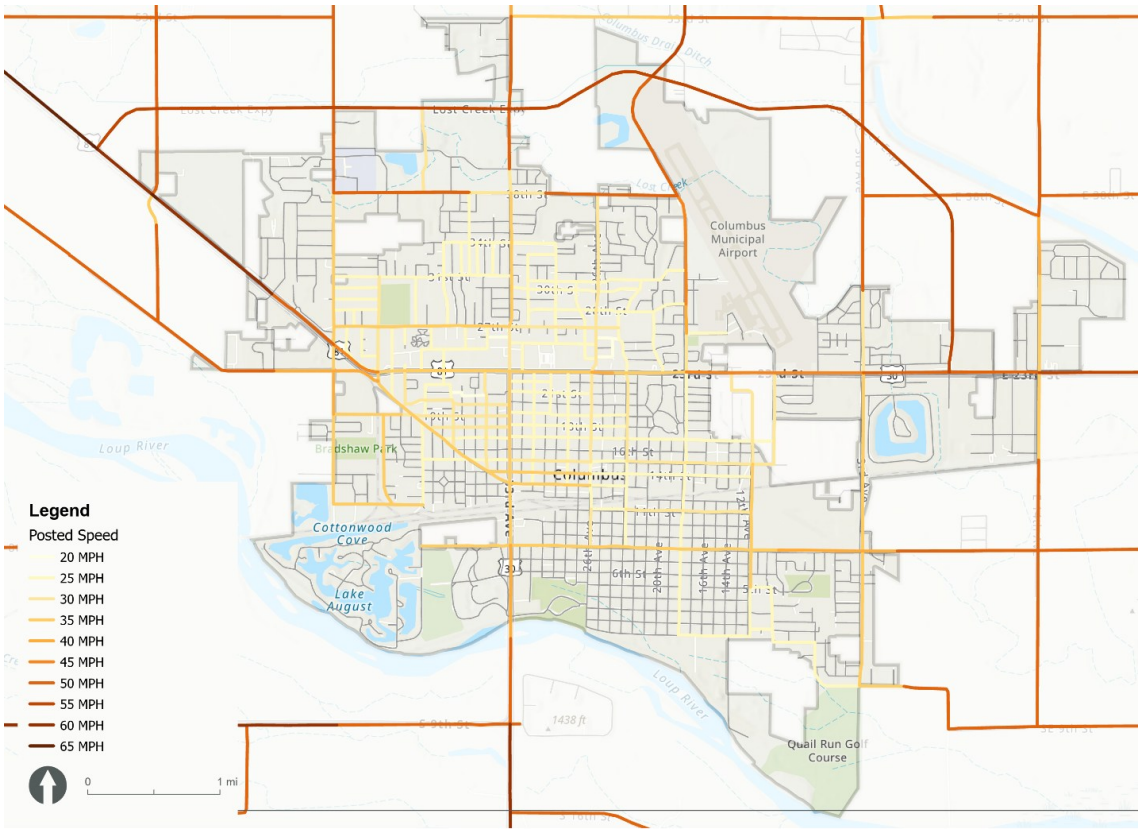
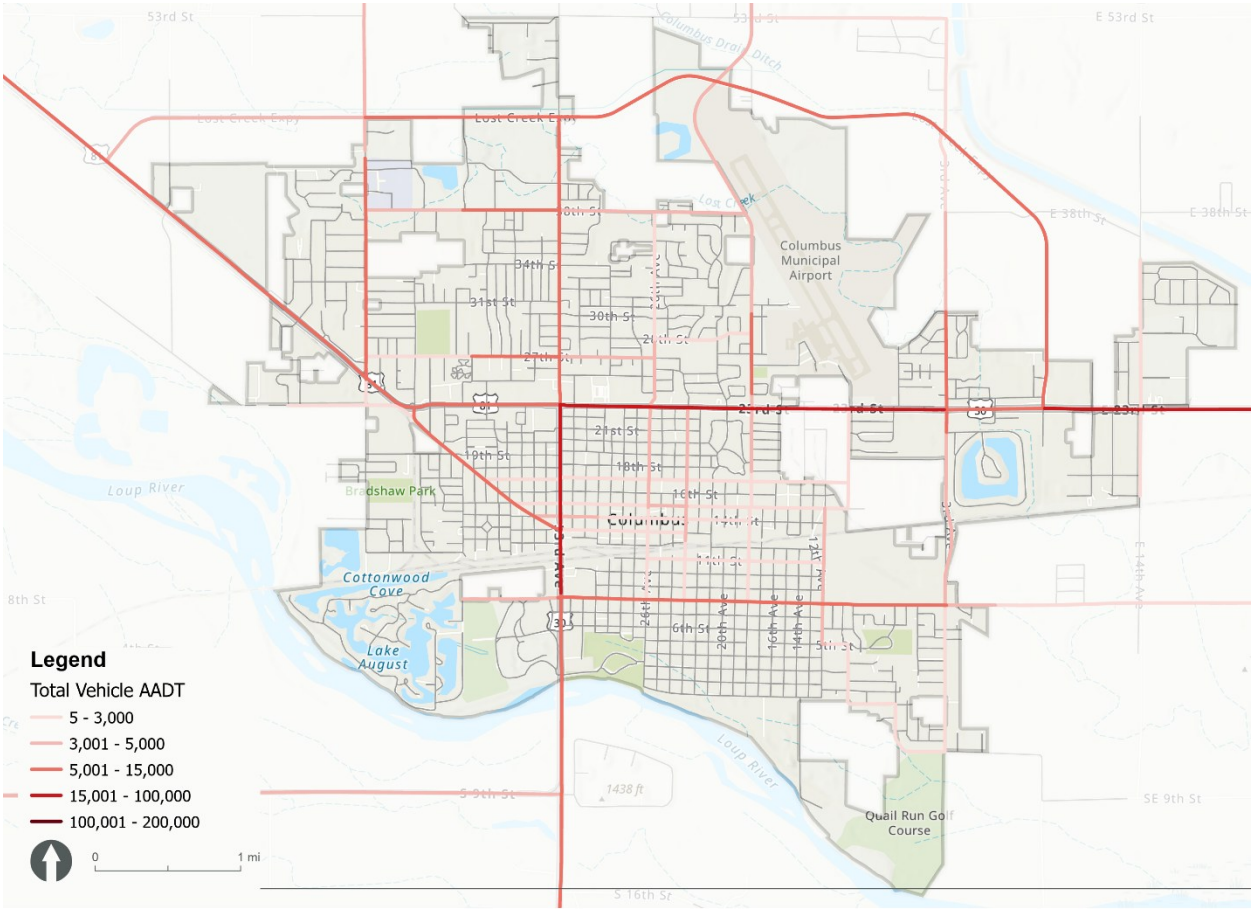


