	"OPEN MEETINGS ACT" **City of Blair Regular Council Meeting** **City Council Chambers** **April 14, 2026 - 7:00 PM**

A Copy of the "Open Meetings Act" Has Been Posted at Both Exits

AGENDA

NOTE: A current copy of the agenda can be obtained at the City Clerk's Office at 218 S. 16th Street, Blair, Nebraska or on the City website at www.blairne.gov. The City Council reserves the right to go into Executive Session at any time.

1. Meeting called to order by Mayor Rump.
2. Roll Call.
3. Pledge of Allegiance.
4. Approval of 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. Approval of Minutes of the March 31, 2026, meeting.
4.b. Clerk report of Mayoral Action of March 31, 2026, meeting.
4.c. City Department reports for March, 2026.
4.d. Claims as recommended by the Finance Committee.
4.e. Resolution 2026-025 recommending approval of a Special Designated Liquor License for Sid Dillon Chevrolet Blair, 2261 S. Highway 30, Blair for a retirement reception for Jim Nelson on May 7, 2026, from 4:00 p.m. to 9:00 p.m.
4.f. Resolution 2026-026 recommending approval of a new Liquor License for Nectar 2019 LLC, dba Dale's House of Bottles, 1074 Washington St., Blair, NE 68008 due to new ownership.

4.g. Resolution 2026-027 recommending approval of a Secondary License (Catering) in reference to the Class C Liquor License for Blair Meat Market, 312 N. 16th St., Blair, NE.
5. Consider Resolution No. 2026-029 approving the Mayoral appointment of Lateral Police Officer Ryan Gentry to the Blair Police Department.
6. Mayor Rump opens a Public Hearing to provide an opportunity for public comment on the Comprehensive Plan presentation as presented to the city on March 31, 2026.
7. Consider a motion to select a firm to proceed with the preparation of the City's Comprehensive Plan and authorize staff to negotiate and finalize a professional services agreement subject to City Council approval.
8. Consider a motion to select a firm to proceed with the preparation of the City's Safe Streets for All and Comprehensive Safety Action Plan and authorize staff to negotiate and finalize a professional services agreement subject to City Council approval.
9. Ordinance 2609 approving a purchase agreement for the sale of excess city property to Gateway Development Corporation.
10. Resolution 2026-028 approving the purchase of CitiBot module for the City of Blair website to maintain and optimize the city's web chatbot.
11. Consider Resolution 2026-030 to accept and approve a bid for the removal of city trees.
12. Consider Resolution 2026-031 approving Amendment No. 1 with HDR Engineering for the Black Elk Pump Station project.
13. Consider Resolution 2026-032 to accept and approve the bids for the removal and installation of two new gravity filters at the Water Treatment Plant.
14. Consider Resolution 2026-033 approving an amended agreement for City Attorney Services with Edmond Talbot III.
15. Consider Resolution 2026-034 approving an agreement for Non-Lawyer Assistant Services with Katelyn Ferrari.
16. Consider Resolution 2026-035 reaffirming support for the City of Blair's pursuit of designation as an Inland Port Authority and authorizing resubmittal of the application to the Nebraska Department of Economic Development.
17. City Administrator Report
18. Motion and second by Council members to adjourn the meeting.

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City of Blair 5th Tuesday Special Council Meeting
March 31, 2026

The Mayor and City Council met in special session for the 5th Tuesday meeting in the City Council Chambers on March 31, 2026, at 6:00 PM. The following were present: Gary Banner, Brent Clark, Kirk Highfill, Kent Long, Frank Wolff. Absent: James Letcher, Rick Paulsen, and Kevin Willis. Also present were City Administrator Green, Deputy City Administrator Barrow, Deputy City Administrator Heaton, Deputy City Administrator Scott, City Attorney Talbot, Library Director Lukert, Finance Director/Treasurer Bach, Community Development Director Beiermann, IT Director White, Public Safety & Communications Coordinator Dunn, and Police Chief Kinsey.

The Mayor publicly stated to all in attendance that a current copy of the Nebraska Open Meetings Act was available for review and indicated the location of such copy posted in the room where the meeting was being held. Notice of the meeting was given in advance thereof by publication in the Enterprise or the Pilot -Tribune as shown by the affidavit of publication filed in the City Clerk's office. Notice of the meeting was simultaneously given to the Mayor and all members of the City Council, and a copy of their acknowledgement of receipt of notice and the agenda is filed in the City Clerk's office. Availability of the agenda was communicated in the advance notice and in the notice to the Mayor and Council of this meeting. All proceedings hereafter shown were taken while the convened meeting was open to the attendance of the public.

Agenda Item #1, #2, & #3 – Mayor Rump called the meeting to order at 7:00 p.m. followed by roll call and the Pledge of Allegiance.

Agenda Item #4 – Consent agenda approved the following: 4a) Approval of Minutes of the March 24, 2026, meeting. Motion by Frank Wolff, second by Kirk Highfill to approve the Consent Agenda. Council members voted as follows: Gary Banner: Yea, Brent Clark: Yea, Kirk Highfill: Yea, James Letcher: Absent, Kent Long: Yea, Rick Paulsen: Absent, Kevin Willis: Absent, Frank Wolff: Yea. All Council members voted: Yea: 5, Nay: 0, Absent: 3. Mayor Rump declared the motion carried.

City Administrator Green updated the public on the meeting process, noting that this is one of the most important decisions the City will make. Nine proposals were originally submitted and were narrowed down by staff to three finalists presenting this evening. Each presenter will have 45 minutes, followed by 15 minutes for questions. No decision will be made tonight; the matter will be returned to the City Council on April 14. Administrator Green also thanked the local radio stations for recording the meeting so it can be viewed by the public.

Agenda Item #5. Proposal Presentation for City of Blair Comprehensive Plan by Confluence, 1111 N. 13th Street, Suite 203, Omaha, Nebraska 68102. The consulting firm Confluence presented its qualifications, project understanding, and proposed approach for preparing the City of Blair's Comprehensive Plan. The project team was introduced, including Caitlin Bolte (Principal-in-Charge/Project Manager) and Christopher Shires (Principal Planner). They are also supported by Houston Engineering, Inc., Ray Planning Solutions, LLC, and ETC Institute. The team summarized Blair's context and key planning considerations, noting: 1) Blair's proximity to Omaha and a significant share of its workforce living locally, 2) Major employers including the Cargill/Novozymes campus supporting over 1,100 industrial jobs, high traffic volumes on Washington Street (10,000+ vehicles/day), 3) Housing demand, 4) Aging utility systems and alignment needs with SS4A safety improvements, and the importance of coordinated land-use growth management and infrastructure investment. Confluence

outlined a four-phase, 14-month process: 1) Research & Analysis – data gathering, branding, existing conditions review, and early workshops; 2) Public & Stakeholder Engagement – visioning workshops, downtown charrette, focus groups, interviews, and online engagement, 3) Draft Plan & Evaluation – land use scenarios, steering committee reviews, public open house, and formal review periods; 4) Final Plan & Adoption – public hearings with Planning Commission and City Council. Confluence emphasized a strong analytical foundation including workforce and commuter pattern analysis, housing tenure and population trend review, coordination with local and regional economic organizations, GIS and physical profile analysis, use of Placer.ai for real-time visitor, retail, and activity pattern data. The team described its partnership with a national market research firm to conduct scientific, defensible community surveys (300–1,000 responses). Surveys are offered in multiple languages and designed to achieve high response rates and demographic representation. Confluence highlighted a robust engagement framework including: 1) A steering committee throughout the process, 2) Joint workshops with City Council and Planning Commission, 3) Public visioning sessions, listening sessions, special events, youth workshops, and a downtown charrette, and 4) Online engagement tools and branded outreach materials. The team reviewed major plan elements: 1) Future Land Use–scenario development based on data, community preferences, and updated zoning categories, 2) Housing–evaluation of local housing preferences, missing-middle opportunities, and reference to Blair's recent housing studies and project activity, 3) Downtown Planning – preparing for reduced truck traffic, streetscape improvements, bike/ped access, amenities, safety upgrades, and redevelopment concepts, 4) Infrastructure & Utilities–assessment of water, sewer, drainage, and long-term capital needs, 5) Growth Management & Phasing – identification of Tier 1, 2, and 3 growth areas based on infrastructure availability and annexation feasibility, 6) Transportation Planning–connectivity, multimodal planning, and alignment with SS4A, 7) Annexation Strategy–policy-driven, data-based approach to evaluating service capacity and fiscal impacts, and 8) Redevelopment Areas–tools to support reinvestment, including micro-TIF for infill housing where appropriate. Confluence presented examples from Ashland, Grimes (IA), Springfield (NE), and others, highlighting their ability to create actionable, implementable plans supported by digital tools and community engagement. They emphasized their strengths in partnerships, locally grounded visioning, and fiscally responsible planning practices.

Agenda Item #6 – Public Question and Answer session to allow community feedback and questions.

Agenda Item #7 – Intermission - A brief break will be taken prior to the next Presentation.

Agenda Item #8 – Proposal Presentation for City of Blair Comprehensive Plan by JEO Consulting Group, Inc., 11213 Davenport Street, Suite 200, Omaha, NE 68154. The consulting team from JEO Consulting Group and WSP presented their proposed approach for developing the City of Blair's Comprehensive Plan. Team members included Alyssa Vaughan (Project Manager & Engagement Lead), Kristen Ohnoutka (Lead Planner), and Tim Adams (Transportation Lead & SS4A Integration Specialist). The presenters identified Blair's primary needs as creating a community-driven plan, preparing for future growth, and investing strategically in long-term development. The team emphasized maintaining trusted partnerships, utilizing local and regional expertise, and holding consistent check-ins throughout the project from kickoff through implementation. Their key plan components include: 1) Strong community engagement, 2) Statistically valid surveys, 3) Verified data analysis, 4) Goal setting and strategic growth planning, and 5) Integration with Safe Streets for All (SS4A) initiatives. The team outlined a multi-layered engagement process involving: 1) City leadership workshops and regular updates, 2) Pop-up events, open houses, and focus groups, 3) Use of "Penny the Engagement Van" to bring engagement directly into the community, and 4) Focus groups addressing transportation/SS4A, downtown revitalization, parks and recreation, city facilities, and economic development A previous example from Tranquility Park was

presented demonstrating successful survey outreach (1,366 responses). Their plan will include a comprehensive data inventory and existing conditions review covering: 1) Population projections and demographics, 2) Existing and future land use, 3) Transportation networks and safety needs, 4) Housing, parks, economic development, and community facilities and 5) Infrastructure and utilities capacity. The consultants highlighted that Blair would need 500+ new housing units, improved economic alignment between services and population, and strategies for infrastructure investment despite a limited tax base. The team discussed their structured process for setting community-aligned goals, project prioritization, and feasibility assessment. Population growth scenarios, including 3% and 10% projections through 2050, were presented. JEO/WSP outlined capabilities in 1) Travel demand modeling, 2) Assessing safety in coordination with SS4A, 3) Integrating multimodal needs (drivers, pedestrians, cyclists, transit users), 4) Applying "Complete Streets" design principles, and 5) Ensuring compliance with FHWA and NDOT standards and aligning projects with future funding opportunities. Examples of SS4A experience were provided, including Vision Zero initiatives in Omaha and Lincoln. The presenters concluded by emphasizing: 1) Their trusted partnership approach, 2) Strong commitment to engagement, and 3) Dedication to supporting Blair's strategic and sustainable growth.

Agenda Item #9 – Public Question and Answer session to allow community feedback and questions.

Agenda Item #10 – Intermission - A brief break will be taken prior to the next Presentation.

Agenda Item #11 – Proposal Presentation for City of Blair Comprehensive Plan by Olsson, 2111 S. 67th Street, Suite 200, Omaha, Nebraska 68106. Representatives from Olsson delivered a presentation outlining their approach to developing a Comprehensive Plan for the City of Blair. The project team introduced included specialists in community facilities, infrastructure, transportation, and planning. Olsson identified Blair as a regional employment center with untapped residential and commercial potential. The city is well-positioned to align growth with its community identity. The key strengths noted included strong industry, job base, and transportation access. Opportunities to address include: 1) Housing needs, 2) Downtown activity and vitality and 3) Daily-life amenities for residents. Topics of interest highlighted: 1) Resource recovery, 2) Equitable housing, 3) Multimodal transportation improvements, 4) Downtown reroute and bypass planning and 5) Developable land and floodplain resilience. Olsson emphasized a people-first, implementation-focused planning process. Their engagement strategy includes: 1) Workshops, open houses, charrettes, 2) Focus groups and pop-up events, 3) Elected official work sessions, 4) Engagement ambassadors, 5) A branded project website, surveys, and social media, and 6) Interactive tools such as community mapping. The team stressed their ability to manage difficult conversations and ensure inclusive, accessible engagement. Olsson described a market-driven approach, analyzing: 1) Housing, retail, office, and industrial needs, 2) Economic development conditions, 3) Existing and potential corridors and districts and 4) Livability and long-term sustainability. The firm highlighted its integrated capabilities in 1) Water, sewer, stormwater, 2) Transportation and safety, 3) Energy and resilience and 4) Capital planning and alignment. They noted that infrastructure serves as the backbone of the plan and shared examples of work in Bellevue, NE; West Plains, MO; and Fort Collins, CO. Olsson stated their goal is to produce an actionable, day-to-day usable plan grounded in community vision. They emphasized producing clear, specific recommendations supported by robust public input. The presentation concluded with questions for city leaders regarding criteria for selecting the right planning partner, defining success for the plan, underrepresented voices in prior efforts, desired or concerning development types in the next 5–10 years, and insights planning teams should better understand about Blair. Olsson expressed their commitment to delivering a consensus-built, vision-aligned guidebook for Blair's future.

Agenda Item #12 – Public Question and Answer session to allow community feedback and questions.

Agenda Item #13 – City Administrator Closing Remarks and Outline of Next Steps. City Administrator Green thanked the members of the public and the Planning Commission for being in attendance. All presentations will be made available online for public review. On April 14, the City Council will hold a public hearing to hear comments from the community, followed by an agenda item to select the firm to complete the Comprehensive Plan. He emphasized that hearing the public's voice is one of the most important parts of this process.

Agenda Item #14 – Motion by Gary Banner, second by Kent Long to adjourn the meeting 9:00 p.m. Council members voted as follows: Gary Banner: Yea, Brent Clark: Yea, Kirk Highfill: Yea, James Letcher: Absent, Kent Long: Yea, Rick Paulsen: Absent, Kevin Willis: Absent, Frank Wolff: Yea. All Council members voted: Yea: 5, Nay: 0, Absent: 3. Mayor Rump declared the motion carried.

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Melinda K. Rump, Mayor

ATTEST:

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Brenda Wheeler, City Clerk

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REVENUE AND EXPENDITURE REPORT FOR CITY OF BLAIR

Balance As Of 03/31/2026

*NOTE: Available Balance / Pct Budget does not reflect amounts encumbered.

GL Number	Description	25-26 Amended Budget	YTD Balance 03/31/2026 Normal (Abnormal)	Activity For 03/31/2026 Increase (Decrease)	Available Balance 03/31/2026 Normal (Abnormal)	% Bdgt Used
Fund: 01 GENERAL						
Account Category: Revenues						
Department: 009						
01-009-4001	AD VALOREM TAXES	2,366,032.43	836,654.10	32,223.43	1,529,378.33	35.36
01-009-4002	INTEREST ON TAXES	10,000.00	4,534.07	340.59	5,465.93	45.34
01-009-4005	MOTOR VEHICLE TAXES	220,000.00	116,831.35	16,849.30	103,168.65	53.11
01-009-4007	CASH DEVICE TAX	0.00	725.34	297.81	(725.34)	100.00
01-009-4008	PRO RATE MOTOR VEHICLE TAX	4,750.00	1,708.61	0.00	3,041.39	35.97
01-009-4101	IN LIEU OF TAXES	90,000.00	0.00	0.00	90,000.00	0.00
01-009-4102	CARLINE TAX	500.00	0.00	0.00	500.00	0.00
01-009-4104	PROPERTY TAX CREDIT	150,000.00	88,683.85	88,683.85	61,316.15	59.12
01-009-4105	HOMESTEAD EXEMPTION	62,000.00	16,872.91	16,449.87	45,127.09	27.21
01-009-4106	FRANCHISE FEE	25,000.00	133,836.68	119,810.99	(108,836.68)	535.35
01-009-4206	POLICE GRANT	5,000.00	0.00	0.00	5,000.00	0.00
01-009-4208	POLICE GRANT CAMERAS	100.00	0.00	0.00	100.00	0.00
01-009-4252	LIBRARY STATE AID	3,000.00	1,001.79	0.00	1,998.21	33.39
01-009-4254	LIBRARY GRANT	100.00	0.00	0.00	100.00	0.00
01-009-4256	MISC STATE GRANTS	100.00	0.00	0.00	100.00	0.00
01-009-4301	ZONING FEES	6,930.00	4,801.00	175.00	2,129.00	69.28
01-009-4302	REGISTRATION FEE	48,510.00	39,670.00	16,415.00	8,840.00	81.78
01-009-4303	TOBACCO LICENSES REVENUE	240.00	285.00	15.00	(45.00)	118.75
01-009-4304	BUSINESS LICENSES/PERMITS	924.00	1,385.00	30.00	(461.00)	149.89
01-009-4305	LIQUOR LICENSES	11,000.00	10,150.00	3,390.00	850.00	92.27
01-009-4306	SOLID WASTE FEES	4,158.00	0.00	0.00	4,158.00	0.00
01-009-4307	BUILDING PERMITS	225,000.00	64,325.00	10,612.75	160,675.00	28.59
01-009-4308	ELECTRICAL PERMITS	2,887.50	6,697.00	5,453.00	(3,809.50)	231.93
01-009-4309	PLUMBING PERMITS	23,100.00	10,680.00	1,593.00	12,420.00	46.23
01-009-4310	MECHANICAL PERMITS	13,860.00	15,756.00	911.00	(1,896.00)	113.68
01-009-4311	DOG & CAT LICENSES	9,350.00	7,534.25	2,882.00	1,815.75	80.58
01-009-4312	DOG & CAT STATE LICENSE FEE	800.00	760.00	291.25	40.00	95.00
01-009-4314	REPLACEMENT DOG & CAT TAG	110.00	45.00	0.00	65.00	40.91
01-009-4320	POOL MEMBERSHIP	50,000.00	0.00	0.00	50,000.00	0.00
01-009-4321	CONCESSION STAND	7,500.00	0.00	0.00	7,500.00	0.00
01-009-4322	POOL N-TAXABLE	3,000.00	0.00	0.00	3,000.00	0.00
01-009-4332	SALE OF FIREWORKS	25,000.00	25,000.00	10,000.00	0.00	100.00
01-009-4333	SALE OF MAPS/BOOKS/ETC	50.00	0.00	0.00	50.00	0.00
01-009-4335	CEMETERY LOTS	20,000.00	1,650.00	0.00	18,350.00	8.25
01-009-4336	GRAVE OPENINGS	23,000.00	7,650.00	1,750.00	15,350.00	33.26
01-009-4339	LIBRARY TAX COLLECTIONS	3,750.00	2,095.35	439.75	1,654.65	55.88
01-009-4340	LIBRARY N-TAX COLLECTIONS	0.00	3,116.47	395.92	(3,116.47)	100.00
01-009-4341	POLICE LAB FUND	500.00	425.00	100.00	75.00	85.00
01-009-4342	UTV FEES	8,000.00	1,400.00	850.00	6,600.00	17.50
01-009-4344	LIBRARY USER FEES	8,000.00	7,100.00	225.00	900.00	88.75
01-009-4345	TOWING REVENUE	15,000.00	10,000.00	2,250.00	5,000.00	66.67
01-009-4346	FIREARM PERMITS	500.00	240.00	0.00	260.00	48.00
01-009-4347	RV PARK RECEIPTS	10,000.00	3,222.91	50.00	6,777.09	32.23
01-009-4348	VIOLATONS MOWING/JUNK	1,000.00	25.00	0.00	975.00	2.50
01-009-4502	NRD COST SHARE	5,000.00	0.00	0.00	5,000.00	0.00
01-009-4504	INTEREST	2,000.00	6,603.99	849.74	(4,603.99)	330.20
01-009-4508	MISC REIMBURSEMENT	5,000.00	5,686.62	5,127.40	(686.62)	113.73
01-009-4512	SALE OF LAND	1,000.00	1,200.00	0.00	(200.00)	120.00