Figure 3. Total Vehicle Annual Average Daily Traffic (AADT)



Implementation of systemic projects

As discussed in the previous section, the City of Columbus should establish enabling policies to implement the recommended policy strategies. The same enabling policies should also require or promote the integration of low-cost systemic countermeasures as part of ongoing city processes and capital planning cycles. This can include:

- Capital Improvement Program (CIP) project programming – by using the Safer Street Toolkit in concept development and sequencing and intentionally reserving some funding for safety projects (potentially to serve as match for federal or state safety funds).
- Asset rehabilitation processes and resurfacing schedules – incorporating low-cost safety enhancements as during maintenance and rehabilitation works
- Land development permit and land use or zoning change requests – focusing reviews on access management policies and safety impact mitigation from

Traffic Impact Studies; requiring developers to incorporate countermeasures in their design proposal

- Community and Economic Development projects (particularly in Areas of Persistent Poverty) – by intentionally scoping improvements to fill gaps in limited pedestrian infrastructure and reduce crashes in historically overrepresented streets and intersections affecting certain user types.
- Standard Details for Safety Countermeasures – creating baseline standard design details and construction specifications for safety countermeasures to improve clarity and ease the process of adoption by developers.

Major Projects: High-Priority Capital Improvement

Building on systemic strategies that address risk across the network, major projects are larger-scale significant capital investments that target specific corridors that have experienced high concentrations of crashes and pose greater safety risks to all users. Works carried out in a major project may contain elements similar to those in systemic projects and may also include a combination of:

- Corridor reconstruction or redesign with integrated pedestrian and bicycle facilities
- Intersection conversions to roundabouts
- Signalization upgrades
- Context-sensitive speed reduction design and access management strategies
- Multimodal enhancements, including lighting, ADA upgrades

Roundabouts

Roundabouts are quickly growing in popularity due to their significant safety benefits. Compared to signalized and two-way stop-controlled intersections, roundabouts reduce fatal and injury crashes by about 80% through slower speeds and a decrease in conflict points[1]. Therefore, Columbus' goal of improving roadway safety can be supported through the introduction of roundabouts at key intersections.

Conflict points are shared spaces on the roadway or street network, which could be the locations of vehicle collisions. As seen in Figure 1, a typical four-way intersection has 32 vehicle-to-vehicle conflict points while a four-way roundabout has 8 vehicle-to-vehicle conflict points. This is a 75% decrease in conflict points, greatly decreasing the likelihood of a collision. Furthermore, slower, single-direction traffic in roundabouts decreases the likelihood of serious collisions resulting in injuries or fatalities.

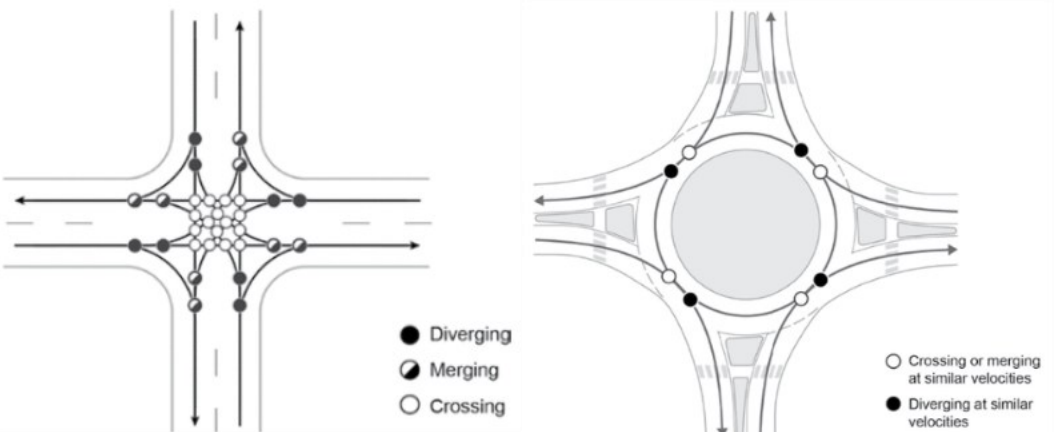


Figure 1: (L) Typical four-way stop vehicle conflict points. (R) Typical roundabout vehicle conflict points. Source: NCHRP Report 1043 (pg. 106-107)

Existing Roundabouts in Columbus

There are two roundabouts in Columbus today, a single-land roundabout at the intersection of Discoverer Drive and 41st Avenue implemented in 2016 and a recently constructed roundabout on 63rd Avenue as a part of the development of Harrah's Casino. Both roundabouts were designed to maintain efficient traffic movement for users of different modes of transportation while improving safety through grade-separated pedestrian crossings.

Implementing Future Roundabouts

Other intersections in Columbus, such as some of those along Howard Boulevard and 33rd Avenue, may be suitable for conversions to roundabouts if they possess the following features:

- The intersection has a history of severe crashes
- The intersection has high potential of angle crashes
- The intersection has a wide right-of-way width and sufficient space
- The intersection is highly active
- The intersection has multimodal uses

Implementing roundabouts should be done in phases and in conjunction with raising public awareness. Educating the public of the roundabout concept and gaining support from them and local leadership is especially critical as they are the roadway users who will have to adapt to a new design.

Project Prioritization Methodology

Corridors that meet the criteria for major projects were identified through the safety analysis conducted as part of the plan. The analysis had generated an HIN and HRNs based on crash counts and assigned scores to the various corridors.

- **High Injury Network (HIN):** Identified based on crash severity, specifically corridors with elevated concentrations of fatal and serious injury crashes.
- **High Risk Networks (HRNs):** Developed for each crash emphasis area, identifying segments where specific crash types or contributing factors are overrepresented.

Overlaying both networks then led to the development of a High Priority Network (HPN), which represents corridors and intersections where:

- Safety outcomes can be improved through targeted investments in the short- to medium-term;
- Strategies can be matched to observed crash types and conditions; and
- Opportunities exist to integrate treatments with capital planning, maintenance, or external funding

The City then relied on a framework that blends crash data, local context, resource availability and project feasibility and readiness to rank and prioritize projects that can be advanced in the near-term. These selected priority corridors are discussed in the sections below. As additional data and funding is made available, project development for other corridors can be advanced. At the same time, as a dynamic network, the HPN may incorporate new locations as more data and public feedback inform the need for future major projects.

Priority Major Projects

Howard boulevard

Howard Boulevard was an old rail spur that has since been converted into a four-lane undivided roadway. It connects downtown commerce with many western residential areas and commercial/industrial businesses. The northwest to southeast orientation provides a cut through for regional traffic traveling on US 81 but adds traffic to a street that was originally developed within a neighborhood. Vehicle speed and traffic volumes lead to difficult conditions for traffic crossing or turning left onto Howard Boulevard. The street's pattern cutting through the grid of neighborhood streets has also yielded complex intersections, challenging skew angles, and difficult non-motorist crossings. With many students accessing West Park Elementary School and Columbus Christian School and residents going to the various churches and commercial shops along this corridor on foot or by bicycles, multiple crashes have occurred in the last five years, several of them leading to deaths or severe injuries.

Possible capital investments for this corridor that are being explored include a neighborhood gateway feature that also introduces speed management and traffic calming. This may include conversion of intersections to roundabouts, access consolidation, redesigning the roadway to include designated turn lanes, reducing

lane widths, and adding shared use paths to increase separation between vehicles and VRUs.