GL Number	Description	25-26 Amended Budget	YTD Balance 03/31/2026 Normal (Abnormal)	Activity For 03/31/2026 Increase (Decrease)	Available Balance 03/31/2026 Normal (Abnormal)	% Bdgt Used
Fund: 01 GENERAL						
Account Category: Revenues						
Department: 009						
01-009-4516	DEPOT / SHELTERS / COURT RENTALS	15,000.00	5,650.00	650.00	9,350.00	37.67
01-009-4517	REIMB SCHOOL SRO	45,000.00	27,615.64	0.00	17,384.36	61.37
01-009-4518	POLICE CONTRACT OVERTIME	3,000.00	0.00	0.00	3,000.00	0.00
01-009-4519	TOWER RENTAL	75,000.00	57,913.11	4,330.00	17,086.89	77.22
01-009-4520	MISC REVENUE	4,000.00	8,084.15	232.50	(4,084.15)	202.10
01-009-4523	INSURANCE PROCEEDS	100.00	597.60	0.00	(497.60)	597.60
01-009-4537	EQUIPMENT SALE/RENTAL	100.00	1,143.45	0.00	(1,043.45)	1,143.45
01-009-4541	III CORPS REIMBURSED EXPENSE	15,000.00	23,008.25	3,412.62	(8,008.25)	153.39
01-009-4564	DONATION,GRANTS,LIBRARY,PARK	1,000.00	0.00	0.00	1,000.00	0.00
01-009-4585	RURAL REIMBURSEMENT	15,000.00	17,423.19	5,923.22	(2,423.19)	116.15
01-009-4782	TRANS FROM KENO	150,000.00	0.00	0.00	150,000.00	0.00
01-009-4785	TRANS FROM HOTEL TAX	120,000.00	0.00	0.00	120,000.00	0.00
01-009-4791	TRANS FROM SALES TAX - PROP TAX RELI	3,000,000.00	1,500,000.00	1,500,000.00	1,500,000.00	50.00
01-009-4802	TRANS FROM SALE TAX-LIBR LEASE	137,380.00	0.00	0.00	137,380.00	0.00
Total Dept 009		7,052,331.93	3,079,787.68	1,853,009.99	3,972,544.25	43.67
Revenues		7,052,331.93	3,079,787.68	1,853,009.99	3,972,544.25	43.67
Account Category: Expenditures						
Department: 010 ADMINISTRATIVE						
01-010-5001	SALARIES	349,970.16	187,118.97	31,286.62	162,851.19	53.47
01-010-5002	FICA - CITY SHARE	26,772.72	14,197.12	2,464.73	12,575.60	53.03
01-010-5003	WORKMAN'S COMPENSATION	2,000.00	1,859.31	0.00	140.69	92.97
01-010-5004	H.A.L. INSURANCE	38,759.00	24,192.11	4,242.79	14,566.89	62.42
01-010-5005	RETIREMENT - CITY SHARE	18,500.00	8,076.01	1,399.01	10,423.99	43.65
01-010-5006	UNEMPLOYMENT COMP	100.00	0.00	0.00	100.00	0.00
01-010-5007	DISABILITY	1,000.00	376.42	62.76	623.58	37.64
01-010-5008	PENSION ADMINISTRATION	800.00	145.00	0.00	655.00	18.13
01-010-5030	CONTRACT LABOR	20,000.00	0.00	0.00	20,000.00	0.00
01-010-5205	FILING FEES	1,000.00	38.00	0.00	962.00	3.80
01-010-5209	BANK FEES	500.00	158.45	27.94	341.55	31.69
01-010-5210	LEGAL	30,000.00	3,759.76	450.00	26,240.24	12.53
01-010-5211	AUDITING	12,000.00	1,800.00	1,800.00	10,200.00	15.00
01-010-5212	ENGINEERING/CONSULTANT	10,000.00	9,317.29	259.51	682.71	93.17
01-010-5213	PROFESSIONAL SERVICES	1,000.00	0.00	0.00	1,000.00	0.00
01-010-5215	EMPLOYEE SCHOOLING	4,500.00	1,812.44	0.00	2,687.56	40.28
01-010-5216	POSTAGE	1,500.00	613.67	9.80	886.33	40.91
01-010-5217	PRINTING & PUBLICATION	14,000.00	5,011.10	557.94	8,988.90	35.79
01-010-5221	ELECTION EXPENSE	25,000.00	2,280.00	0.00	22,720.00	9.12
01-010-5222	TRAVEL EXPENSE	14,000.00	2,278.25	250.96	11,721.75	16.27
01-010-5223	TRAINING EXP/CONF REGISTR	20,000.00	3,953.99	155.49	16,046.01	19.77
01-010-5224	DUES	15,000.00	3,236.13	0.00	11,763.87	21.57
01-010-5225	CUSTODIAL SERVICES	7,500.00	3,600.00	600.00	3,900.00	48.00
01-010-5227	SOFTWARE MAINTENANCE	75,000.00	52,501.36	9,198.30	22,498.64	70.00
01-010-5228	UTILITIES	10,000.00	3,776.40	863.47	6,223.60	37.76
01-010-5229	TELEPHONE	20,000.00	8,667.20	3,712.09	11,332.80	43.34
01-010-5230	VEHICLE INSURANCE	0.00	3,176.67	0.00	(3,176.67)	100.00
01-010-5231	LIABILITY INSURANCE	2,500.00	1,916.82	0.00	583.18	76.67
01-010-5232	BLDG & CONTENT INSURANCE	20,000.00	19,064.02	0.00	935.98	95.32

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Fund: 01 GENERAL						
Account Category: Expenditures						
Department: 010 ADMINISTRATIVE						
01-010-5233	EMPLOYEE BONDS	1,000.00	0.00	0.00	1,000.00	0.00
01-010-5237	OFFICE EQUIPMENT MAINTENANCE	2,000.00	292.73	43.53	1,707.27	14.64
01-010-5240	BUILDING MAINTENANCE	15,000.00	8,803.52	2,363.26	6,196.48	58.69
01-010-5240-2024-0003	BUILDING MAINTENANCE	0.00	965.00	0.00	(965.00)	100.00
01-010-5241	TREE/STUMP REMOVAL & PLANTING	100.00	0.00	0.00	100.00	0.00
01-010-5243	CHAMBER SERVICES; MARKING/EXHIBITS	45,000.00	43,600.00	0.00	1,400.00	96.89
01-010-5245	MEDICAL	600.00	758.68	0.00	(158.68)	126.45
01-010-5249	CAR EXPENSE	100.00	2.50	0.00	97.50	2.50
01-010-5250	BAD ACCOUNTS	100.00	0.00	0.00	100.00	0.00
01-010-5258	OTHER OPERATING EXPENSE	1,500.00	350.12	87.53	1,149.88	23.34
01-010-5260	FLOOD EXPENSE	100.00	0.00	0.00	100.00	0.00
01-010-5262	COUNTY TREASURER COMMISSIONS	23,000.00	8,576.38	490.14	14,423.62	37.29
01-010-5281	STORM DAMAGE	60,000.00	0.00	0.00	60,000.00	0.00
01-010-5298	TOBACCO LICENSES EXP	240.00	255.00	0.00	(15.00)	106.25
01-010-5300	LIQUOR LICENSE EXP	0.00	2,700.00	0.00	(2,700.00)	100.00
01-010-5359	OFFICE EQUIPMENT	1,500.00	3,202.12	21.39	(1,702.12)	213.47
01-010-5360	OFFICE SUPPLIES	10,000.00	9,023.97	597.15	976.03	90.24
01-010-5361	JANITORIAL SUPPLIES	3,500.00	1,275.12	80.10	2,224.88	36.43
01-010-5369	SAFETY EQUIPMENT/TRAINING	1,000.00	624.80	241.03	375.20	62.48
01-010-5372	BOOKS & MAPS	200.00	0.00	0.00	200.00	0.00
01-010-5383	OTHER EXPENSE MATL & SUPP	500.00	0.00	0.00	500.00	0.00
01-010-5390	FALL/SPRING CLEANUP	15,000.00	4,271.49	0.00	10,728.51	28.48
01-010-5395	NON-CAPITAL EQUIPMENT	1,000.00	0.00	0.00	1,000.00	0.00
01-010-5398	OFFICE EQUIPMENT RENTAL	2,500.00	409.36	204.68	2,090.64	16.37
01-010-5401	OFFICE EQUIPMENT - CAPITAL	64,600.00	9,404.33	823.58	55,195.67	14.56
01-010-5461	WEB DESIGN/LASER FICHE	23,700.00	0.00	0.00	23,700.00	0.00
01-010-5462	COUNCIL AGENDA PROG & TABLETS	7,000.00	7,751.00	0.00	(751.00)	110.73
01-010-5490	SPACE NEEDS & FACILITIES	20,000.00	72,632.00	0.00	(52,632.00)	363.16
01-010-5490-2025-0008	SPACE NEEDS & FACILITIES	10,000.00	18,491.47	0.00	(8,491.47)	184.91
01-010-5521	OTHER IMPROVEMENTS	5,000.00	0.00	0.00	5,000.00	0.00
01-010-5523	CAPITAL CONST PROJECT/RESERVE	750,000.00	0.00	0.00	750,000.00	0.00
Total Dept 010 - ADMINISTRATIVE		1,805,641.88	556,316.08	62,293.80	1,249,325.80	30.81
Department: 011 POLICE						
01-011-5001	SALARIES	2,171,820.00	1,102,206.37	191,095.20	1,069,613.63	50.75
01-011-5002	FICA - CITY SHARE	166,144.23	83,234.04	14,321.54	82,910.19	50.10
01-011-5003	WORKMAN'S COMPENSATION	85,000.00	73,803.76	0.00	11,196.24	86.83
01-011-5004	H.A.L. INSURANCE	467,562.00	195,846.63	29,817.38	271,715.37	41.89
01-011-5005	RETIREMENT - CITY SHARE	198,300.00	95,746.99	15,633.18	102,553.01	48.28
01-011-5006	UNEMPLOYMENT COMP	100.00	0.00	0.00	100.00	0.00
01-011-5007	DISABILITY	27,000.00	13,496.44	2,237.18	13,503.56	49.99
01-011-5008	PENSION ADMINISTRATION	2,000.00	493.50	0.00	1,506.50	24.68
01-011-5210	LEGAL	7,000.00	521.55	90.00	6,478.45	7.45
01-011-5211	AUDITING	8,000.00	3,060.00	1,350.00	4,940.00	38.25
01-011-5212	ENGINEERING/CONSULTANT	50,000.00	20,437.79	2,345.93	29,562.21	40.88
01-011-5213	PROFESSIONAL SERVICES	1,000.00	0.00	0.00	1,000.00	0.00
01-011-5215	EMPLOYEE SCHOOLING	2,000.00	1,604.47	0.00	395.53	80.22
01-011-5216	POSTAGE	600.00	109.49	14.32	490.51	18.25
01-011-5217	PRINTING & PUBLICATION	3,000.00	1,233.38	0.00	1,766.62	41.11

GL Number	Description	25-26 Amended Budget	YTD Balance 03/31/2026 Normal (Abnormal)	Activity For 03/31/2026 Increase (Decrease)	Available Balance 03/31/2026 Normal (Abnormal)	% Bdgt Used
Fund: 01 GENERAL						
Account Category: Expenditures						
Department: 011 POLICE						
01-011-5218	EVIDENCE PROCUREMENT	2,500.00	56.20	33.00	2,443.80	2.25
01-011-5219	DRUG TASK FORCE	20,500.00	20,383.00	0.00	117.00	99.43
01-011-5222	TRAVEL EXPENSE	10,000.00	5,245.87	440.00	4,754.13	52.46
01-011-5223	TRAINING EXP/CONF REGISTR	18,000.00	4,596.00	275.00	13,404.00	25.53
01-011-5224	DUES	1,500.00	941.80	330.00	558.20	62.79
01-011-5225	CUSTODIAL SERVICES	5,200.00	2,400.00	400.00	2,800.00	46.15
01-011-5226	POLICE TESTING	3,000.00	930.00	465.00	2,070.00	31.00
01-011-5227	SOFTWARE MAINTENANCE	41,000.00	51,854.29	10,066.55	(10,854.29)	126.47
01-011-5228	UTILITIES	11,000.00	6,234.02	1,371.16	4,765.98	56.67
01-011-5229	TELEPHONE	14,000.00	7,548.84	1,730.10	6,451.16	53.92
01-011-5230	VEHICLE INSURANCE	25,000.00	29,845.20	0.00	(4,845.20)	119.38
01-011-5231	LIABILITY INSURANCE	9,000.00	7,844.00	0.00	1,156.00	87.16
01-011-5232	BLDG & CONTENT INSURANCE	10,000.00	20,549.11	0.00	(10,549.11)	205.49
01-011-5235	POLICE LAB MAINTENANCE	400.00	0.00	0.00	400.00	0.00
01-011-5236	RADIO MAINTENANCE	15,000.00	0.00	0.00	15,000.00	0.00
01-011-5237	OFFICE EQUIPMENT MAINTENANCE	1,500.00	0.00	0.00	1,500.00	0.00
01-011-5239	MOTORIZED EQUIPMENT MAINT	30,000.00	31,436.60	2,650.43	(1,436.60)	104.79
01-011-5240	BUILDING MAINTENANCE	15,000.00	10,525.15	960.50	4,474.85	70.17
01-011-5245	MEDICAL	2,500.00	2,430.00	1,234.00	70.00	97.20
01-011-5249	CAR EXPENSE	500.00	0.00	0.00	500.00	0.00
01-011-5254	CRIME STOPPER PROGRAM	1,800.00	0.00	0.00	1,800.00	0.00
01-011-5255	TOWING EXP	18,000.00	9,028.16	2,336.24	8,971.84	50.16
01-011-5258	OTHER OPERATING EXPENSE	3,000.00	4,368.59	0.00	(1,368.59)	145.62
01-011-5281	STORM DAMAGE	20,000.00	0.00	0.00	20,000.00	0.00
01-011-5287	PROMOTIONAL ITEMS	3,000.00	1,481.98	0.00	1,518.02	49.40
01-011-5360	OFFICE SUPPLIES	2,700.00	1,433.86	392.39	1,266.14	53.11
01-011-5361	JANITORIAL SUPPLIES	1,500.00	843.92	424.34	656.08	56.26
01-011-5368	INVESTIGATIVE SUPPLIES	2,000.00	1,651.41	0.00	348.59	82.57
01-011-5369	SAFETY EQUIPMENT/TRAINING	15,000.00	9,405.68	1,286.42	5,594.32	62.70
01-011-5370	GAS/OIL/DIESEL	40,000.00	15,613.17	3,834.75	24,386.83	39.03
01-011-5371	UNIFORMS	10,000.00	12,520.08	5,492.40	(2,520.08)	125.20
01-011-5372	BOOKS & MAPS	100.00	0.00	0.00	100.00	0.00
01-011-5382	AMMUNITION/RANGE	25,000.00	8,629.68	0.00	16,370.32	34.52
01-011-5383	OTHER EXPENSE MATL & SUPP	400.00	0.00	0.00	400.00	0.00
01-011-5389	PURCHASE/GRANT	4,000.00	0.00	0.00	4,000.00	0.00
01-011-5395	NON-CAPITAL EQUIPMENT	1,000.00	0.00	0.00	1,000.00	0.00
01-011-5398	OFFICE EQUIPMENT RENTAL	300.00	146.95	0.00	153.05	48.98
01-011-5401	OFFICE EQUIPMENT - CAPITAL	20,000.00	9,529.97	0.00	10,470.03	47.65
01-011-5402	MOTORIZED EQUIPMENT	200,000.00	195,562.28	58,763.98	4,437.72	97.78
01-011-5406	RADIO EQUIPMENT CAPITAL	80,000.00	54,600.53	0.00	25,399.47	68.25
01-011-5408	VIDEO/CAMERA EQUIPMENT	45,000.00	24,249.27	0.00	20,750.73	53.89
01-011-5410	AED	3,000.00	109,937.92	0.00	(106,937.92)	3,664.60
01-011-5421	TASER	6,000.00	0.00	0.00	6,000.00	0.00
01-011-5423	BODY CAMERA	4,000.00	24,047.20	0.00	(20,047.20)	601.18
01-011-5521	OTHER IMPROVEMENTS	20,000.00	5,150.00	0.00	14,850.00	25.75
01-011-5521-2026-0004	OTHER IMPROVEMENTS	0.00	42,265.35	42,265.35	(42,265.35)	100.00
Total Dept 011 - POLICE		3,950,926.23	2,325,080.49	391,656.34	1,625,845.74	58.85
Department: 013 FIRE						

GL Number	Description	25-26 Amended Budget	YTD Balance 03/31/2026 Normal (Abnormal)	Activity For 03/31/2026 Increase (Decrease)	Available Balance 03/31/2026 Normal (Abnormal)	% Bdgt Used
Fund: 01 GENERAL						
Account Category: Expenditures						
Department: 013 FIRE						
01-013-5003	WORKMAN'S COMPENSATION	6,000.00	1,503.41	0.00	4,496.59	25.06
01-013-5004	H.A.L. INSURANCE	30,649.00	3,631.45	648.00	27,017.55	11.85
01-013-5008	PENSION ADMINISTRATION	0.00	120.00	120.00	(120.00)	100.00
01-013-5210	LEGAL	1,000.00	388.40	20.00	611.60	38.84
01-013-5211	AUDITING	1,500.00	680.00	300.00	820.00	45.33
01-013-5212	ENGINEERING/CONSULTANT	5,000.00	6,200.80	0.00	(1,200.80)	124.02
01-013-5213	PROFESSIONAL SERVICES	5,000.00	3,207.50	0.00	1,792.50	64.15
01-013-5216	POSTAGE	100.00	22.61	0.00	77.39	22.61
01-013-5217	PRINTING & PUBLICATION	500.00	199.00	0.00	301.00	39.80
01-013-5222	TRAVEL EXPENSE	2,000.00	0.00	0.00	2,000.00	0.00
01-013-5223	TRAINING EXP/CONF REGISTR	2,000.00	150.00	0.00	1,850.00	7.50
01-013-5225	CUSTODIAL SERVICES	300.00	113.33	0.00	186.67	37.78
01-013-5228	UTILITIES	25,000.00	14,367.57	2,381.31	10,632.43	57.47
01-013-5229	TELEPHONE	3,000.00	998.68	325.54	2,001.32	33.29
01-013-5230	VEHICLE INSURANCE	50,000.00	65,097.00	0.00	(15,097.00)	130.19
01-013-5231	LIABILITY INSURANCE	2,000.00	1,083.42	0.00	916.58	54.17
01-013-5232	BLDG & CONTENT INSURANCE	16,000.00	27,017.72	0.00	(11,017.72)	168.86
01-013-5236	RADIO MAINTENANCE	500.00	2,374.87	0.00	(1,874.87)	474.97
01-013-5238	SHOP EQUIPMENT MAINTENANCE	500.00	69.53	0.00	430.47	13.91
01-013-5239	MOTORIZED EQUIPMENT MAINT	50,000.00	14,225.68	158.94	35,774.32	28.45
01-013-5240	BUILDING MAINTENANCE	10,000.00	28,491.72	14,292.37	(18,491.72)	284.92
01-013-5245	MEDICAL	1,000.00	2,785.00	952.00	(1,785.00)	278.50
01-013-5258	OTHER OPERATING EXPENSE	150.00	0.00	0.00	150.00	0.00
01-013-5281	STORM DAMAGE	10,000.00	0.00	0.00	10,000.00	0.00
01-013-5285	RURAL CHARGES	16,000.00	16,683.16	0.00	(683.16)	104.27
01-013-5294	FIRE SCHOOL	2,000.00	0.00	0.00	2,000.00	0.00
01-013-5306	RADIO EQUIPMENT	5,000.00	1,918.36	0.00	3,081.64	38.37
01-013-5359	OFFICE EQUIPMENT	500.00	817.13	817.13	(317.13)	163.43
01-013-5360	OFFICE SUPPLIES	500.00	448.46	258.44	51.54	89.69
01-013-5361	JANITORIAL SUPPLIES	0.00	328.14	0.00	(328.14)	100.00
01-013-5369	SAFETY EQUIPMENT/TRAINING	15,000.00	5,168.24	493.91	9,831.76	34.45
01-013-5370	GAS/OIL/DIESEL	7,000.00	5,906.27	553.49	1,093.73	84.38
01-013-5375	FIRE PREVENTION	1,000.00	0.00	0.00	1,000.00	0.00
01-013-5376	SIREN REPAIR	1,500.00	0.00	0.00	1,500.00	0.00
01-013-5395	NON-CAPITAL EQUIPMENT	15,000.00	17,052.20	0.00	(2,052.20)	113.68
01-013-5401	OFFICE EQUIPMENT - CAPITAL	3,000.00	0.00	0.00	3,000.00	0.00
01-013-5405	FIRE FIGHTING EQUIPMENT	40,000.00	9,779.79	477.00	30,220.21	24.45
01-013-5526	ELECTRONIC DOOR KEYS	5,000.00	0.00	0.00	5,000.00	0.00
01-013-5534	AIR PACK SYSTEM	6,000.00	0.00	0.00	6,000.00	0.00
Total Dept 013 - FIRE		339,699.00	230,829.44	21,798.13	108,869.56	67.95
Department: 014 PARK / CEMETERY / REC						
01-014-5001	SALARIES	328,200.00	163,763.60	25,636.12	164,436.40	49.90
01-014-5002	FICA - CITY SHARE	25,107.30	12,350.55	1,884.01	12,756.75	49.19
01-014-5003	WORKMAN'S COMPENSATION	12,100.00	11,128.86	0.00	971.14	91.97
01-014-5004	H.A.L. INSURANCE	100,300.00	65,036.51	10,479.40	35,263.49	64.84
01-014-5005	RETIREMENT - CITY SHARE	24,775.00	10,023.93	1,591.00	14,751.07	40.46
01-014-5006	UNEMPLOYMENT COMP	500.00	0.00	0.00	500.00	0.00
01-014-5007	DISABILITY	1,500.00	533.82	88.97	966.18	35.59

GL Number	Description	25-26 Amended Budget	YTD Balance 03/31/2026 Normal (Abnormal)	Activity For 03/31/2026 Increase (Decrease)	Available Balance 03/31/2026 Normal (Abnormal)	% Bdgt Used
Fund: 01 GENERAL						
Account Category: Expenditures						
Department: 014 PARK / CEMETERY / REC						
01-014-5008	PENSION ADMINISTRATION	300.00	78.00	0.00	222.00	26.00
01-014-5210	LEGAL	3,000.00	231.80	40.00	2,768.20	7.73
01-014-5211	AUDITING	2,500.00	1,020.00	450.00	1,480.00	40.80
01-014-5212	ENGINEERING/CONSULTANT	5,200.00	5,446.39	156.98	(246.39)	104.74
01-014-5213	PROFESSIONAL SERVICES	31,000.00	0.00	0.00	31,000.00	0.00
01-014-5215	EMPLOYEE SCHOOLING	1,000.00	883.64	0.00	116.36	88.36
01-014-5216	POSTAGE	100.00	0.00	0.00	100.00	0.00
01-014-5217	PRINTING & PUBLICATION	1,000.00	142.43	8.65	857.57	14.24
01-014-5222	TRAVEL EXPENSE	1,000.00	0.00	0.00	1,000.00	0.00
01-014-5223	TRAINING EXP/CONF REGISTR	1,500.00	465.00	0.00	1,035.00	31.00
01-014-5224	DUES	500.00	68.63	0.00	431.37	13.73
01-014-5227	SOFTWARE MAINTENANCE	7,700.00	8,291.91	290.66	(591.91)	107.69
01-014-5228	UTILITIES	40,000.00	23,619.85	7,127.14	16,380.15	59.05
01-014-5229	TELEPHONE	3,500.00	3,407.00	663.49	93.00	97.34
01-014-5230	VEHICLE INSURANCE	5,000.00	5,809.32	0.00	(809.32)	116.19
01-014-5231	LIABILITY INSURANCE	1,500.00	1,666.80	0.00	(166.80)	111.12
01-014-5232	BLDG & CONTENT INSURANCE	32,000.00	50,305.33	0.00	(18,305.33)	157.20
01-014-5236	RADIO MAINTENANCE	100.00	0.00	0.00	100.00	0.00
01-014-5239	MOTORIZED EQUIPMENT MAINT	12,000.00	3,040.34	141.26	8,959.66	25.34
01-014-5240	BUILDING MAINTENANCE	45,000.00	36,251.59	9,583.04	8,748.41	80.56
01-014-5241	TREE/STUMP REMOVAL & PLANTING	20,000.00	4,345.90	4,130.00	15,654.10	21.73
01-014-5244	RECREATION ASSISTANCE	60,000.00	0.00	0.00	60,000.00	0.00
01-014-5245	MEDICAL	4,000.00	0.00	0.00	4,000.00	0.00
01-014-5253	REPURCHASE CEMETERY LOTS	2,000.00	0.00	0.00	2,000.00	0.00
01-014-5258	OTHER OPERATING EXPENSE	20,000.00	0.00	0.00	20,000.00	0.00
01-014-5259	BLACK ELK MAINTENANCE	2,000.00	2,000.00	0.00	0.00	100.00
01-014-5263	OPTIMIST BOAT RAMP	3,000.00	268.00	268.00	2,732.00	8.93
01-014-5266	CONTRACT MOWING	80,000.00	18,391.25	0.00	61,608.75	22.99
01-014-5276	DEPOT / SHELTERS / COURT REFUNDS	1,000.00	75.00	0.00	925.00	7.50
01-014-5281	STORM DAMAGE	50,000.00	0.00	0.00	50,000.00	0.00
01-014-5359	OFFICE EQUIPMENT	500.00	0.00	0.00	500.00	0.00
01-014-5360	OFFICE SUPPLIES	1,000.00	618.37	14.51	381.63	61.84
01-014-5361	JANITORIAL SUPPLIES	3,000.00	771.80	0.00	2,228.20	25.73
01-014-5363	CHEMICALS	8,000.00	1,414.97	0.00	6,585.03	17.69
01-014-5364	SEED, SOD, ETC	3,000.00	0.00	0.00	3,000.00	0.00
01-014-5365	GENERAL SUPPLIES	11,000.00	5,800.84	5,642.45	5,199.16	52.73
01-014-5369	SAFETY EQUIPMENT/TRAINING	1,850.00	1,900.78	1,196.05	(50.78)	102.74
01-014-5370	GAS/OIL/DIESEL	8,500.00	4,286.96	1,068.98	4,213.04	50.43
01-014-5371	UNIFORMS	3,000.00	1,380.30	200.04	1,619.70	46.01
01-014-5372	BOOKS & MAPS	100.00	0.00	0.00	100.00	0.00
01-014-5373	SMALL TOOLS	4,500.00	4,256.00	1,350.68	244.00	94.58
01-014-5374	SAND/GRAVEL/ROCK	4,000.00	39.83	0.00	3,960.17	1.00
01-014-5383	OTHER EXPENSE MATL & SUPP	1,000.00	315.99	0.00	684.01	31.60
01-014-5392	MOTORIZED EQUIP/GRAVE OPENING	10,000.00	8,000.00	1,500.00	2,000.00	80.00
01-014-5401	OFFICE EQUIPMENT - CAPITAL	27,500.00	4,779.10	0.00	22,720.90	17.38
01-014-5402	MOTORIZED EQUIPMENT	14,000.00	5,189.30	0.00	8,810.70	37.07
01-014-5403	MOTORIZED EQUIPMENT (LARGE)	130,000.00	85,193.99	749.99	44,806.01	65.53
01-014-5419	OTHER IMPROVEMENTS/PARK SIGNS	64,000.00	5,439.64	4,283.29	58,560.36	8.50

GL Number	Description	25-26 Amended Budget	YTD Balance 03/31/2026 Normal (Abnormal)	Activity For 03/31/2026 Increase (Decrease)	Available Balance 03/31/2026 Normal (Abnormal)	% Bdgt Used
Fund: 01 GENERAL						
Account Category: Expenditures						
Department: 014 PARK / CEMETERY / REC						
01-014-5504	PAVING STREET & HIGHWAY	20,000.00	0.00	0.00	20,000.00	0.00
01-014-5506	BUILDING/RESTROOM	5,000.00	0.00	0.00	5,000.00	0.00
01-014-5519	PLAYGROUND EQUIPMENT	7,500.00	7,250.00	0.00	250.00	96.67
Total Dept 014 - PARK / CEMETERY / REC		1,255,832.30	565,283.32	78,544.71	690,548.98	45.01
Department: 015 LIBRARY						
01-015-5001	SALARIES	481,435.00	213,253.42	34,558.72	268,181.58	44.30
01-015-5002	FICA - CITY SHARE	36,829.78	16,730.48	2,731.01	20,099.30	45.43
01-015-5003	WORKMAN'S COMPENSATION	500.00	360.92	0.00	139.08	72.18
01-015-5004	H.A.L. INSURANCE	67,409.00	42,944.61	7,108.25	24,464.39	63.71
01-015-5005	RETIREMENT - CITY SHARE	22,696.00	7,324.86	1,204.76	15,371.14	32.27
01-015-5006	UNEMPLOYMENT COMP	500.00	0.00	0.00	500.00	0.00
01-015-5007	DISABILITY	1,300.00	373.32	62.22	926.68	28.72
01-015-5008	PENSION ADMINISTRATION	300.00	67.00	0.00	233.00	22.33
01-015-5210	LEGAL	1,500.00	115.90	20.00	1,384.10	7.73
01-015-5211	AUDITING	8,600.00	3,740.00	1,650.00	4,860.00	43.49
01-015-5212	ENGINEERING/CONSULTANT	5,000.00	2,605.80	418.60	2,394.20	52.12
01-015-5213	PROFESSIONAL SERVICES	1,000.00	0.00	0.00	1,000.00	0.00
01-015-5215	EMPLOYEE SCHOOLING	3,000.00	483.00	0.00	2,517.00	16.10
01-015-5216	POSTAGE	3,000.00	627.04	0.00	2,372.96	20.90
01-015-5217	PRINTING & PUBLICATION	2,500.00	572.86	9.11	1,927.14	22.91
01-015-5222	TRAVEL EXPENSE	3,000.00	221.00	0.00	2,779.00	7.37
01-015-5223	TRAINING EXP/CONF REGISTR	3,000.00	413.00	0.00	2,587.00	13.77
01-015-5224	DUES	1,600.00	338.63	0.00	1,261.37	21.16
01-015-5225	CUSTODIAL SERVICES	37,000.00	18,114.00	3,019.00	18,886.00	48.96
01-015-5227	SOFTWARE MAINTENANCE	41,500.00	21,406.10	1,404.35	20,093.90	51.58
01-015-5228	UTILITIES	30,000.00	16,605.32	5,111.46	13,394.68	55.35
01-015-5229	TELEPHONE	8,500.00	2,569.94	1,214.20	5,930.06	30.23
01-015-5231	LIABILITY INSURANCE	1,500.00	1,500.12	0.00	(0.12)	100.01
01-015-5232	BLDG & CONTENT INSURANCE	22,000.00	19,503.68	0.00	2,496.32	88.65
01-015-5237	OFFICE EQUIPMENT MAINTENANCE	5,000.00	545.63	545.63	4,454.37	10.91
01-015-5240	BUILDING MAINTENANCE	30,000.00	17,433.65	10,210.49	12,566.35	58.11
01-015-5245	MEDICAL	800.00	588.00	411.00	212.00	73.50
01-015-5258	OTHER OPERATING EXPENSE	1,000.00	0.00	0.00	1,000.00	0.00
01-015-5264	LEASE PAYMENT	124,800.00	0.00	0.00	124,800.00	0.00
01-015-5281	STORM DAMAGE	20,000.00	0.00	0.00	20,000.00	0.00
01-015-5359	OFFICE EQUIPMENT	500.00	219.84	219.84	280.16	43.97
01-015-5360	OFFICE SUPPLIES	16,000.00	5,951.99	1,767.64	10,048.01	37.20
01-015-5361	JANITORIAL SUPPLIES	3,000.00	1,179.30	608.60	1,820.70	39.31
01-015-5363	CHEMICALS	0.00	1,533.38	348.84	(1,533.38)	100.00
01-015-5369	SAFETY EQUIPMENT/TRAINING	1,200.00	909.08	377.82	290.92	75.76
01-015-5371	UNIFORMS	800.00	0.00	0.00	800.00	0.00
01-015-5378	LIBRARY STATE AID EXP	3,000.00	0.00	0.00	3,000.00	0.00
01-015-5379	LIBRARY ACQUISITIONS	96,000.00	31,618.51	4,673.13	64,381.49	32.94
01-015-5393	SUMMER READING	10,000.00	7,432.72	1,875.02	2,567.28	74.33
01-015-5395	NON-CAPITAL EQUIPMENT	1,000.00	0.00	0.00	1,000.00	0.00
01-015-5401	OFFICE EQUIPMENT - CAPITAL	12,000.00	0.00	0.00	12,000.00	0.00
01-015-5559	BUILDING FURNISHINGS & TECH	15,000.00	5,650.87	990.79	9,349.13	37.67
01-015-8103	DEBT RESERVE LIBRARY	112,500.00	0.00	0.00	112,500.00	0.00