8th Street

8th Street is a two-lane undivided residential street in older part of the city that is located south of the railway tracks. Even though the part of 8th Street within the city goes through a predominantly single-family residential area where the population is generally older empty nesters, a high volume of traffic, including truck traffic, has been observed along this street as drivers use it to travel to and from downtown and connect to US30/81. The wider lanes along this street has also encouraged higher vehicle speeds. Moreover, the corridor supports active transportation users who rely on it for safe access to destinations, creating more opportunities for crashes involving vulnerable road users. Similar to Howard Boulevard, multiple intersections and segments along 8th Street are on the HIN and HRN due to the occurrences of crashes in the recent past.

Possible interventions along this corridor include narrowing lanes; adding protected bike lanes or shared use paths; enhancing crosswalk visibility through improved lighting, signing, and pavement markings; adding curb extensions and RRFBs to increase driver awareness; or converting key intersections to mini roundabouts.

Downtown

13th and 14th Street in Downtown Columbus are two-lane unidirectional streets which have experienced a high number of crashes, especially where both streets meet 26th Avenue. Speeding has been an issue along these streets, which some argue is because the streets are unidirectional.

Possible countermeasures that are being discussed for the Downtown area include converting these streets to bidirectional streets, improving the pedestrian walking experience by converting parking spaces into parklets, or narrowing the existing one-way streets to one lane each. Other potential countermeasures include curb extensions at intersections, raised crossings, and narrowed travel lanes to reduce vehicle speeds.

33rd Avenue and Lost Creek Parkway

This corridor is a two-lane road with a two-way left-turn lane that primarily serves Columbus High School. Multiple crashes have been observed at road segments and the intersection near Columbus High School on 33rd Avenue and Los Creek Parkway. A significant number of these crashes have involved young drivers, who tend to speed and drive more aggressively, and can also be attributed to the straight geometry of the roadway that encourages speeding.

Possible countermeasures for this corridor may include those that reduce speed and increase driver awareness such as roundabouts at key intersections, adding medians, radar feedback signs, stop sign control conversions, and horizontal and vertical traffic calming measures like chicanes, curb extensions, and speed humps. Separated grade pedestrian crossings can also be considered to reduce points of conflict between VRUs and vehicles.

Lost Creek Parkway

Lost Creek Parkway is a four-lane divided highway that is designed to be a bypass route for US Hwy 30. The highway has been designed to accommodate traffic from future development on adjacent land parcels, but there have been high occurrences of fatal and severe injury crashes driven by vehicles going at high speeds along this road.

Possible countermeasures for this highway may entail improvements at intersections such as separated grade pedestrian crossings across Lost Creek Parkway, protected/permitted left turns or other reduced left-turn conflict intersections. Other countermeasures include dynamic speed feedback signs, advance warning signs or reflective chevrons to delineate curves.

23rd Street

23rd Street is a state-owned four-lane undivided road with a two-way left turn lane. It is a major east-west thoroughfare that connects US 30 and US 81 within the city limits. This corridor has not only experienced a high number of crashes, including those that lead to deaths and severe injuries, but has also been identified as one of the high-risk corridors within the city.

Today, the road is already undergoing reconstruction as part of Nebraska DOT's improvement works, which consists of new pedestrian facilities, enhancements to existing turn lanes, new additional turn lanes, driveway consolidation, roadway lighting, and traffic signal updates.

Implementation

To implement these major projects, the city will integrate them into larger capital projects through the City's **Capital Improvement Plan (CIP)**, ensuring that infrastructure upgrades address both current deficiencies and long-term safety priorities. Other projects that are not yet programmed in the CIP may advance through separate funding sources or be implemented incrementally through a phased approach.

For these and other corridors that may be identified as high risk in the future, the Safety Action Plan should guide the way major projects are scoped, phased, and delivered. Where resources may not yet be available to fully execute the project, the

city and partner agencies should continue to seek out low-cost opportunities to institute interim safety improvements.