GL Number	Description	25-26 Amended Budget	YTD Balance 03/31/2026 Normal (Abnormal)	Activity For 03/31/2026 Increase (Decrease)	Available Balance 03/31/2026 Normal (Abnormal)	% Bdgt Used
Fund: 01 GENERAL						
Account Category: Expenditures						
Department: 015 LIBRARY						
Total Dept 015 - LIBRARY		1,236,269.78	442,933.97	80,540.48	793,335.81	35.83
Department: 017 POOL						
01-017-5001	SALARIES	118,560.00	0.00	0.00	118,560.00	0.00
01-017-5002	FICA - CITY SHARE	9,069.84	0.00	0.00	9,069.84	0.00
01-017-5003	WORKMAN'S COMPENSATION	3,800.00	3,497.55	0.00	302.45	92.04
01-017-5211	AUDITING	1,600.00	680.00	300.00	920.00	42.50
01-017-5212	ENGINEERING/CONSULTANT	5,000.00	0.00	0.00	5,000.00	0.00
01-017-5217	PRINTING & PUBLICATION	500.00	0.00	0.00	500.00	0.00
01-017-5228	UTILITIES	6,000.00	715.00	158.38	5,285.00	11.92
01-017-5229	TELEPHONE	3,000.00	1,408.48	460.14	1,591.52	46.95
01-017-5231	LIABILITY INSURANCE	600.00	416.70	0.00	183.30	69.45
01-017-5232	BLDG & CONTENT INSURANCE	2,500.00	2,404.57	0.00	95.43	96.18
01-017-5240	BUILDING MAINTENANCE	15,000.00	85.00	0.00	14,915.00	0.57
01-017-5245	MEDICAL	4,000.00	0.00	0.00	4,000.00	0.00
01-017-5258	OTHER OPERATING EXPENSE	600.00	0.00	0.00	600.00	0.00
01-017-5281	STORM DAMAGE	1,000.00	0.00	0.00	1,000.00	0.00
01-017-5358	CONCESSION SUPPLIES	7,500.00	0.00	0.00	7,500.00	0.00
01-017-5360	OFFICE SUPPLIES	400.00	0.00	0.00	400.00	0.00
01-017-5361	JANITORIAL SUPPLIES	500.00	0.00	0.00	500.00	0.00
01-017-5362	SHOP SUPPLIES	100.00	362.88	0.00	(262.88)	362.88
01-017-5363	CHEMICALS	8,500.00	0.00	0.00	8,500.00	0.00
01-017-5369	SAFETY EQUIPMENT/TRAINING	4,000.00	121.63	0.00	3,878.37	3.04
01-017-5395	NON-CAPITAL EQUIPMENT	500.00	0.00	0.00	500.00	0.00
01-017-5401	OFFICE EQUIPMENT - CAPITAL	2,000.00	0.00	0.00	2,000.00	0.00
01-017-5412	POOL IMPROVEMENT	20,000.00	0.00	0.00	20,000.00	0.00
01-017-5413	POOL PAINTING	50,000.00	0.00	0.00	50,000.00	0.00
01-017-5508	POOL IMPROVEMENT CAPITAL/MAJOR	10,000.00	3,082.48	0.00	6,917.52	30.82
Total Dept 017 - POOL		274,729.84	12,774.29	918.52	261,955.55	4.65
Department: 019 BUILDING - PLANNING/ZONING						
01-019-5001	SALARIES	406,200.00	176,137.82	27,087.65	230,062.18	43.36
01-019-5002	FICA - CITY SHARE	31,074.30	13,572.20	2,056.10	17,502.10	43.68
01-019-5003	WORKMAN'S COMPENSATION	7,000.00	2,682.43	0.00	4,317.57	38.32
01-019-5004	H.A.L. INSURANCE	84,532.00	28,323.43	5,340.01	56,208.57	33.51
01-019-5005	RETIREMENT - CITY SHARE	32,500.00	12,718.78	2,035.35	19,781.22	39.13
01-019-5006	UNEMPLOYMENT COMP	100.00	0.00	0.00	100.00	0.00
01-019-5007	DISABILITY	1,800.00	612.96	102.16	1,187.04	34.05
01-019-5008	PENSION ADMINISTRATION	500.00	78.00	0.00	422.00	15.60
01-019-5205	FILING FEES	1,000.00	210.00	0.00	790.00	21.00
01-019-5210	LEGAL	2,500.00	1,519.90	20.00	980.10	60.80
01-019-5211	AUDITING	1,000.00	340.00	150.00	660.00	34.00
01-019-5212	ENGINEERING/CONSULTANT	150,000.00	21,778.45	104.65	128,221.55	14.52
01-019-5213	PROFESSIONAL SERVICES	5,000.00	3,654.00	990.00	1,346.00	73.08
01-019-5215	EMPLOYEE SCHOOLING	1,000.00	540.99	95.00	459.01	54.10
01-019-5216	POSTAGE	900.00	379.62	0.00	520.38	42.18
01-019-5217	PRINTING & PUBLICATION	2,500.00	1,080.61	331.41	1,419.39	43.22
01-019-5222	TRAVEL EXPENSE	6,000.00	1,706.24	940.59	4,293.76	28.44
01-019-5223	TRAINING EXP/CONF REGISTR	5,000.00	1,279.83	85.76	3,720.17	25.60

GL Number	Description	25-26 Amended Budget	YTD Balance 03/31/2026 Normal (Abnormal)	Activity For 03/31/2026 Increase (Decrease)	Available Balance 03/31/2026 Normal (Abnormal)	% Bdgt Used
Fund: 01 GENERAL						
Account Category: Expenditures						
Department: 019 BUILDING - PLANNING/ZONING						
01-019-5224	DUES	1,200.00	126.79	0.00	1,073.21	10.57
01-019-5225	CUSTODIAL SERVICES	0.00	720.00	0.00	(720.00)	100.00
01-019-5227	SOFTWARE MAINTENANCE	35,000.00	21,684.72	2,275.98	13,315.28	61.96
01-019-5228	UTILITIES	0.00	1,470.07	476.41	(1,470.07)	100.00
01-019-5229	TELEPHONE	4,000.00	229.06	0.00	3,770.94	5.73
01-019-5230	VEHICLE INSURANCE	3,800.00	329.12	0.00	3,470.88	8.66
01-019-5231	LIABILITY INSURANCE	600.00	375.03	0.00	224.97	62.51
01-019-5232	BLDG & CONTENT INSURANCE	3,000.00	0.00	0.00	3,000.00	0.00
01-019-5239	MOTORIZED EQUIPMENT MAINT	2,800.00	1,044.04	86.53	1,755.96	37.29
01-019-5240	BUILDING MAINTENANCE	15,000.00	2,844.23	431.55	12,155.77	18.96
01-019-5245	MEDICAL	300.00	0.00	0.00	300.00	0.00
01-019-5249	CAR EXPENSE	1,200.00	0.00	0.00	1,200.00	0.00
01-019-5258	OTHER OPERATING EXPENSE	100.00	0.00	0.00	100.00	0.00
01-019-5261	VIOLATIONS (MOWING/SNOW)	10,000.00	350.00	0.00	9,650.00	3.50
01-019-5271	WASHINGTON CO INSPECTION FEES	500.00	0.00	0.00	500.00	0.00
01-019-5274	REFUNDS	1,000.00	0.00	0.00	1,000.00	0.00
01-019-5359	OFFICE EQUIPMENT	1,000.00	17.99	0.00	982.01	1.80
01-019-5360	OFFICE SUPPLIES	3,000.00	2,295.82	331.17	704.18	76.53
01-019-5361	JANITORIAL SUPPLIES	0.00	218.87	41.97	(218.87)	100.00
01-019-5363	CHEMICALS	500.00	0.00	0.00	500.00	0.00
01-019-5369	SAFETY EQUIPMENT/TRAINING	0.00	995.49	317.65	(995.49)	100.00
01-019-5370	GAS/OIL/DIESEL	2,500.00	678.56	115.74	1,821.44	27.14
01-019-5371	UNIFORMS	1,000.00	455.88	66.60	544.12	45.59
01-019-5372	BOOKS & MAPS	500.00	0.00	0.00	500.00	0.00
01-019-5373	SMALL TOOLS	500.00	0.00	0.00	500.00	0.00
01-019-5401	OFFICE EQUIPMENT - CAPITAL	2,000.00	1,450.00	0.00	550.00	72.50
01-019-5460	BUILDING PERMIT PROGRAM	0.00	7,751.00	0.00	(7,751.00)	100.00
01-019-5510	CONSTRUCTION CONTRACTS	25,000.00	0.00	0.00	25,000.00	0.00
Total Dept 019 - BUILDING - PLANNING/ZONING		853,106.30	309,651.93	43,482.28	543,454.37	36.30
Department: 020 ANIMAL CONTROL						
01-020-5001	SALARIES	33,000.00	9,737.20	0.00	23,262.80	29.51
01-020-5002	FICA - CITY SHARE	2,524.50	765.28	0.00	1,759.22	30.31
01-020-5003	WORKMAN'S COMPENSATION	400.00	47.34	0.00	352.66	11.84
01-020-5005	RETIREMENT - CITY SHARE	0.00	179.55	0.00	(179.55)	100.00
01-020-5006	UNEMPLOYMENT COMP	100.00	0.00	0.00	100.00	0.00
01-020-5210	LEGAL	1,000.00	115.90	20.00	884.10	11.59
01-020-5211	AUDITING	800.00	340.00	150.00	460.00	42.50
01-020-5212	ENGINEERING/CONSULTANT	101,760.00	40,880.00	0.00	60,880.00	40.17
01-020-5215	EMPLOYEE SCHOOLING	100.00	100.00	0.00	0.00	100.00
01-020-5216	POSTAGE	200.00	0.00	0.00	200.00	0.00
01-020-5217	PRINTING & PUBLICATION	100.00	0.00	0.00	100.00	0.00
01-020-5222	TRAVEL EXPENSE	100.00	0.00	0.00	100.00	0.00
01-020-5223	TRAINING EXP/CONF REGISTR	300.00	0.00	0.00	300.00	0.00
01-020-5224	DUES	100.00	0.00	0.00	100.00	0.00
01-020-5227	SOFTWARE MAINTENANCE	2,000.00	1,328.00	219.91	672.00	66.40
01-020-5228	UTILITIES	100.00	0.00	0.00	100.00	0.00
01-020-5229	TELEPHONE	500.00	229.14	38.19	270.86	45.83
01-020-5230	VEHICLE INSURANCE	1,000.00	1,340.66	0.00	(340.66)	134.07

GL Number	Description	25-26 Amended Budget	YTD Balance 03/31/2026 Normal (Abnormal)	Activity For 03/31/2026 Increase (Decrease)	Available Balance 03/31/2026 Normal (Abnormal)	% Bdgt Used
Fund: 01 GENERAL						
Account Category: Expenditures						
Department: 020 ANIMAL CONTROL						
01-020-5231	LIABILITY INSURANCE	600.00	583.38	0.00	16.62	97.23
01-020-5232	BLDG & CONTENT INSURANCE	2,200.00	1,914.64	0.00	285.36	87.03
01-020-5236	RADIO MAINTENANCE	100.00	0.00	0.00	100.00	0.00
01-020-5239	MOTORIZED EQUIPMENT MAINT	1,000.00	305.23	219.22	694.77	30.52
01-020-5240	BUILDING MAINTENANCE	20,000.00	3,679.85	0.00	16,320.15	18.40
01-020-5245	MEDICAL	300.00	0.00	0.00	300.00	0.00
01-020-5266	CONTRACT MOWING	800.00	80.81	0.00	719.19	10.10
01-020-5281	STORM DAMAGE	10,000.00	0.00	0.00	10,000.00	0.00
01-020-5360	OFFICE SUPPLIES	100.00	0.00	0.00	100.00	0.00
01-020-5366	DOG LICENSE/FEED/VET EXP	100.00	1,481.08	0.00	(1,381.08)	1,481.08
01-020-5369	SAFETY EQUIPMENT/TRAINING	100.00	1,786.38	117.00	(1,686.38)	1,786.38
01-020-5370	GAS/OIL/DIESEL	1,000.00	628.96	141.13	371.04	62.90
01-020-5371	UNIFORMS	500.00	1,157.31	320.49	(657.31)	231.46
01-020-5373	SMALL TOOLS	100.00	0.00	0.00	100.00	0.00
01-020-5401	OFFICE EQUIPMENT - CAPITAL	250.00	0.00	0.00	250.00	0.00
Total Dept 020 - ANIMAL CONTROL		181,234.50	66,680.71	1,225.94	114,553.79	36.79
Department: 021 CONTINGENT RESERVE						
01-021-5299	CONTINGENT RESERVE	60,000.00	0.00	0.00	60,000.00	0.00
Total Dept 021 - CONTINGENT RESERVE		60,000.00	0.00	0.00	60,000.00	0.00
Department: 022 DEBT SERVICE						
01-022-9009	NECESSARY CASH RESERVE	334,393.76	0.00	0.00	334,393.76	0.00
Total Dept 022 - DEBT SERVICE		334,393.76	0.00	0.00	334,393.76	0.00
Expenditures		10,291,833.59	4,509,550.23	680,460.20	5,782,283.36	43.82
Fund 01 - GENERAL:						
TOTAL REVENUES		7,052,331.93	3,079,787.68	1,853,009.99	3,972,544.25	43.67
TOTAL EXPENDITURES		10,291,833.59	4,509,550.23	680,460.20	5,782,283.36	43.82
NET OF REVENUES & EXPENDITURES:		(3,239,501.66)	(1,429,762.55)	1,172,549.79	(1,809,739.11)	

REVENUE AND EXPENDITURE REPORT FOR CITY OF BLAIR

Balance As Of 03/31/2026

*NOTE: Available Balance / Pct Budget does not reflect amounts encumbered.

GL Number	Description	25-26 Amended Budget	YTD Balance 03/31/2026 Normal (Abnormal)	Activity For 03/31/2026 Increase (Decrease)	Available Balance 03/31/2026 Normal (Abnormal)	% Bdgt Used
Fund: 02 DEBT SERVICE FUND						
Account Category: Revenues						
Department: 022 DEBT SERVICE						
02-022-4001	AD VALOREM TAXES	503,998.19	142,645.92	6,551.97	361,352.27	28.30
02-022-4002	INTEREST ON TAXES	1,500.00	516.09	41.31	983.91	34.41
02-022-4005	MOTOR VEHICLE TAXES	5,000.00	4,106.05	378.64	893.95	82.12
02-022-4008	PRO RATE MOTOR VEHICLE TAX	600.00	207.34	0.00	392.66	34.56
02-022-4101	IN LIEU OF TAXES	10,000.00	0.00	0.00	10,000.00	0.00
02-022-4102	CARLINE TAX	70.00	0.00	0.00	70.00	0.00
02-022-4104	PROPERTY TAX CREDIT	18,000.00	18,890.90	18,890.90	(890.90)	104.95
02-022-4105	HOMESTEAD EXEMPTION	7,000.00	3,504.06	3,504.06	3,495.94	50.06
02-022-4110	SPECIAL ASSESSMENTS PRIN	394,852.00	30,730.81	0.00	364,121.19	7.78
02-022-4113	SPECIAL ASSESSMENTS DELINQ INT	500.00	825.60	0.00	(325.60)	165.12
02-022-4114	SPECIAL ASSESSMENTS INT	225,500.00	10,756.60	0.00	214,743.40	4.77
02-022-4504	INTEREST	3,000.00	1,668.88	0.00	1,331.12	55.63
02-022-4508	MISC REIMBURSEMENT	100.00	0.00	0.00	100.00	0.00
02-022-4512	SALE OF LAND	100.00	0.00	0.00	100.00	0.00
02-022-4604	BOND PROCEEDS	12,230,000.00	0.00	0.00	12,230,000.00	0.00
02-022-4792	TRANS FROM SALE TAX PS SAFE BD	300,000.00	0.00	0.00	300,000.00	0.00
Total Dept 022 - DEBT SERVICE		13,700,220.19	213,852.25	29,366.88	13,486,367.94	1.56
Revenues		13,700,220.19	213,852.25	29,366.88	13,486,367.94	1.56
Account Category: Expenditures						
Department: 022 DEBT SERVICE						
02-022-5227	SOFTWARE MAINTENANCE	7,000.00	580.61	0.00	6,419.39	8.29
02-022-5258	OTHER OPERATING EXPENSE	100.00	0.00	0.00	100.00	0.00
02-022-5262	COUNTY TREASURER COMMISSIONS	3,000.00	1,466.66	100.97	1,533.34	48.89
02-022-5290	ISSUANCE FEE	100.00	0.00	0.00	100.00	0.00
02-022-6301	TRANS TO WATER	1,100,000.00	0.00	0.00	1,100,000.00	0.00
02-022-6302	TRANS TO SEWER	1,500,000.00	0.00	0.00	1,500,000.00	0.00
02-022-6303	TRANS TO STREET	9,630,000.00	0.00	0.00	9,630,000.00	0.00
02-022-7302	BOND PAYMENT PRINCIPAL	750,000.00	140,000.00	0.00	610,000.00	18.67
02-022-7303	BOND PAYMENT INTEREST	350,054.09	176,088.47	115,810.63	173,965.62	50.30
02-022-7304	BOND ISSUE FEE	20,000.00	0.00	0.00	20,000.00	0.00
02-022-7345	OTHER DEBT SERVICE EXP	0.00	473.84	0.00	(473.84)	100.00
02-022-9009	NECESSARY CASH RESERVE	1,932,422.88	0.00	0.00	1,932,422.88	0.00
Total Dept 022 - DEBT SERVICE		15,292,676.97	318,609.58	115,911.60	14,974,067.39	2.08
Expenditures		15,292,676.97	318,609.58	115,911.60	14,974,067.39	2.08
Fund 02 - DEBT SERVICE FUND:						
TOTAL REVENUES		13,700,220.19	213,852.25	29,366.88	13,486,367.94	1.56
TOTAL EXPENDITURES		15,292,676.97	318,609.58	115,911.60	14,974,067.39	2.08
NET OF REVENUES & EXPENDITURES:		(1,592,456.78)	(104,757.33)	(86,544.72)	(1,487,699.45)	

GL Number	Description	25-26 Amended Budget	YTD Balance 03/31/2026 Normal (Abnormal)	Activity For 03/31/2026 Increase (Decrease)	Available Balance 03/31/2026 Normal (Abnormal)	% Bdgt Used
Fund: 04 STREET FUND						
Account Category: Revenues						
Department: 024 STREET						
04-024-4001	AD VALOREM TAXES	257,297.40	88,790.07	3,473.93	168,507.33	34.51
04-024-4002	INTEREST ON TAXES	2,500.00	486.15	33.98	2,013.85	19.45
04-024-4005	MOTOR VEHICLE TAXES	23,000.00	9,910.75	1,703.86	13,089.25	43.09
04-024-4008	PRO RATE MOTOR VEHICLE TAX	500.00	170.64	0.00	329.36	34.13
04-024-4101	IN LIEU OF TAXES	9,000.00	0.00	0.00	9,000.00	0.00
04-024-4102	CARLINE TAX	100.00	0.00	0.00	100.00	0.00
04-024-4104	PROPERTY TAX CREDIT	20,000.00	9,644.04	9,644.04	10,355.96	48.22
04-024-4105	HOMESTEAD EXEMPTION	6,000.00	1,788.86	1,788.86	4,211.14	29.81
04-024-4219	FEDERAL TAP GRANT	1,347,556.00	0.00	0.00	1,347,556.00	0.00
04-024-4256	MISC STATE GRANTS	1,000.00	0.00	0.00	1,000.00	0.00
04-024-4257	HIGHWAY ALLOCATIONS	1,092,881.00	545,901.62	98,381.78	546,979.38	49.95
04-024-4258	INCENTIVE PAYMENT	6,000.00	6,000.00	0.00	0.00	100.00
04-024-4259	STATE MAINTENANCE AGREEMENT	39,100.00	43,401.40	0.00	(4,301.40)	111.00
04-024-4260	MOTOR VEHICLE FEE	78,000.00	35,386.31	0.00	42,613.69	45.37
04-024-4263	STATE HWY BUY BACK FUNDS	190,000.00	188,148.63	188,148.63	1,851.37	99.03
04-024-4504	INTEREST	5,000.00	3,252.73	0.00	1,747.27	65.05
04-024-4508	MISC REIMBURSEMENT	100.00	0.00	0.00	100.00	0.00
04-024-4520	MISC REVENUE	100.00	850.00	250.00	(750.00)	850.00
04-024-4523	INSURANCE PROCEEDS	100.00	0.00	0.00	100.00	0.00
04-024-4536	SALE OF ROCK/SAND/GRAVEL	100.00	0.00	0.00	100.00	0.00
04-024-4601	WARRANT INCOME	5,100,000.00	0.00	0.00	5,100,000.00	0.00
04-024-4604	BOND PROCEEDS	5,000,000.00	0.00	0.00	5,000,000.00	0.00
04-024-4785	TRANS FROM HOTEL TAX	40,000.00	0.00	0.00	40,000.00	0.00
04-024-4786	TRANS FROM DEBT SERVICE	9,000,000.00	0.00	0.00	9,000,000.00	0.00
Total Dept 024 - STREET		22,218,334.40	933,731.20	303,425.08	21,284,603.20	4.20
Revenues		22,218,334.40	933,731.20	303,425.08	21,284,603.20	4.20
Account Category: Expenditures						
Department: 024 STREET						
04-024-5001	SALARIES	654,000.00	332,010.81	52,249.05	321,989.19	50.77
04-024-5002	FICA - CITY SHARE	50,031.00	25,275.93	3,881.44	24,755.07	50.52
04-024-5003	WORKMAN'S COMPENSATION	13,500.00	13,678.10	0.00	(178.10)	101.32
04-024-5004	H.A.L. INSURANCE	150,000.00	85,655.19	13,202.54	64,344.81	57.10
04-024-5005	RETIREMENT - CITY SHARE	53,837.00	22,165.62	3,813.35	31,671.38	41.17
04-024-5006	UNEMPLOYMENT COMP	500.00	0.00	0.00	500.00	0.00
04-024-5007	DISABILITY	4,000.00	1,010.38	168.42	2,989.62	25.26
04-024-5008	PENSION ADMINISTRATION	600.00	133.00	0.00	467.00	22.17
04-024-5210	LEGAL	9,000.00	344.36	50.00	8,655.64	3.83
04-024-5211	AUDITING	12,500.00	5,440.00	2,400.00	7,060.00	43.52
04-024-5212	ENGINEERING/CONSULTANT	140,000.00	20,974.65	183.14	119,025.35	14.98
04-024-5212-2021-0006	ENGINEERING/CONSULTANT	0.00	22,928.21	22,928.21	(22,928.21)	100.00
04-024-5212-2025-0007	ENGINEERING/CONSULTANT	10,000.00	1,268.00	0.00	8,732.00	12.68
04-024-5213	PROFESSIONAL SERVICES	2,500.00	20,831.50	5,053.50	(18,331.50)	833.26
04-024-5215	EMPLOYEE SCHOOLING	2,500.00	646.48	0.00	1,853.52	25.86
04-024-5216	POSTAGE	200.00	51.30	0.00	148.70	25.65
04-024-5217	PRINTING & PUBLICATION	6,000.00	1,451.58	0.00	4,548.42	24.19
04-024-5222	TRAVEL EXPENSE	4,000.00	959.04	0.00	3,040.96	23.98
04-024-5223	TRAINING EXP/CONF REGISTR	4,000.00	1,932.77	54.60	2,067.23	48.32

GL Number	Description	25-26 Amended Budget	YTD Balance 03/31/2026 Normal (Abnormal)	Activity For 03/31/2026 Increase (Decrease)	Available Balance 03/31/2026 Normal (Abnormal)	% Bdgt Used
Fund: 04 STREET FUND						
Account Category: Expenditures						
Department: 024 STREET						
04-024-5224	DUES	900.00	345.82	0.00	554.18	38.42
04-024-5227	SOFTWARE MAINTENANCE	10,000.00	16,253.04	1,810.71	(6,253.04)	162.53
04-024-5228	UTILITIES	27,500.00	9,504.73	1,879.07	17,995.27	34.56
04-024-5229	TELEPHONE	4,100.00	1,038.85	316.78	3,061.15	25.34
04-024-5230	VEHICLE INSURANCE	24,000.00	31,383.88	0.00	(7,383.88)	130.77
04-024-5231	LIABILITY INSURANCE	4,500.00	4,875.39	0.00	(375.39)	108.34
04-024-5232	BLDG & CONTENT INSURANCE	32,000.00	41,410.40	0.00	(9,410.40)	129.41
04-024-5236	RADIO MAINTENANCE	750.00	1,155.00	0.00	(405.00)	154.00
04-024-5237	OFFICE EQUIPMENT MAINTENANCE	100.00	0.00	0.00	100.00	0.00
04-024-5238	SHOP EQUIPMENT MAINTENANCE	1,000.00	991.16	264.70	8.84	99.12
04-024-5239	MOTORIZED EQUIPMENT MAINT	80,000.00	60,773.39	18,977.25	19,226.61	75.97
04-024-5240	BUILDING MAINTENANCE	55,000.00	34,417.32	2,990.52	20,582.68	62.58
04-024-5241	TREE/STUMP REMOVAL & PLANTING	75,000.00	80,518.13	0.00	(5,518.13)	107.36
04-024-5245	MEDICAL	1,000.00	25.00	0.00	975.00	2.50
04-024-5249	CAR EXPENSE	2,000.00	49.42	0.00	1,950.58	2.47
04-024-5252	LIGHTING/ST, TRAFFIC, XMAS	240,000.00	229,150.83	31,696.22	10,849.17	95.48
04-024-5258	OTHER OPERATING EXPENSE	500.00	429.00	429.00	71.00	85.80
04-024-5262	COUNTY TREASURER COMMISSIONS	2,300.00	910.66	52.97	1,389.34	39.59
04-024-5266	CONTRACT MOWING	15,000.00	4,772.04	0.00	10,227.96	31.81
04-024-5280	VEHICLE REPAIR STORM	100.00	0.00	0.00	100.00	0.00
04-024-5281	STORM DAMAGE	30,000.00	126,920.00	0.00	(96,920.00)	423.07
04-024-5281-2024-0004	STORM DAMAGE	20,000.00	60,070.00	0.00	(40,070.00)	300.35
04-024-5282	ROOF TOP LIGHTS STORM	20,000.00	0.00	0.00	20,000.00	0.00
04-024-5359	OFFICE EQUIPMENT	500.00	1,693.00	0.00	(1,193.00)	338.60
04-024-5360	OFFICE SUPPLIES	1,000.00	188.78	17.06	811.22	18.88
04-024-5361	JANITORIAL SUPPLIES	800.00	232.09	20.98	567.91	29.01
04-024-5362	SHOP SUPPLIES	2,000.00	6,069.54	0.00	(4,069.54)	303.48
04-024-5363	CHEMICALS	25,000.00	80.84	0.00	24,919.16	0.32
04-024-5364	SEED, SOD, ETC	2,500.00	6,632.00	0.00	(4,132.00)	265.28
04-024-5369	SAFETY EQUIPMENT/TRAINING	8,000.00	974.20	329.98	7,025.80	12.18
04-024-5370	GAS/OIL/DIESEL	44,000.00	14,102.51	2,564.14	29,897.49	32.05
04-024-5371	UNIFORMS	10,000.00	4,735.65	835.29	5,264.35	47.36
04-024-5372	BOOKS & MAPS	200.00	464.25	0.00	(264.25)	232.13
04-024-5373	SMALL TOOLS	3,500.00	3,370.22	39.46	129.78	96.29
04-024-5374	SAND/GRAVEL/ROCK	70,000.00	36,490.16	0.00	33,509.84	52.13
04-024-5377	ASPHALT/PAINT/CONCRETE	70,000.00	17,659.84	2,305.00	52,340.16	25.23
04-024-5380	CULVERTS	150,000.00	154,200.00	0.00	(4,200.00)	102.80
04-024-5381	LUMBER	500.00	0.00	0.00	500.00	0.00
04-024-5383	OTHER EXPENSE MATL & SUPP	200.00	166.99	10.99	33.01	83.50
04-024-5384	SIGN/POSTS	20,000.00	2,436.30	270.34	17,563.70	12.18
04-024-5385	STREET TRAFFIC LIGHT REPAIR	50,000.00	5,791.16	763.46	44,208.84	11.58
04-024-5394	HOLIDAY LIGHTING	40,000.00	9,635.00	75.00	30,365.00	24.09
04-024-5397	SNOW REMOVAL EQUIPMENT	15,000.00	10,882.55	2,550.00	4,117.45	72.55
04-024-5399	MOTORIZED EQUIPMENT RENTAL	10,000.00	2,625.00	0.00	7,375.00	26.25
04-024-5401	OFFICE EQUIPMENT - CAPITAL	21,500.00	0.00	0.00	21,500.00	0.00
04-024-5402	MOTORIZED EQUIPMENT	10,000.00	19,631.45	0.00	(9,631.45)	196.31
04-024-5403	MOTORIZED EQUIPMENT (LARGE)	6,500.00	8,831.00	0.00	(2,331.00)	135.86
04-024-5422	NON MOTORIZED EQUIPMENT	50,000.00	15,589.00	0.00	34,411.00	31.18

REVENUE AND EXPENDITURE REPORT FOR CITY OF BLAIR

Balance As Of 03/31/2026

*NOTE: Available Balance / Pct Budget does not reflect amounts encumbered.

GL Number	Description	25-26 Amended Budget	YTD Balance 03/31/2026 Normal (Abnormal)	Activity For 03/31/2026 Increase (Decrease)	Available Balance 03/31/2026 Normal (Abnormal)	% Bdgt Used
Fund: 04 STREET FUND						
Account Category: Expenditures						
Department: 024 STREET						
04-024-5501	MOTORIZED EQUIPMENT IMPORVEMENTS	75,000.00	44,386.70	0.00	30,613.30	59.18
04-024-5502	BUILDING IMPROVEMENT	100,000.00	0.00	0.00	100,000.00	0.00
04-024-5504	PAVING STREET & HIGHWAY	450,000.00	0.00	0.00	450,000.00	0.00
04-024-5510	CONSTRUCTION CONTRACTS	55,000.00	0.00	0.00	55,000.00	0.00
04-024-5511	DISTRICT CONSTRUCTION	10,500,000.00	0.00	0.00	10,500,000.00	0.00
04-024-5511-2022-0007	DISTRICT CONSTRUCTION	50,000.00	2,100.00	0.00	47,900.00	4.20
04-024-5511-2025-0007	DISTRICT CONSTRUCTION	650,000.00	574,424.95	89,638.43	75,575.05	88.37
04-024-5512	CONSTRUCTION	1,250,000.00	5,339.25	0.00	1,244,660.75	0.43
04-024-5512-2021-0006	CONSTRUCTION	100,000.00	38,784.73	0.00	61,215.27	38.78
04-024-5512-2022-0007	CONSTRUCTION	600,000.00	480,493.76	0.00	119,506.24	80.08
04-024-5512-2023-0009	CONSTRUCTION	50,000.00	2,641.59	0.00	47,358.41	5.28
04-024-5521	OTHER IMPROVEMENTS	2,000,000.00	0.00	0.00	2,000,000.00	0.00
04-024-5525	FEMA	100,000.00	0.00	0.00	100,000.00	0.00
04-024-5527	NON MOTORIZED EQUIPMENT	0.00	4,408.22	4,250.00	(4,408.22)	100.00
04-024-5546	RAILROAD QUIET ZONE	5,000.00	0.00	0.00	5,000.00	0.00
04-024-5549	TRAILS - CALIFORNIA BEND	1,700,000.00	0.00	0.00	1,700,000.00	0.00
04-024-7300	WARRANT PRINCIPAL PAYMENT	5,000,000.00	0.00	0.00	5,000,000.00	0.00
04-024-7301	WARRANT INTEREST PAYMENT	100,000.00	0.00	0.00	100,000.00	0.00
04-024-7316	HWY ALLOC BOND PRINCIPAL	245,000.00	0.00	0.00	245,000.00	0.00
04-024-7317	HWY ALLOC BOND INTEREST	317,000.00	244,242.78	85,742.78	72,757.22	77.05
04-024-7350	LOAN PRINCIPAL SWEEPER	25,000.00	0.00	0.00	25,000.00	0.00
04-024-7351	LOAN INTEREST SWEEPER	3,000.00	0.00	0.00	3,000.00	0.00
04-024-9009	NECESSARY CASH RESERVE	1,081,013.62	0.00	0.00	1,081,013.62	0.00
Total Dept 024 - STREET		26,830,131.62	2,981,054.49	351,814.38	23,849,077.13	11.11
Expenditures		26,830,131.62	2,981,054.49	351,814.38	23,849,077.13	11.11
Fund 04 - STREET FUND:						
TOTAL REVENUES		22,218,334.40	933,731.20	303,425.08	21,284,603.20	4.20
TOTAL EXPENDITURES		26,830,131.62	2,981,054.49	351,814.38	23,849,077.13	11.11
NET OF REVENUES & EXPENDITURES:		(4,611,797.22)	(2,047,323.29)	(48,389.30)	(2,564,473.93)	

REVENUE AND EXPENDITURE REPORT FOR CITY OF BLAIR

Balance As Of 03/31/2026

*NOTE: Available Balance / Pct Budget does not reflect amounts encumbered.

GL Number	Description	25-26 Amended Budget	YTD Balance 03/31/2026 Normal (Abnormal)	Activity For 03/31/2026 Increase (Decrease)	Available Balance 03/31/2026 Normal (Abnormal)	% Bdgt Used
Fund: 05 RESCUE FUND						
Account Category: Revenues						
Department: 025 RESCUE						
05-025-4334	RESCUE SQUAD RECEIPTS	206,000.00	49,718.61	260.01	156,281.39	24.14
05-025-4504	INTEREST	7,000.00	4,265.14	769.74	2,734.86	60.93
05-025-4508	MISC REIMBURSEMENT	0.00	1,539.98	0.00	(1,539.98)	100.00
Total Dept 025 - RESCUE		213,000.00	55,523.73	1,029.75	157,476.27	26.07
Revenues		213,000.00	55,523.73	1,029.75	157,476.27	26.07
Account Category: Expenditures						
Department: 025 RESCUE						
05-025-5012	RECRUITMENT & RETENTION FUND	75,000.00	45,000.00	0.00	30,000.00	60.00
05-025-5209	BANK FEES	50.00	0.00	0.00	50.00	0.00
05-025-5216	POSTAGE	100.00	13.32	0.00	86.68	13.32
05-025-5222	TRAVEL EXPENSE	1,000.00	0.00	0.00	1,000.00	0.00
05-025-5223	TRAINING EXP/CONF REGISTR	5,000.00	17,073.48	0.00	(12,073.48)	341.47
05-025-5224	DUES	1,000.00	0.00	0.00	1,000.00	0.00
05-025-5229	TELEPHONE	100.00	0.00	0.00	100.00	0.00
05-025-5239	MOTORIZED EQUIPMENT MAINT	20,000.00	0.00	0.00	20,000.00	0.00
05-025-5245	MEDICAL	1,000.00	0.00	0.00	1,000.00	0.00
05-025-5251	LICENSE/SUPPORT	300.00	0.00	0.00	300.00	0.00
05-025-5258	OTHER OPERATING EXPENSE	5,000.00	0.00	0.00	5,000.00	0.00
05-025-5273	CONTRACT BILLING	50,000.00	6,195.53	2,022.12	43,804.47	12.39
05-025-5274	REFUNDS	2,000.00	0.00	0.00	2,000.00	0.00
05-025-5360	OFFICE SUPPLIES	500.00	0.00	0.00	500.00	0.00
05-025-5365	RESCUE SQUAD SUPPLIES	30,000.00	28,092.69	5,322.34	1,907.31	93.64
05-025-5395	NON-CAPITAL EQUIPMENT	0.00	914.40	0.00	(914.40)	100.00
05-025-8102	RESERVE FUTURE SQUAD EXP	450,000.00	0.00	0.00	450,000.00	0.00
05-025-9009	NECESSARY CASH RESERVE	26,796.27	0.00	0.00	26,796.27	0.00
Total Dept 025 - RESCUE		667,846.27	97,289.42	7,344.46	570,556.85	14.57
Expenditures		667,846.27	97,289.42	7,344.46	570,556.85	14.57
Fund 05 - RESCUE FUND:						
TOTAL REVENUES		213,000.00	55,523.73	1,029.75	157,476.27	26.07
TOTAL EXPENDITURES		667,846.27	97,289.42	7,344.46	570,556.85	14.57
NET OF REVENUES & EXPENDITURES:		(454,846.27)	(41,765.69)	(6,314.71)	(413,080.58)	