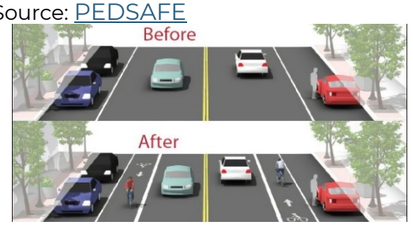
Conclusion

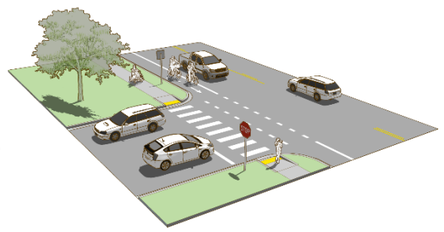
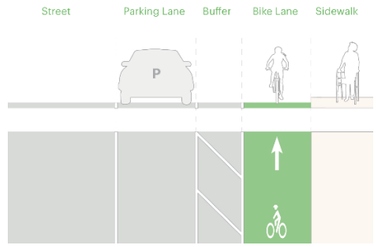
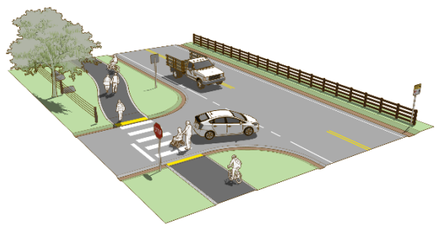
To enhance the overall safety for all road users in the City, a multi-pronged approach is required to minimize crash risks on road segments and intersections. This memo provides a unified framework that recommends a myriad of policy strategies, systemic countermeasures, and major capital investments that work together to achieve the safety goals of the City's CSAP. The emphasis areas and prioritization process ensure that both proactive and location-specific solutions target areas of the city with the highest and most urgent need. Implementing these projects and strategies will require strong commitment by the City and the involvement of other parties like the private sector and non-profit organizations. The City will explore opportunities to integrate these strategies into the Capital Improvement Plan and routine project delivery and partner with other private and non-profit entities to systematically build a safer and more reliable transportation network for all users.

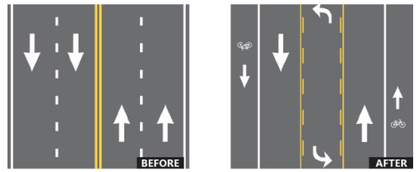
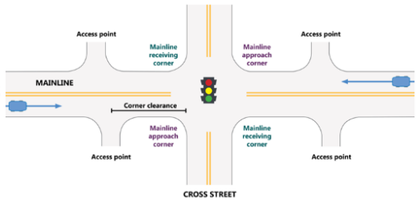
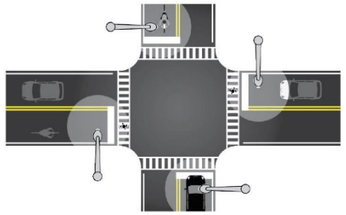
Appendix 4-A

Table 8: Safer Streets Toolkit Outline

Toolkit Feature	Description
Countermeasure Name	Name of the countermeasure
Image	Visual depiction of the strategy
Description	Description of the countermeasure
Crash Types	Crash types addressed by the countermeasure: • **Lane Departure**: Fixed object, head-on, overturn, sideswipe, parked vehicle, single vehicle • **Rear-end** • **Angle:** Left-turn, right angle • **Bike/Ped**: Bicyclists and/or pedestrians
Crash Reduction Factor	Potential reduction in all crash severities and types owing to implementation of the countermeasure
Project Type	Each countermeasure was grouped into either major project or systemic project depending on the impact of implementation and required funding.
Cost	The estimated cost for implementation of the countermeasure: **$** = <$10k **$$** = $10k – $100k **$$$** = $100k - $1M **$$$$** = $1M+
Traffic Considerations	Factors that help determine if a countermeasure may be a good fit for a potential location or project. Some examples include roadway geometry, traffic volume, speed limits, etc.
References	Links to industry resources and references that provide additional information on each countermeasure.

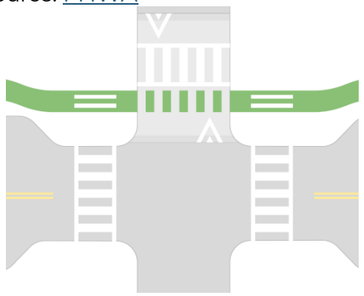
Segment Countermeasures									
	Countermeasure	Image	Description	Crash Types	Crash Reduction Factor	Project Type	Cost	Traffic Considerations	References
VRU Facilities / Traffic Calming	Horizontal Traffic Calming	Source: NACTO	Horizontal traffic calming techniques slow traffic and improve safety. Examples include: • Chicanes • Curb extensions/bulb-outs • Refuge islands • Pinch points • Lane shifts	All	30%	Systemic Project	$	<20,000 ADT	Speed Reduction Mechanisms
	Vertical Traffic Calming	Source: NACTO	Vertical traffic calming techniques slow traffic and improve safety. Examples include: • Speed humps • Raised crosswalks/intersections • Traffic circles	Speed Bike/Ped Departure Angle	30%	Systemic Project	$$	<10,000 ADT Ensure Compliant with EMS Vehicles	Vertical Speed Control Elements
	Landscaped Buffers / On-Street Parking	Source: PEDSAFE	Landscaped buffers, on-street parking, and street trees implemented in conjunction or separately can slow traffic and improve safety.	All	-	Major Project	$$$	Evaluate Line of Sight at Intersections	On-Street Parking Enhancements Landscaping
	Lane Narrowing	 Source: Braintree, MA	Lane narrowing reduces roadway width while maintaining the existing lane count which slows traffic, shortens pedestrian crossings, and adds space for bike/pedestrian areas.	Speed Bike/Ped Departure	25%	Systemic Project	$$	Avoid on Truck Routes	Lane Narrowing

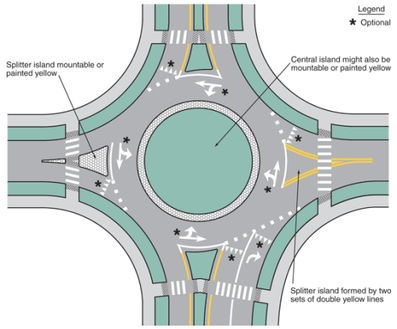
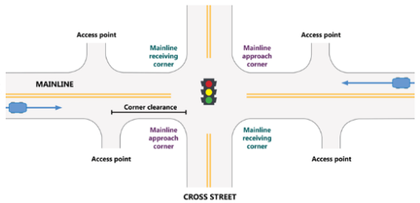
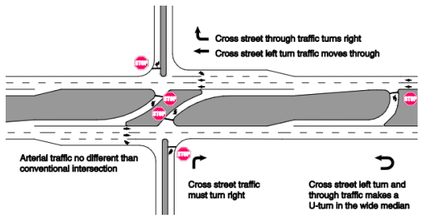
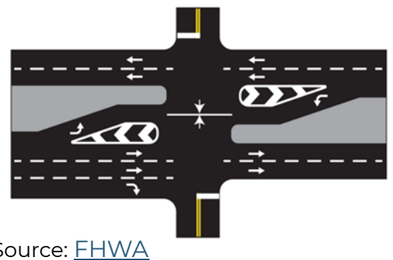
Sidewalks	Source: NACTO	Sidewalks improve pedestrian and cyclist safety by providing designated spaces separate from traffic, including ADA-compliant features.	Ped/Bike	90% (where sidewalks are missing)	Major Project	$$-$$$		Walkways
Bicycle Lanes	 Source: Rural Design Guide	Bicycle lanes make cycling safer and more comfortable by separating cyclists from traffic and pedestrian facilities using paint or physical barriers.	Ped/Bike	45%	Major Project	$$	<6,000 AADT <35 MPH	Bicycle Lanes
Protected Bicycle Lanes/Cycle Tracks	 Source: NACTO	Protected bike lanes separate cyclists from traffic with physical barriers, significantly reducing collisions and improving safety.	Ped/Bike	55%	Major Project	$$$	6,000 - 20,000 AADT <45 MPH Evaluate Exclusive Turn-Lanes and Protected Turn Signal Phasing	Separating Protected Bike Lanes
Shared-use Paths	 Source: Rural Design Guide	Shared-use paths (off-street trails) improve safety and accessibility for active transportation and recreation by separating users from traffic.	Ped/Bike	25%	Major Project	$$-$$$	>20,000 AADT >45 MPH	Paths

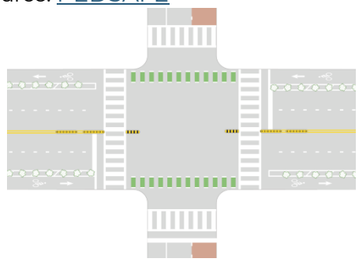
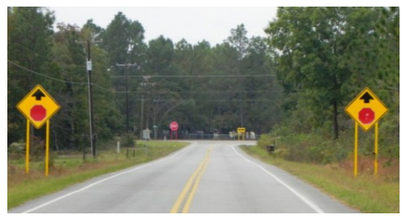
Roadway Reconfiguration	Roadway Reconfiguration	 Source: FHWA	Roadway reconfigurations reduce the number of lanes resulting in a decrease in conflict points, crossing distances, and vehicle speeds.	All	30%	Major Project	$$-$$$	4-to-3 lanes: <20,000 ADT	Roadway Reconfiguration
Raised Median & Access Management	Raised Medians and Access Management	 Source: FHWA	Medians separate traffic, reducing head-on collisions and providing safe havens for pedestrians. Limiting driveways improves access management and reduces traffic conflicts.	All	40%	Major Project	$$$$	>12,000 ADT	Corridor Access Management Raised Medians
Additional Countermeasures	One-way to Two-way Street Conversions	Source: NACTO	Converting one-way streets to two-way streets calms traffic, increases connectivity, and creates safer streets for all users.	Bike/Ped	30%	Major Project	$$$	Evaluate Signal Modifications, Access, and Turn-lanes	One-Way to Two-Way Street Conversion
	Roadway Lighting	 Source: FHWA	Street lighting improves visibility, especially at intersections, crosswalks, and other high traffic areas, which reduces crashes and enhances pedestrian safety.	Bike/Ped Angle	20%	Systemic Project	$$		Lighting
	Dynamic Speed Feedback Sign	Source: Department of Transportation	Speed feedback signs display approaching drivers' speeds to make them aware of their current speed, with flashing numbers indicating speeding.	Speed	5%	Systemic Project	$		Dynamic Speed Feedback Sign