GL Number	Description	25-26 Amended Budget	YTD Balance 03/31/2026 Normal (Abnormal)	Activity For 03/31/2026 Increase (Decrease)	Available Balance 03/31/2026 Normal (Abnormal)	% Bdgt Used
Fund: 06 SALES TAX FUND						
Account Category: Revenues						
Department: 026 SALES TAX						
06-026-4003	SALES TAX FROM MOTOR VEHICLES	410,000.00	197,189.19	25,340.37	212,810.81	48.09
06-026-4107	LOCAL TAX (EX MOTOR VEH TAX)	3,600,000.00	1,917,429.72	266,887.17	1,682,570.28	53.26
06-026-4108	CONSUMER USE TAX	300,000.00	113,948.90	13,390.99	186,051.10	37.98
06-026-4504	INTEREST	3,000.00	1,896.89	0.00	1,103.11	63.23
Total Dept 026 - SALES TAX		4,313,000.00	2,230,464.70	305,618.53	2,082,535.30	51.71
Revenues		4,313,000.00	2,230,464.70	305,618.53	2,082,535.30	51.71
Account Category: Expenditures						
Department: 026 SALES TAX						
06-026-5204	STATE ADMINISTRATION FEE	120,000.00	66,076.32	9,168.56	53,923.68	55.06
06-026-5206	REFUND 775	120,000.00	26,023.87	0.00	93,976.13	21.69
06-026-6305	TRANS TO DEBT	300,000.00	0.00	0.00	300,000.00	0.00
06-026-6306	TRANS TO GENERAL - OTHER	3,000,000.00	1,500,000.00	1,500,000.00	1,500,000.00	50.00
06-026-6322	TRANS TO ECONOMIC DEV	350,000.00	0.00	0.00	350,000.00	0.00
06-026-6323	TRANS TO TIF4	50,000.00	0.00	0.00	50,000.00	0.00
06-026-6326	TRANS TO INSURANCE	0.00	35,000.00	35,000.00	(35,000.00)	100.00
06-026-6328	TRANS TO GENERAL - LIBRARY	137,380.00	0.00	0.00	137,380.00	0.00
06-026-9009	NECESSARY CASH RESERVE	1,179,076.95	0.00	0.00	1,179,076.95	0.00
Total Dept 026 - SALES TAX		5,256,456.95	1,627,100.19	1,544,168.56	3,629,356.76	30.95
Expenditures		5,256,456.95	1,627,100.19	1,544,168.56	3,629,356.76	30.95
Fund 06 - SALES TAX FUND:						
TOTAL REVENUES		4,313,000.00	2,230,464.70	305,618.53	2,082,535.30	51.71
TOTAL EXPENDITURES		5,256,456.95	1,627,100.19	1,544,168.56	3,629,356.76	30.95
NET OF REVENUES & EXPENDITURES:		(943,456.95)	603,364.51	(1,238,550.03)	(1,546,821.46)	

REVENUE AND EXPENDITURE REPORT FOR CITY OF BLAIR

Balance As Of 03/31/2026

*NOTE: Available Balance / Pct Budget does not reflect amounts encumbered.

GL Number	Description	25-26 Amended Budget	YTD Balance 03/31/2026 Normal (Abnormal)	Activity For 03/31/2026 Increase (Decrease)	Available Balance 03/31/2026 Normal (Abnormal)	% Bdgt Used
Fund: 08 INSURANCE / SELF FUNDED FUND						
Account Category: Revenues						
Department: 028 INSURANCE / SELF FUNDED						
08-028-4504	INTEREST	500.00	345.92	0.86	154.08	69.18
08-028-4560	HRA CONTRIBUTION	150,000.00	79,849.61	14,599.94	70,150.39	53.23
08-028-4580	DENTAL & VISION INS DEPOSITS	45,000.00	(20,642.96)	(5,437.74)	65,642.96	(45.87)
08-028-4583	FLEX PLAN REVENUE	6,000.00	0.00	0.00	6,000.00	0.00
08-028-4584	COBRA D & V (BL HOUSING)	3,000.00	1,164.50	215.25	1,835.50	38.82
08-028-4788	TRANS FROM SALES TAX	0.00	35,000.00	35,000.00	(35,000.00)	100.00
Total Dept 028 - INSURANCE / SELF FUNDED		204,500.00	95,717.07	44,378.31	108,782.93	46.81
Revenues		204,500.00	95,717.07	44,378.31	108,782.93	46.81
Account Category: Expenditures						
Department: 028 INSURANCE / SELF FUNDED						
08-028-5013	HRA	150,000.00	7,336.59	142.96	142,663.41	4.89
08-028-5014	ADMINISTRATION FEES	2,000.00	0.00	0.00	2,000.00	0.00
08-028-5015	FLEX PLAN EXP	10,000.00	7,147.47	1,410.19	2,852.53	71.47
08-028-5017	DENTAL INSURANCE	50,000.00	23,344.37	5,456.93	26,655.63	46.69
08-028-5018	V S P (VISION CARE)	13,000.00	6,924.33	603.73	6,075.67	53.26
08-028-5020	WELLNESS PROGRAM	35,000.00	0.00	0.00	35,000.00	0.00
08-028-6600	WELLNESS PROGRAM	0.00	381.96	381.96	(381.96)	100.00
08-028-9009	NECESSARY CASH RESERVE	253,503.04	0.00	0.00	253,503.04	0.00
Total Dept 028 - INSURANCE / SELF FUNDED		513,503.04	45,134.72	7,995.77	468,368.32	8.79
Expenditures		513,503.04	45,134.72	7,995.77	468,368.32	8.79
Fund 08 - INSURANCE / SELF FUNDED FUND:						
TOTAL REVENUES		204,500.00	95,717.07	44,378.31	108,782.93	46.81
TOTAL EXPENDITURES		513,503.04	45,134.72	7,995.77	468,368.32	8.79
NET OF REVENUES & EXPENDITURES:		(309,003.04)	50,582.35	36,382.54	(359,585.39)	

GL Number	Description	25-26 Amended Budget	YTD Balance 03/31/2026 Normal (Abnormal)	Activity For 03/31/2026 Increase (Decrease)	Available Balance 03/31/2026 Normal (Abnormal)	% Bdgt Used
Fund: 10 WASTEWATER FUND						
Account Category: Revenues						
Department: 100 WASTEWATER						
10-100-4010	USER FEES	1,386,000.00	509,261.89	98,607.57	876,738.11	36.74
10-100-4030	MERCHANDISE SALES	0.00	57.84	29.10	(57.84)	100.00
10-100-4504	INTEREST	3,000.00	38.20	0.00	2,961.80	1.27
10-100-4539	REIMBURSED EXPENSE	500.00	0.00	0.00	500.00	0.00
10-100-4601	WARRANT INCOME	1,800,000.00	0.00	0.00	1,800,000.00	0.00
10-100-4604	BOND PROCEEDS	1,600,000.00	0.00	0.00	1,600,000.00	0.00
10-100-4786	TRANS FROM DEBT SERVICE	1,500,000.00	0.00	0.00	1,500,000.00	0.00
Total Dept 100 - WASTEWATER		6,289,500.00	509,357.93	98,636.67	5,780,142.07	8.10
Revenues		6,289,500.00	509,357.93	98,636.67	5,780,142.07	8.10
Account Category: Expenditures						
Department: 100 WASTEWATER						
10-100-5001	SALARIES	638,000.00	304,304.58	51,393.77	333,695.42	47.70
10-100-5002	FICA - CITY SHARE	48,807.00	22,809.43	3,797.79	25,997.57	46.73
10-100-5003	WORKMAN'S COMPENSATION	1,500.00	1,655.07	0.00	(155.07)	110.34
10-100-5004	H.A.L. INSURANCE	168,500.00	73,320.43	12,936.02	95,179.57	43.51
10-100-5005	RETIREMENT - CITY SHARE	51,000.00	20,032.30	3,630.87	30,967.70	39.28
10-100-5006	UNEMPLOYMENT COMP	500.00	0.00	0.00	500.00	0.00
10-100-5007	DISABILITY	2,500.00	828.96	140.08	1,671.04	33.16
10-100-5008	PENSION ADMINISTRATION	200.00	33.00	0.00	167.00	16.50
10-100-5209	BANK FEES	300.00	233.37	20.81	66.63	77.79
10-100-5210	LEGAL	4,000.00	289.75	50.00	3,710.25	7.24
10-100-5211	AUDITING	16,000.00	6,800.00	3,000.00	9,200.00	42.50
10-100-5212	ENGINEERING/CONSULTANT	60,000.00	93,210.82	104.65	(33,210.82)	155.35
10-100-5213	PROFESSIONAL SERVICES	10,000.00	73,108.58	6,697.50	(63,108.58)	731.09
10-100-5215	EMPLOYEE SCHOOLING	1,000.00	485.50	0.00	514.50	48.55
10-100-5216	POSTAGE	4,000.00	3,280.33	250.00	719.67	82.01
10-100-5217	PRINTING & PUBLICATION	600.00	121.88	0.00	478.12	20.31
10-100-5222	TRAVEL EXPENSE	5,000.00	2,959.63	343.92	2,040.37	59.19
10-100-5223	TRAINING EXP/CONF REGISTR	9,000.00	2,228.68	228.46	6,771.32	24.76
10-100-5224	DUES	500.00	345.82	0.00	154.18	69.16
10-100-5227	SOFTWARE MAINTENANCE	20,000.00	14,291.34	2,314.01	5,708.66	71.46
10-100-5228	UTILITIES	75,000.00	42,605.30	16,955.47	32,394.70	56.81
10-100-5229	TELEPHONE	6,000.00	1,602.12	486.45	4,397.88	26.70
10-100-5230	VEHICLE INSURANCE	2,500.00	2,647.91	0.00	(147.91)	105.92
10-100-5231	LIABILITY INSURANCE	5,000.00	4,875.39	0.00	124.61	97.51
10-100-5232	BLDG & CONTENT INSURANCE	35,000.00	33,932.12	0.00	1,067.88	96.95
10-100-5236	RADIO MAINTENANCE	0.00	3,100.00	1,100.00	(3,100.00)	100.00
10-100-5237	OFFICE EQUIPMENT MAINTENANCE	500.00	107.92	0.00	392.08	21.58
10-100-5239	MOTORIZED EQUIPMENT MAINT	5,000.00	475.73	0.00	4,524.27	9.51
10-100-5240	BUILDING MAINTENANCE	20,000.00	34,550.30	40.00	(14,550.30)	172.75
10-100-5245	MEDICAL	600.00	254.63	0.00	345.37	42.44
10-100-5247	MAJOR MAINTENANCE	50,000.00	2,438.88	0.00	47,561.12	4.88
10-100-5248	MAINTENANCE AGREEMENTS	500.00	0.00	0.00	500.00	0.00
10-100-5249	CAR EXPENSE	500.00	0.00	0.00	500.00	0.00
10-100-5266	CONTRACT MOWING	2,500.00	170.38	0.00	2,329.62	6.82
10-100-5280	VEHICLE REPAIR STORM	1,000.00	0.00	0.00	1,000.00	0.00
10-100-5281	STORM DAMAGE	10,000.00	0.00	0.00	10,000.00	0.00

GL Number	Description	25-26 Amended Budget	YTD Balance 03/31/2026 Normal (Abnormal)	Activity For 03/31/2026 Increase (Decrease)	Available Balance 03/31/2026 Normal (Abnormal)	% Bdgt Used
Fund: 10 WASTEWATER FUND						
Account Category: Expenditures						
Department: 100 WASTEWATER						
10-100-5359	OFFICE EQUIPMENT	7,000.00	1,693.00	0.00	5,307.00	24.19
10-100-5360	OFFICE SUPPLIES	3,000.00	2,270.96	707.08	729.04	75.70
10-100-5361	JANITORIAL SUPPLIES	500.00	329.06	65.74	170.94	65.81
10-100-5362	SHOP SUPPLIES	1,000.00	604.71	65.53	395.29	60.47
10-100-5363	CHEMICALS	100,000.00	120,163.98	65,061.23	(20,163.98)	120.16
10-100-5369	SAFETY EQUIPMENT/TRAINING	4,000.00	797.50	279.44	3,202.50	19.94
10-100-5370	GAS/OIL/DIESEL	5,000.00	1,318.61	69.84	3,681.39	26.37
10-100-5371	UNIFORMS	2,500.00	957.69	189.80	1,542.31	38.31
10-100-5372	BOOKS & MAPS	100.00	0.00	0.00	100.00	0.00
10-100-5373	SMALL TOOLS	900.00	1,635.56	0.00	(735.56)	181.73
10-100-5374	SAND/GRAVEL/ROCK	500.00	0.00	0.00	500.00	0.00
10-100-5391	SYSTEM MAINTENANCE	90,000.00	84,892.24	18,877.20	5,107.76	94.32
10-100-5398	OFFICE EQUIPMENT RENTAL	1,200.00	409.36	204.68	790.64	34.11
10-100-5401	OFFICE EQUIPMENT - CAPITAL	2,000.00	843.29	0.00	1,156.71	42.16
10-100-5402	MOTORIZED EQUIPMENT	160,000.00	21,182.33	0.00	138,817.67	13.24
10-100-5410	AED	100.00	0.00	0.00	100.00	0.00
10-100-5501	MOTORIZED EQUIPMENT IMPORVEMENTS	50,000.00	10,000.00	0.00	40,000.00	20.00
10-100-5510	CONSTRUCTION CONTRACTS	1,500,000.00	0.00	0.00	1,500,000.00	0.00
10-100-5511	DISTRICT CONSTRUCTION	1,502,200.00	0.00	0.00	1,502,200.00	0.00
10-100-5527	NON-MOTORIZED EQUIPMENT	150,000.00	0.00	0.00	150,000.00	0.00
10-100-7300	WARRANT PRINCIPAL PAYMENT	1,500,000.00	0.00	0.00	1,500,000.00	0.00
10-100-7301	WARRANT INTEREST PAYMENT	150,000.00	0.00	0.00	150,000.00	0.00
10-100-7302	BOND PAYMENT PRINCIPAL	115,000.00	115,000.00	0.00	0.00	100.00
10-100-7303	BOND PAYMENT INTEREST	27,692.50	14,651.25	0.00	13,041.25	52.91
10-100-7320	2012 SE SRF #C317638 PRINCIPAL	47,215.91	23,484.66	0.00	23,731.25	49.74
10-100-7321	2012 SE SRF #C317638 INTEREST	7,725.91	3,986.25	0.00	3,739.66	51.60
10-100-7322	2012 SE SRF #C317638 ADMIN FEE	3,679.00	1,898.21	0.00	1,780.79	51.60
10-100-8108	BOND RESERVE 2015	149,758.00	0.00	0.00	149,758.00	0.00
10-100-9009	NECESSARY CASH RESERVE	231,212.16	0.00	0.00	231,212.16	0.00
Total Dept 100 - WASTEWATER		7,067,790.48	1,153,218.81	189,010.34	5,914,571.67	16.32
Expenditures		7,067,790.48	1,153,218.81	189,010.34	5,914,571.67	16.32
Fund 10 - WASTEWATER FUND:						
TOTAL REVENUES		6,289,500.00	509,357.93	98,636.67	5,780,142.07	8.10
TOTAL EXPENDITURES		7,067,790.48	1,153,218.81	189,010.34	5,914,571.67	16.32
NET OF REVENUES & EXPENDITURES:		(778,290.48)	(643,860.88)	(90,373.67)	(134,429.60)	

GL Number	Description	25-26 Amended Budget	YTD Balance 03/31/2026 Normal (Abnormal)	Activity For 03/31/2026 Increase (Decrease)	Available Balance 03/31/2026 Normal (Abnormal)	% Bdgt Used
Fund: 11 WATER FUND						
Account Category: Revenues						
Department: 110 WATER						
11-110-4010	USER FEES	13,500,000.00	4,930,089.01	975,676.63	8,569,910.99	36.52
11-110-4030	MERCHANDISE SALES	16,750.00	11,017.00	3,105.00	5,733.00	65.77
11-110-4040	FORFEITED DISCOUNTS	15,000.00	13,205.08	5,090.42	1,794.92	88.03
11-110-4045	OTHER OPERATING	2,000.00	711.00	75.00	1,289.00	35.55
11-110-4226	FEMA - FEDERAL	880,000.00	0.00	0.00	880,000.00	0.00
11-110-4227	SECURITY GRANT (DHHS)	0.00	10,000.00	10,000.00	(10,000.00)	100.00
11-110-4504	INTEREST	6,000.00	1,610.71	213.12	4,389.29	26.85
11-110-4508	MISC REIMBURSEMENT	0.00	70,015.03	0.00	(70,015.03)	100.00
11-110-4520	MISC REVENUE	2,000.00	0.00	0.00	2,000.00	0.00
11-110-4523	INSURANCE PROCEEDS	0.00	46,254.12	46,254.12	(46,254.12)	100.00
11-110-4533	REIMBURSEMENT NRD	10,000.00	10,395.00	0.00	(395.00)	103.95
11-110-4546	NSF CHECK CHARGE	500.00	500.00	160.00	0.00	100.00
11-110-4547	DEPT OF NATURAL RESOURCES	1,445.00	0.00	0.00	1,445.00	0.00
11-110-4604	BOND PROCEEDS	9,100,000.00	0.00	0.00	9,100,000.00	0.00
11-110-4606	SRF STATE LOAN PROCEEDS	1,400,000.00	772,694.00	0.00	627,306.00	55.19
11-110-4607	SRF FEDERAL LOAN PROCEEDS	500,000.00	3,325,418.00	0.00	(2,825,418.00)	665.08
11-110-4608	2022 SRF FEDERAL LOAN PROCEEDS	400,000.00	0.00	0.00	400,000.00	0.00
11-110-4786	TRANS FROM DEBT SERVICE	1,100,000.00	0.00	0.00	1,100,000.00	0.00
Total Dept 110 - WATER		26,933,695.00	9,191,908.95	1,040,574.29	17,741,786.05	34.13
Revenues		26,933,695.00	9,191,908.95	1,040,574.29	17,741,786.05	34.13
Account Category: Expenditures						
Department: 110 WATER						
11-110-5001	SALARIES	1,992,000.00	889,775.79	146,645.37	1,102,224.21	44.67
11-110-5002	FICA - CITY SHARE	152,388.00	68,247.06	10,987.72	84,140.94	44.79
11-110-5003	WORKMAN'S COMPENSATION	30,000.00	34,373.13	0.00	(4,373.13)	114.58
11-110-5004	H.A.L. INSURANCE	396,000.00	217,313.63	36,901.95	178,686.37	54.88
11-110-5005	RETIREMENT - CITY SHARE	159,000.00	54,491.04	8,931.60	104,508.96	34.27
11-110-5006	UNEMPLOYMENT COMP	100.00	0.00	0.00	100.00	0.00
11-110-5007	DISABILITY	8,000.00	2,584.55	441.41	5,415.45	32.31
11-110-5008	PENSION ADMINISTRATION	1,000.00	221.25	0.00	778.75	22.13
11-110-5209	BANK FEES	20,000.00	4,690.41	691.13	15,309.59	23.45
11-110-5210	LEGAL	150,000.00	34,116.48	240.00	115,883.52	22.74
11-110-5210-2023-0007	LEGAL	50,000.00	11,608.60	0.00	38,391.40	23.22
11-110-5211	AUDITING	18,000.00	7,820.00	3,450.00	10,180.00	43.44
11-110-5212	ENGINEERING/CONSULTANT	75,000.00	55,021.98	575.58	19,978.02	73.36
11-110-5213	PROFESSIONAL SERVICES	275,000.00	36,624.32	6,277.61	238,375.68	13.32
11-110-5213-2025-0001	PROFESSIONAL SERVICES	25,000.00	14,716.00	11,488.65	10,284.00	58.86
11-110-5213-2025-0002	PROFESSIONAL SERVICES	25,000.00	14,561.46	4,204.22	10,438.54	58.25
11-110-5215	EMPLOYEE SCHOOLING	1,000.00	2,717.44	0.00	(1,717.44)	271.74
11-110-5216	POSTAGE	18,000.00	9,623.30	750.00	8,376.70	53.46
11-110-5217	PRINTING & PUBLICATION	8,000.00	1,713.36	0.00	6,286.64	21.42
11-110-5222	TRAVEL EXPENSE	7,500.00	5,780.08	1,385.22	1,719.92	77.07
11-110-5223	TRAINING EXP/CONF REGISTR	12,000.00	8,511.21	659.27	3,488.79	70.93
11-110-5224	DUES	8,000.00	564.82	0.00	7,435.18	7.06
11-110-5227	SOFTWARE MAINTENANCE	45,000.00	33,259.69	4,773.61	11,740.31	73.91
11-110-5228	UTILITIES	900,000.00	508,060.77	171,138.22	391,939.23	56.45
11-110-5229	TELEPHONE	34,000.00	4,005.73	508.73	29,994.27	11.78