	Shoulder Installation / Widening	Source: PEDSAFE	Installing or widening shoulders provides space for disabled vehicles, maintenance, and other safety activities.	Departure	25%	Major Project	$$$	Most effective when ADTs >1,000	Shoulders and Walkways
	Curve Delineation Modifications	Source: FHWA	Enhanced Curve Delineation uses reflective chevrons and advance warning signs to significantly reduce curve crashes, especially at night and in rural areas.	Departure	30%	Systemic Project	$$	History of Roadway Departure or Nighttime Crashes	Enhanced Delineation for Horizontal Curves

Intersection Countermeasures									
Countermeasure		**Image**	**Description**	**Crash Types**	**Crash Reduction Factor**	**Project Type**	**Cost**	**Traffic Considerations**	**References**
Systemic Traffic Signal Modifications	Systemic Traffic Signal Modifications	Source: FHWA	Traffic signal modifications improve safety and efficiency through both hardware and software upgrades such as: **Hardware:** Signal light upgrades, retroreflective backplates, pedestrian countdowns, and stop-bar/crosswalk striping **Software:** Updated timings, leading pedestrian intervals, and intelligent transportation systems (ITS) implementation	All	15%	Systemic Project	$$		Traffic Signal Enhancements
Systemic Crossing Modifications	Systemic Crossing Modifications		Systemic crossing modifications improve pedestrian safety and accessibility across busy	Ped/Bike	30%	Systemic Project	$$	See FHWA STEP Guide, Table 1	Marked Crosswalks

		streets with marked crosswalks, lighting, refuge islands, and clear signage.						Crosswalk Visibility Enhancements
Rectangular Rapid-Flashing Beacon	Source: PEDSAFE	RRFBs use flashing lights to improve safety at unsignalized crosswalks, especially crossings of two lanes or less and under 40 mph	Ped/Bike	45%	Major Project	$$	See FHWA STEP Guide, Table 1	Rectangular Rapid Flashing Beacons (RRFB)
Pedestrian Hybrid Beacon	Source: FHWA	PHBs use flashing and steady lights to improve driver yielding to pedestrians at unsignalized crossings, especially on higher-speed and multilane roadways.	Ped/Bike	55%	Major Project	$$$	See FHWA STEP Guide, Table 1	Pedestrian Hybrid Beacons
Raised Crossing	 Source: NACTO	Raised crossings improve pedestrian safety and accessibility by slowing traffic and providing a level crossing surface.	Ped/Bike	30%	Major Project	$$	See FHWA STEP Guide, Table 1	Design Tools for Intersections

Roundabout	Roundabouts	 Source: FHWA	1. **Single-lane roundabouts** reduce traffic speeds, eliminate dangerous angle crashes, and shorten crossing distances for pedestrians. 2. **Multi-lane roundabouts** handle more traffic but have more conflicts than single-lane roundabouts. 3. **Mini-roundabouts** are smaller, single-lane versions of traditional roundabouts with traversable centers for larger vehicles without requiring additional ROW.	All	65%	Major Project	$$-$$$$	<30,000 AADT **<45,000 AADT** <20,000 AADT	Roundabouts
Access Management	Raised Medians and Access Management	 Source: FHWA	Medians separate traffic, reducing head-on collisions and providing safe havens for pedestrians. Limiting driveways improves access management and reduces traffic conflicts.	All	40%	Major Project	$$$$	>12,000 ADT	Corridor Access Management Raised Medians
Intersection Reconfiguration	Reduced Conflict Intersections	 Source: FHWA	Reduced conflict intersections redesign left turns to reduce crashes and improve safety. Common types include RCUTs and MUTs. Right-in, right-out (RIRO) and three-quarter intersections simplify traffic flow by restricting side-street movements, forcing right turns, and reducing crossing paths.	Bike/Ped Angle Rear-End	35%	Major Project	$$$$	Prior Condition Stop-Controlled	Reduced Left-Turn Conflict Intersections
	Turn-lane Additions	 Source: FHWA	Adding auxiliary lanes separates turning traffic, reducing crashes while improving visibility.	Angle Rear-End	45%	Major Project	$$$	Visibility Concerns History of Left-Turn Related or Rear-End Crashes	Dedicated Left- and Right-Turn Lanes at Intersections