GL Number	Description	25-26 Amended Budget	YTD Balance 03/31/2026 Normal (Abnormal)	Activity For 03/31/2026 Increase (Decrease)	Available Balance 03/31/2026 Normal (Abnormal)	% Bdgt Used
Fund: 11 WATER FUND						
Account Category: Expenditures						
Department: 110 WATER						
11-110-5230	VEHICLE INSURANCE	6,500.00	11,366.22	0.00	(4,866.22)	174.86
11-110-5231	LIABILITY INSURANCE	22,000.00	24,376.95	0.00	(2,376.95)	110.80
11-110-5232	BLDG & CONTENT INSURANCE	230,000.00	289,603.07	0.00	(59,603.07)	125.91
11-110-5236	RADIO MAINTENANCE	300.00	4,000.00	0.00	(3,700.00)	1,333.33
11-110-5237	OFFICE EQUIPMENT MAINTENANCE	1,300.00	383.14	130.58	916.86	29.47
11-110-5239	MOTORIZED EQUIPMENT MAINT	20,000.00	19,225.66	5,920.95	774.34	96.13
11-110-5240	BUILDING MAINTENANCE	285,000.00	146,984.40	17,015.88	138,015.60	51.57
11-110-5245	MEDICAL	1,800.00	1,944.74	296.00	(144.74)	108.04
11-110-5246	MAINT-PLANT ELECTRONIC MAINT	75,000.00	85,045.03	1,930.00	(10,045.03)	113.39
11-110-5247	MAJOR MAINTENANCE	495,000.00	342,218.44	20,809.78	152,781.56	69.14
11-110-5247-2026-0003	MAJOR MAINTENANCE	10,000.00	870.67	0.00	9,129.33	8.71
11-110-5249	CAR EXPENSE	8,000.00	134.66	2.97	7,865.34	1.68
11-110-5258	OTHER OPERATING EXPENSE	2,000.00	1,125.62	0.00	874.38	56.28
11-110-5266	CONTRACT MOWING	9,000.00	1,364.00	0.00	7,636.00	15.16
11-110-5281	STORM DAMAGE	1,000.00	0.00	0.00	1,000.00	0.00
11-110-5359	OFFICE EQUIPMENT	500.00	3,386.00	0.00	(2,886.00)	677.20
11-110-5360	OFFICE SUPPLIES	7,500.00	4,104.36	775.41	3,395.64	54.72
11-110-5361	JANITORIAL SUPPLIES	3,000.00	740.93	72.58	2,259.07	24.70
11-110-5362	SHOP SUPPLIES	25,000.00	10,691.44	1,345.58	14,308.56	42.77
11-110-5363	CHEMICALS	2,250,000.00	1,230,371.25	262,210.88	1,019,628.75	54.68
11-110-5369	SAFETY EQUIPMENT/TRAINING	10,000.00	1,770.52	981.25	8,229.48	17.71
11-110-5370	GAS/OIL/DIESEL	85,000.00	6,900.38	2,717.30	78,099.62	8.12
11-110-5371	UNIFORMS	3,000.00	5,488.36	749.30	(2,488.36)	182.95
11-110-5372	BOOKS & MAPS	500.00	0.00	0.00	500.00	0.00
11-110-5373	SMALL TOOLS	10,000.00	4,740.14	1,892.52	5,259.86	47.40
11-110-5391	SYSTEM MAINTENANCE	280,000.00	52,640.94	35,298.70	227,359.06	18.80
11-110-5396	OTHER RENTAL EQUIPMENT	8,000.00	0.00	0.00	8,000.00	0.00
11-110-5398	OFFICE EQUIPMENT RENTAL	5,000.00	409.48	204.74	4,590.52	8.19
11-110-5401	OFFICE EQUIPMENT - CAPITAL	23,000.00	0.00	0.00	23,000.00	0.00
11-110-5402	MOTORIZED EQUIPMENT	50,000.00	31,347.29	817.78	18,652.71	62.69
11-110-5409	METERS	80,000.00	89,256.83	38,434.27	(9,256.83)	111.57
11-110-5410	SPECIALIZED EQUIPMENT	350,000.00	0.00	0.00	350,000.00	0.00
11-110-5415	EQUIPMENT - CAPITAL	250,000.00	0.00	0.00	250,000.00	0.00
11-110-5417	SPECIALIZED EQUIPMENT	200,000.00	0.00	0.00	200,000.00	0.00
11-110-5422	NON MOTORIZED EQUIPMENT	24,000.00	7,189.00	7,189.00	16,811.00	29.95
11-110-5501	MOTORIZED EQUIPMENT IMPORVEMENTS	250,000.00	32,166.62	373.73	217,833.38	12.87
11-110-5503	WATER LINES	0.00	(3,315.54)	0.00	3,315.54	100.00
11-110-5509	PLANT SECURITY CAMERA	30,000.00	0.00	0.00	30,000.00	0.00
11-110-5511	DISTRICT CONSTRUCTION	1,100,000.00	0.00	0.00	1,100,000.00	0.00
11-110-5512	CONSTRUCTION	7,100,000.00	1,046,990.96	0.00	6,053,009.04	14.75
11-110-5512-2023-0007	CONSTRUCTION	2,000,000.00	476,119.04	21,008.05	1,523,880.96	23.81
11-110-5513	LIME SOLIDS PROJECT	700,000.00	379.17	0.00	699,620.83	0.05
11-110-5513-2022-0006	LIME SOLIDS PROJECT	100,000.00	60,624.71	0.00	39,375.29	60.62
11-110-5515	MAIN MAINTENANCE	1,000,000.00	0.00	0.00	1,000,000.00	0.00
11-110-5527	NON-MOTORIZED EQUIPMENT	0.00	9,930.00	9,930.00	(9,930.00)	100.00
11-110-5530	EQUIPMENT REPAIR/REPLACEMENT	500,000.00	33,162.42	33,162.42	466,837.58	6.63
11-110-5558	WTP EXPANSION	25,000.00	1,652.50	0.00	23,347.50	6.61
11-110-5558-2022-0001	WTP EXPANSION	475,000.00	1,161,594.37	9,722.20	(686,594.37)	244.55

GL Number	Description	25-26 Amended Budget	YTD Balance 03/31/2026 Normal (Abnormal)	Activity For 03/31/2026 Increase (Decrease)	Available Balance 03/31/2026 Normal (Abnormal)	% Bdgt Used
Fund: 11 WATER FUND						
Account Category: Expenditures						
Department: 110 WATER						
11-110-7302	BOND PAYMENT PRINCIPAL	1,125,000.00	1,036,662.50	0.00	88,337.50	92.15
11-110-7303	BOND PAYMENT INTEREST	473,901.25	183,661.25	0.00	290,240.00	38.76
11-110-7304	BOND ISSUE FEE	20,000.00	0.00	0.00	20,000.00	0.00
11-110-7323	2010 WA SRF #D311530 PRINCIPAL	87,483.50	43,497.08	0.00	43,986.42	49.72
11-110-7324	2010 WA SRF #D311530 INTEREST	42,652.92	21,571.13	0.00	21,081.79	50.57
11-110-7325	2010 WA SRF #D311530 ADMIN FEE	18,956.86	9,587.17	0.00	9,369.69	50.57
11-110-7326	2021 WA SRF #D311647 PRINCIPAL	437,926.18	218,963.09	0.00	218,963.09	50.00
11-110-7330	2023 BANS INTEREST	610,000.00	305,000.00	0.00	305,000.00	50.00
11-110-7332	2023A SRF #D311682 PRINCIPAL	547,785.22	0.00	0.00	547,785.22	0.00
11-110-7333	2023A SRF #D311682 INTEREST	177,062.58	93,044.81	0.00	84,017.77	52.55
11-110-7334	2023A SRF #D311682 ADMIN FEE	177,062.58	93,044.81	0.00	84,017.77	52.55
11-110-7335	2023B SRF #D311704 PRINCIPAL	17,728.48	0.00	0.00	17,728.48	0.00
11-110-7336	2023B SRF #D311704 INTEREST	5,730.44	3,254.99	0.00	2,475.45	56.80
11-110-7338	2018 WA SRF #D311619 PRINCIPAL	39,661.54	19,732.11	0.00	19,929.43	49.75
11-110-7339	2018 WA SRF #D311619 INTEREST	24,562.90	12,380.11	0.00	12,182.79	50.40
11-110-7340	2018 WA SRF #D311619 ADMIN FEE	6,140.73	3,095.03	0.00	3,045.70	50.40
11-110-8109	BOND RESERVE 2012	850,000.00	0.00	0.00	850,000.00	0.00
11-110-8110	BOND RESERVE (2010)	648,672.50	0.00	0.00	648,672.50	0.00
11-110-8111	BOND RESERVE (2016)	437,262.88	0.00	0.00	437,262.88	0.00
11-110-8112	BOND RESERVE 2017	200,000.00	0.00	0.00	200,000.00	0.00
11-110-9009	NECESSARY CASH RESERVE	2,255,674.86	0.00	0.00	2,255,674.86	0.00
Total Dept 110 - WATER		30,724,653.42	9,260,879.95	883,042.16	21,463,773.47	30.14
Expenditures		30,724,653.42	9,260,879.95	883,042.16	21,463,773.47	30.14
Fund 11 - WATER FUND:						
TOTAL REVENUES		26,933,695.00	9,191,908.95	1,040,574.29	17,741,786.05	34.13
TOTAL EXPENDITURES		30,724,653.42	9,260,879.95	883,042.16	21,463,773.47	30.14
NET OF REVENUES & EXPENDITURES:		(3,790,958.42)	(68,971.00)	157,532.13	(3,721,987.42)	

REVENUE AND EXPENDITURE REPORT FOR CITY OF BLAIR

Balance As Of 03/31/2026

*NOTE: Available Balance / Pct Budget does not reflect amounts encumbered.

GL Number	Description	25-26 Amended Budget	YTD Balance 03/31/2026 Normal (Abnormal)	Activity For 03/31/2026 Increase (Decrease)	Available Balance 03/31/2026 Normal (Abnormal)	% Bdgt Used
Fund: 14 HOTEL / MOTEL OCC TAX FUND						
Account Category: Revenues						
Department: 140 HOTEL / MOTEL OCC TAX						
14-140-4111	OCCUPATION TAX	140,000.00	57,747.30	6,771.75	82,252.70	41.25
14-140-4504	INTEREST	500.00	297.00	0.00	203.00	59.40
Total Dept 140 - HOTEL / MOTEL OCC TAX		140,500.00	58,044.30	6,771.75	82,455.70	41.31
Revenues		140,500.00	58,044.30	6,771.75	82,455.70	41.31
Account Category: Expenditures						
Department: 140 HOTEL / MOTEL OCC TAX						
14-140-6303	TRANS TO STREET	40,000.00	0.00	0.00	40,000.00	0.00
14-140-6320	TRANS TO GENERAL	120,000.00	0.00	0.00	120,000.00	0.00
14-140-6701	TOURISM & COMMUNITY BETTERMENT	25,000.00	36,352.14	172.00	(11,352.14)	145.41
14-140-9009	NECESSARY CASH RESERVE	77,770.98	0.00	0.00	77,770.98	0.00
Total Dept 140 - HOTEL / MOTEL OCC TAX		262,770.98	36,352.14	172.00	226,418.84	13.83
Expenditures		262,770.98	36,352.14	172.00	226,418.84	13.83
Fund 14 - HOTEL / MOTEL OCC TAX FUND:						
TOTAL REVENUES		140,500.00	58,044.30	6,771.75	82,455.70	41.31
TOTAL EXPENDITURES		262,770.98	36,352.14	172.00	226,418.84	13.83
NET OF REVENUES & EXPENDITURES:		(122,270.98)	21,692.16	6,599.75	(143,963.14)	

REVENUE AND EXPENDITURE REPORT FOR CITY OF BLAIR

Balance As Of 03/31/2026

*NOTE: Available Balance / Pct Budget does not reflect amounts encumbered.

GL Number	Description	25-26 Amended Budget	YTD Balance 03/31/2026 Normal (Abnormal)	Activity For 03/31/2026 Increase (Decrease)	Available Balance 03/31/2026 Normal (Abnormal)	% Bdgt Used
Fund: 16 DONATED FUNDS FUND						
Account Category: Revenues						
Department: 160 DONATED FUNDS						
16-160-4504	INTEREST	600.00	143.28	0.00	456.72	23.88
16-160-4680	UNCOMMITTED CASH REVENUE	100.00	0.00	0.00	100.00	0.00
16-160-4681	ANIMAL SHELTER	100.00	0.00	0.00	100.00	0.00
16-160-4682	POLICE REVENUE	1,000.00	600.00	0.00	400.00	60.00
16-160-4684	LIBRARY REVENUE	1,000.00	48,930.44	48,574.68	(47,930.44)	4,893.04
16-160-4686	PARK REVENUE	100.00	48,956.64	6,147.44	(48,856.64)	48,956.64
16-160-4687	EMPLOYEE APPRECIATION REVENUE	6,500.00	8,650.00	0.00	(2,150.00)	133.08
16-160-4689	VETERANS TRIBUTE PLAZA REVENUE	1,000.00	0.00	0.00	1,000.00	0.00
16-160-4692	SKATEBOARD PARK REVENUE	100.00	0.00	0.00	100.00	0.00
16-160-4697	FIREWORKS REVENUE	1,000.00	0.00	0.00	1,000.00	0.00
16-160-4698	GENERATIONS PARK REV	0.00	4,749.55	0.00	(4,749.55)	100.00
16-160-4699	FIRE DEPARTMENT REVENUE	100.00	0.00	0.00	100.00	0.00
Total Dept 160 - DONATED FUNDS		11,600.00	112,029.91	54,722.12	(100,429.91)	965.78
Revenues		11,600.00	112,029.91	54,722.12	(100,429.91)	965.78
Account Category: Expenditures						
Department: 160 DONATED FUNDS						
16-160-5201	UNCOMMITTED CASH EXP	6,767.72	0.00	0.00	6,767.72	0.00
16-160-5215	ANIMAL CONTROL	7,927.55	0.00	0.00	7,927.55	0.00
16-160-5220	POLICE EXP	44,912.25	0.00	0.00	44,912.25	0.00
16-160-5242	LIBRARY EXP	60,672.48	(10,000.00)	0.00	70,672.48	(16.48)
16-160-5256	PARK EXP	27,834.38	47,825.01	2,288.91	(19,990.63)	171.82
16-160-5267	EMPLOYEE APPRECIATION	9,450.60	6,774.56	0.00	2,676.04	71.68
16-160-5278	VETERANS TRIBUTE PLAZA EXP	2,015.63	0.00	0.00	2,015.63	0.00
16-160-5279	SKATEBOARD PARK EXP	3,636.51	0.00	0.00	3,636.51	0.00
16-160-5284	K-9 EXP	13,440.05	0.00	0.00	13,440.05	0.00
16-160-5296	FIREWORKS EXP	6,790.16	0.00	0.00	6,790.16	0.00
16-160-5305	FIRE DEPARTMENT EXP	10,950.00	0.00	0.00	10,950.00	0.00
Total Dept 160 - DONATED FUNDS		194,397.33	44,599.57	2,288.91	149,797.76	22.94
Expenditures		194,397.33	44,599.57	2,288.91	149,797.76	22.94
Fund 16 - DONATED FUNDS FUND:						
TOTAL REVENUES		11,600.00	112,029.91	54,722.12	(100,429.91)	965.78
TOTAL EXPENDITURES		194,397.33	44,599.57	2,288.91	149,797.76	22.94
NET OF REVENUES & EXPENDITURES:		(182,797.33)	67,430.34	52,433.21	(250,227.67)	

REVENUE AND EXPENDITURE REPORT FOR CITY OF BLAIR

Balance As Of 03/31/2026

*NOTE: Available Balance / Pct Budget does not reflect amounts encumbered.