Additional Countermeasures	All-way Stop Control Conversion	Source: FHWA	All-way stop control converts either two-stops or unwarranted signals to four-way stops, reducing wait times and making intersections more predictable.	Bike/Ped Angle	50%	Major Project	$	<12,000 ADT (each approach) <=2 thru-lanes (each approach)	Stop–Controlled Intersections
	Curb Extensions	Source: PEDSAFE	Curb extensions and bulb-outs shorten crossing distances, improve visibility, and increase pedestrian comfort at intersections.	Bike/Ped Angle	30%	Systemic Project	$$	See FHWA STEP Guide, Table 1 Avoid at High Truck Volume Intersections	Curb Extensions
	Left turn Hardening	 Source: NACTO	Left turn hardening reduces vehicle turning speed and increases vehicle yielding to pedestrians by guiding vehicles to take wider turns.	Speed Bike/Ped Angle	30%	Systemic Project	$$	Avoid at High Truck Volume Intersections	Left-Turn Hardening
	Systemic Stop-Control Modifications	 Source: FHWA	Systemic stop-control modifications improve intersection visibility with: • Advanced warning signs • Retroreflective panels • Enlarged signs • Rumble strips • Cross-traffic warning signs	Departure Angle Rear-End	40%	Systemic Project	$$	History of Stop-sign Running or Nighttime Crashes	Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections

15. **ORDINANCES ON FIRST READING**

15.A. Ordinance No. 26-05 vacating portion of existing drainage easement located on the west end of Grayhawk Place off 43rd Street.

DRAFT

ORDINANCE NO. 26-05

AN ORDINANCE OF THE MAYOR AND COUNCIL OF THE CITY OF COLUMBUS, NEBRASKA TO VACATE A PORTION OF AN EXISTING DRAINAGE EASEMENT LOCATED IN THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 11, T17N, R1W OF THE 6TH P.M., PLATTE COUNTY, NEBRASKA, MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF MEADOW RIDGE ELEVENTH ADDITION TO THE CITY OF COLUMBUS, PLATTE COUNTY, NEBRASKA; THENCE S 88°06'59" W ON THE SOUTH LINE OF TEMPORARY DRAINAGE EASEMENT AS RECORDED WITH SAID MEADOW RIDGE ELEVENTH ADDITION, 94.04 FEET; THENCE N 02°13'45" W ON THE WEST LINE OF SAID TEMPORARY DRAINAGE EASEMENT, 288.55 FEET; THENCE N 88°06'27" E, 123.97 FEET TO THE NORTHWEST CORNER OF LOT 8, BLOCK B OF SAID MEADOW RIDGE ELEVENTH ADDITION; THENCE S 02°13'45" E ON THE WEST LINE OF SAID LOT 8, 113.57 FEET TO THE SOUTHWEST CORNER OF SAID LOT 8; THENCE S 88°07'09" W ON THE NORTH RIGHT-OF-WAY LINE OF GRAYHAWK PLACE, 30.00 FEET; THENCE S 02°15'10" E ON THE WEST LINE OF SAID MEADOW RIDGE ELEVENTH ADDITION, 175.00 FEET TO THE POINT OF BEGINNING, CONTAINING 0.70 ACRES, MORE OR LESS; TO REPEAL ALL ORDINANCES AND RESOLUTIONS OR PARTS THEREOF IN CONFLICT HEREWITH; TO PROVIDE FOR THE PUBLICATION OF THIS ORDINANCE IN PAMPHLET FORM; AND TO PROVIDE FOR THE EFFECTIVE DATE.

WHEREAS, the property owner has requested the vacation of the following previously dedicated easement, to-wit: the legally descried portion of Drainage Easement No. 1 as shown on the Meadow Ridge Eleventh Addition Plat and previously dedicated pursuant to a Deed of Dedication dated February 21, 2024 and recorded March 14, 2024, at Deeds, Book 256 Page 785 of the Platte County Register of Deeds, as shown on attached Exhibit "A".

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF COLUMBUS, NEBRASKA:

Section 1. That the following previously dedicated easement, to-wit: the legally described portion of Drainage Easement No. 1 as shown on the Meadow Ridge Eleventh Addition Plat and previously dedicated pursuant to a Deed of Dedication dated February 21, 2024 and recorded March 14, 2024 at Deeds, Book 256 Page 785 of the Platte County Register of Deeds, should be and hereby IS vacated.

Section 2. That all ordinances and resolutions or parts thereof in conflict herewith be and the same are hereby repealed.

Section 3. That this ordinance shall become effective immediately upon and be in full force and effect after its passage, adoption, and publication as provided by law. Publication shall be in pamphlet form as authorized by § 16-405 of Nebraska Revised Statues with distribution to be made by making copies available to the public upon request at the City offices.

INTRODUCED BY COUNCIL MEMBER_____

PASSED AND ADOPTED THIS ____ DAY OF _____, 2026.

_____
MAYOR

ATTEST:

_____
CITY CLERK

APPROVED AS TO FORM:

_____
CITY ATTORNEY

16. **ORDINANCES ON SECOND READING: None**

17. **ORDINANCES ON THIRD READING: None**

18. **PAYROLL AND BILLS ON FILE: Included in Consent Agenda**

19. **UNFINISHED BUSINESS: None**

20. **ADJOURNMENT**