GL Number	Description	25-26 Amended Budget	YTD Balance 03/31/2026 Normal (Abnormal)	Activity For 03/31/2026 Increase (Decrease)	Available Balance 03/31/2026 Normal (Abnormal)	% Bdgt Used
Fund: 20 ECONOMIC DEVELOPMENT FUND						
Account Category: Revenues						
Department: 200 ECONOMIC DEVELOPMENT						
20-200-4504	INTEREST	1,000.00	2,864.60	0.00	(1,864.60)	286.46
20-200-4520	MISC REVENUE	0.00	10,000.00	0.00	(10,000.00)	100.00
20-200-4609	LOAN REPAYMENT	7,142.00	0.00	0.00	7,142.00	0.00
20-200-4788	TRANS FROM SALES TAX	350,000.00	0.00	0.00	350,000.00	0.00
Total Dept 200 - ECONOMIC DEVELOPMENT		358,142.00	12,864.60	0.00	345,277.40	3.59
Revenues		358,142.00	12,864.60	0.00	345,277.40	3.59
Account Category: Expenditures						
Department: 200 ECONOMIC DEVELOPMENT						
20-200-5222	TRAVEL EXPENSE	5,000.00	0.00	0.00	5,000.00	0.00
20-200-5258	OTHER OPERATING EXPENSE	3,000.00	0.00	0.00	3,000.00	0.00
20-200-6616	GATEWAY CONTRACT	120,000.00	0.00	0.00	120,000.00	0.00
20-200-6617	840 PROJECTS	460,000.00	110,000.00	0.00	350,000.00	23.91
20-200-6620	RESERVED FOR APPROVED PROJECTS	2,670,000.00	10,000.00	0.00	2,660,000.00	0.37
20-200-6620-2025-0005	RESERVED FOR APPROVED PROJECTS	0.00	67,135.22	67,135.22	(67,135.22)	100.00
20-200-9009	NECESSARY CASH RESERVE	102,063.42	0.00	0.00	102,063.42	0.00
Total Dept 200 - ECONOMIC DEVELOPMENT		3,360,063.42	187,135.22	67,135.22	3,172,928.20	5.57
Expenditures		3,360,063.42	187,135.22	67,135.22	3,172,928.20	5.57
Fund 20 - ECONOMIC DEVELOPMENT FUND:						
TOTAL REVENUES		358,142.00	12,864.60	0.00	345,277.40	3.59
TOTAL EXPENDITURES		3,360,063.42	187,135.22	67,135.22	3,172,928.20	5.57
NET OF REVENUES & EXPENDITURES:		(3,001,921.42)	(174,270.62)	(67,135.22)	(2,827,650.80)	

GL Number	Description	25-26 Amended Budget	YTD Balance 03/31/2026 Normal (Abnormal)	Activity For 03/31/2026 Increase (Decrease)	Available Balance 03/31/2026 Normal (Abnormal)	% Bdgt Used
Fund: 22 KENO FUND						
Account Category: Revenues						
Department: 220 KENO						
22-220-4011	KENO RECEIPTS	120,000.00	65,717.84	9,421.40	54,282.16	54.76
22-220-4504	INTEREST	100.00	150.40	27.00	(50.40)	150.40
Total Dept 220 - KENO		120,100.00	65,868.24	9,448.40	54,231.76	54.84
Revenues		120,100.00	65,868.24	9,448.40	54,231.76	54.84
Account Category: Expenditures						
Department: 220 KENO						
22-220-6320	TRANS TO GENERAL	150,000.00	0.00	0.00	150,000.00	0.00
22-220-6701	TOURISM & COMMUNITY BETTERMENT	100,000.00	12,500.00	10,000.00	87,500.00	12.50
22-220-6702	PAYMENT OF STATE TAX	25,000.00	14,621.00	0.00	10,379.00	58.48
22-220-6703	STATE LICENSE FEE	150.00	100.00	100.00	50.00	66.67
22-220-9009	NECESSARY CASH RESERVE	144,418.91	0.00	0.00	144,418.91	0.00
Total Dept 220 - KENO		419,568.91	27,221.00	10,100.00	392,347.91	6.49
Expenditures		419,568.91	27,221.00	10,100.00	392,347.91	6.49
Fund 22 - KENO FUND:						
TOTAL REVENUES		120,100.00	65,868.24	9,448.40	54,231.76	54.84
TOTAL EXPENDITURES		419,568.91	27,221.00	10,100.00	392,347.91	6.49
NET OF REVENUES & EXPENDITURES:		(299,468.91)	38,647.24	(651.60)	(338,116.15)	

REVENUE AND EXPENDITURE REPORT FOR CITY OF BLAIR

Balance As Of 03/31/2026

*NOTE: Available Balance / Pct Budget does not reflect amounts encumbered.

GL Number	Description	25-26 Amended Budget	YTD Balance 03/31/2026 Normal (Abnormal)	Activity For 03/31/2026 Increase (Decrease)	Available Balance 03/31/2026 Normal (Abnormal)	% Bdgt Used
Fund: 24 TIF 3 WOODHOUSE FUND						
Account Category: Revenues						
Department: 240 TIF 3 WOODHOUSE						
24-240-4104	PROPERTY TAX CREDIT	3,000.00	4,348.48	4,348.48	(1,348.48)	144.95
24-240-4115	RECEIPTS COUNTY TREASURER	30,000.00	0.00	0.00	30,000.00	0.00
Total Dept 240 - TIF 3 WOODHOUSE		33,000.00	4,348.48	4,348.48	28,651.52	13.18
Revenues		33,000.00	4,348.48	4,348.48	28,651.52	13.18
Account Category: Expenditures						
Department: 240 TIF 3 WOODHOUSE						
24-240-5262	COUNTY TREASURER COMMISSIONS	510.00	0.00	0.00	510.00	0.00
24-240-7302	BOND PAYMENT PRINCIPAL	36,880.00	143,801.43	0.00	(106,921.43)	389.92
24-240-7303	BOND PAYMENT INTEREST	3,608.00	4,198.57	0.00	(590.57)	116.37
24-240-9009	NECESSARY CASH RESERVE	9,373.76	0.00	0.00	9,373.76	0.00
Total Dept 240 - TIF 3 WOODHOUSE		50,371.76	148,000.00	0.00	(97,628.24)	293.82
Expenditures		50,371.76	148,000.00	0.00	(97,628.24)	293.82
Fund 24 - TIF 3 WOODHOUSE FUND:						
TOTAL REVENUES		33,000.00	4,348.48	4,348.48	28,651.52	13.18
TOTAL EXPENDITURES		50,371.76	148,000.00	0.00	(97,628.24)	293.82
NET OF REVENUES & EXPENDITURES:		(17,371.76)	(143,651.52)	4,348.48	126,279.76	

GL Number	Description	25-26 Amended Budget	YTD Balance 03/31/2026 Normal (Abnormal)	Activity For 03/31/2026 Increase (Decrease)	Available Balance 03/31/2026 Normal (Abnormal)	% Bdgt Used
Fund: 25 TIF 4 TRANS HILLS FUND						
Account Category: Revenues						
Department: 250 TIF 4 TRANS HILLS						
25-250-4104	PROPERTY TAX CREDIT	8,000.00	18,249.56	18,249.56	(10,249.56)	228.12
25-250-4105	HOMESTEAD EXEMPTION	6,000.00	2,061.01	2,061.01	3,938.99	34.35
25-250-4115	RECEIPTS COUNTY TREASURER	90,000.00	32,491.13	2,642.16	57,508.87	36.10
25-250-4788	TRANS FROM SALES TAX	50,000.00	0.00	0.00	50,000.00	0.00
Total Dept 250 - TIF 4 TRANS HILLS		154,000.00	52,801.70	22,952.73	101,198.30	34.29
Revenues		154,000.00	52,801.70	22,952.73	101,198.30	34.29
Account Category: Expenditures						
Department: 250 TIF 4 TRANS HILLS						
25-250-5262	COUNTY TREASURER COMMISSIONS	400.00	341.07	42.58	58.93	85.27
25-250-7302	BOND PAYMENT PRINCIPAL	121,273.34	59,873.14	0.00	61,400.20	49.37
25-250-7303	BOND PAYMENT INTEREST	64,989.96	33,258.51	0.00	31,731.45	51.17
25-250-9009	NECESSARY CASH RESERVE	59,974.68	0.00	0.00	59,974.68	0.00
Total Dept 250 - TIF 4 TRANS HILLS		246,637.98	93,472.72	42.58	153,165.26	37.90
Expenditures		246,637.98	93,472.72	42.58	153,165.26	37.90
Fund 25 - TIF 4 TRANS HILLS FUND:						
TOTAL REVENUES		154,000.00	52,801.70	22,952.73	101,198.30	34.29
TOTAL EXPENDITURES		246,637.98	93,472.72	42.58	153,165.26	37.90
NET OF REVENUES & EXPENDITURES:		(92,637.98)	(40,671.02)	22,910.15	(51,966.96)	

REVENUE AND EXPENDITURE REPORT FOR CITY OF BLAIR

Balance As Of 03/31/2026

*NOTE: Available Balance / Pct Budget does not reflect amounts encumbered.

GL Number	Description	25-26 Amended Budget	YTD Balance 03/31/2026 Normal (Abnormal)	Activity For 03/31/2026 Increase (Decrease)	Available Balance 03/31/2026 Normal (Abnormal)	% Bdgt Used
Fund: 26 TIF 5 HOLIDAY INN FUND						
Account Category: Revenues						
Department: 260 TIF 5 HOLIDAY INN						
26-260-4104	PROPERTY TAX CREDIT	2,000.00	6,319.46	6,319.46	(4,319.46)	315.97
26-260-4115	RECEIPTS COUNTY TREASURER	40,000.00	23,595.45	0.00	16,404.55	58.99
Total Dept 260 - TIF 5 HOLIDAY INN		42,000.00	29,914.91	6,319.46	12,085.09	71.23
Revenues		42,000.00	29,914.91	6,319.46	12,085.09	71.23
Account Category: Expenditures						
Department: 260 TIF 5 HOLIDAY INN						
26-260-5262	COUNTY TREASURER COMMISSIONS	420.00	235.95	0.00	184.05	56.18
26-260-7302	BOND PAYMENT PRINCIPAL	15,000.00	1,011.72	0.00	13,988.28	6.74
26-260-7303	BOND PAYMENT INTEREST	40,000.00	23,988.28	0.00	16,011.72	59.97
26-260-9009	NECESSARY CASH RESERVE	10,844.19	0.00	0.00	10,844.19	0.00
Total Dept 260 - TIF 5 HOLIDAY INN		66,264.19	25,235.95	0.00	41,028.24	38.08
Expenditures		66,264.19	25,235.95	0.00	41,028.24	38.08
Fund 26 - TIF 5 HOLIDAY INN FUND:						
TOTAL REVENUES		42,000.00	29,914.91	6,319.46	12,085.09	71.23
TOTAL EXPENDITURES		66,264.19	25,235.95	0.00	41,028.24	38.08
NET OF REVENUES & EXPENDITURES:		(24,264.19)	4,678.96	6,319.46	(28,943.15)	

GL Number	Description	25-26 Amended Budget	YTD Balance 03/31/2026 Normal (Abnormal)	Activity For 03/31/2026 Increase (Decrease)	Available Balance 03/31/2026 Normal (Abnormal)	% Bdgt Used
Fund: 28 TIF 6 KJK INVEST WEHRLI FUND						
Account Category: Revenues						
Department: 280 TIF 6 KJK INVEST WEHRLI						
28-280-4104	PROPERTY TAX CREDIT	1,000.00	1,417.42	1,417.42	(417.42)	141.74
28-280-4115	RECEIPTS COUNTY TREASURER	8,000.00	4,254.16	0.00	3,745.84	53.18
Total Dept 280 - TIF 6 KJK INVEST WEHRLI		9,000.00	5,671.58	1,417.42	3,328.42	63.02
Revenues		9,000.00	5,671.58	1,417.42	3,328.42	63.02
Account Category: Expenditures						
Department: 280 TIF 6 KJK INVEST WEHRLI						
28-280-5262	COUNTY TREASURER COMMISSIONS	50.00	42.54	0.00	7.46	85.08
28-280-7302	BOND PAYMENT PRINCIPAL	10,000.00	0.00	0.00	10,000.00	0.00
28-280-7303	BOND PAYMENT INTEREST	1,000.00	0.00	0.00	1,000.00	0.00
28-280-9009	NECESSARY CASH REVERVE	7,270.12	0.00	0.00	7,270.12	0.00
Total Dept 280 - TIF 6 KJK INVEST WEHRLI		18,320.12	42.54	0.00	18,277.58	0.23
Expenditures		18,320.12	42.54	0.00	18,277.58	0.23
Fund 28 - TIF 6 KJK INVEST WEHRLI FUND:						
TOTAL REVENUES		9,000.00	5,671.58	1,417.42	3,328.42	63.02
TOTAL EXPENDITURES		18,320.12	42.54	0.00	18,277.58	0.23
NET OF REVENUES & EXPENDITURES:		(9,320.12)	5,629.04	1,417.42	(14,949.16)	

REVENUE AND EXPENDITURE REPORT FOR CITY OF BLAIR

Balance As Of 03/31/2026

*NOTE: Available Balance / Pct Budget does not reflect amounts encumbered.

GL Number	Description	25-26 Amended Budget	YTD Balance 03/31/2026 Normal (Abnormal)	Activity For 03/31/2026 Increase (Decrease)	Available Balance 03/31/2026 Normal (Abnormal)	% Bdgt Used
Fund: 29 TIF 7 KS COMMERCIAL LLC FUND						
Account Category: Revenues						
Department: 290 TIF 7 KS COMMERCIAL LLC						
29-290-4104	PROPERTY TAX CREDIT	2,500.00	3,234.34	3,234.34	(734.34)	129.37
29-290-4105	HOMESTEAD EXEMPTION	100.00	0.00	0.00	100.00	0.00
29-290-4115	RECEIPTS COUNTY TREASURER	14,000.00	38,354.02	24,336.26	(24,354.02)	273.96
Total Dept 290 - TIF 7 KS COMMERCIAL LLC		16,600.00	41,588.36	27,570.60	(24,988.36)	250.53
Revenues		16,600.00	41,588.36	27,570.60	(24,988.36)	250.53
Account Category: Expenditures						
Department: 290 TIF 7 KS COMMERCIAL LLC						
29-290-5262	COUNTY TREASURER COMMISSIONS	200.00	383.54	243.36	(183.54)	191.77
29-290-7302	BOND PAYMENT PRINCIPAL	25,000.00	0.00	0.00	25,000.00	0.00
29-290-7303	BOND PAYMENT INTEREST	8,000.00	0.00	0.00	8,000.00	0.00
29-290-9009	NECESSARY CASH REVERVE	6,070.03	0.00	0.00	6,070.03	0.00
Total Dept 290 - TIF 7 KS COMMERCIAL LLC		39,270.03	383.54	243.36	38,886.49	0.98
Expenditures		39,270.03	383.54	243.36	38,886.49	0.98
Fund 29 - TIF 7 KS COMMERCIAL LLC FUND:						
TOTAL REVENUES		16,600.00	41,588.36	27,570.60	(24,988.36)	250.53
TOTAL EXPENDITURES		39,270.03	383.54	243.36	38,886.49	0.98
NET OF REVENUES & EXPENDITURES:		(22,670.03)	41,204.82	27,327.24	(63,874.85)	

REVENUE AND EXPENDITURE REPORT FOR CITY OF BLAIR

Balance As Of 03/31/2026

*NOTE: Available Balance / Pct Budget does not reflect amounts encumbered.

GL Number	Description	25-26 Amended Budget	YTD Balance 03/31/2026 Normal (Abnormal)	Activity For 03/31/2026 Increase (Decrease)	Available Balance 03/31/2026 Normal (Abnormal)	% Bdgt Used
Fund: 32 TIF 8 JENNING PROPERTY FUND						
Account Category: Revenues						
Department: 320 TIF 8 JENNING PROPERTY						
32-320-4104	PROPERTY TAX CREDIT	0.00	469.67	469.67	(469.67)	100.00
32-320-4105	HOMESTEAD EXEMPTION	0.00	727.91	727.91	(727.91)	100.00
32-320-4115	RECEIPTS COUNTY TREASURER	100.00	0.00	0.00	100.00	0.00
Total Dept 320 - TIF 8 JENNING PROPERTY		100.00	1,197.58	1,197.58	(1,097.58)	1,197.58
Revenues		100.00	1,197.58	1,197.58	(1,097.58)	1,197.58
Account Category: Expenditures						
Department: 320 TIF 8 JENNING PROPERTY						
32-320-7302	BOND PAYMENT PRINCIPAL	0.00	2,775.00	0.00	(2,775.00)	100.00
32-320-7303	BOND PAYMENT INTEREST	0.00	3,125.00	0.00	(3,125.00)	100.00
32-320-9009	NECESSARY CASH RESERVE	3,100.00	0.00	0.00	3,100.00	0.00
Total Dept 320 - TIF 8 JENNING PROPERTY		3,100.00	5,900.00	0.00	(2,800.00)	190.32
Expenditures		3,100.00	5,900.00	0.00	(2,800.00)	190.32
Fund 32 - TIF 8 JENNING PROPERTY FUND:						
TOTAL REVENUES		100.00	1,197.58	1,197.58	(1,097.58)	1,197.58
TOTAL EXPENDITURES		3,100.00	5,900.00	0.00	(2,800.00)	190.32
NET OF REVENUES & EXPENDITURES:		(3,000.00)	(4,702.42)	1,197.58	1,702.42	
Report Totals:						
TOTAL REVENUES - ALL FUNDS		81,809,623.52	16,694,673.17	3,810,788.04	65,114,950.35	20.41
TOTAL EXPENDITURES - ALL FUNDS		101,305,657.06	20,561,180.07	3,859,729.54	80,744,476.99	20.30
NET OF REVENUES & EXPENDITURES:		(19,496,033.54)	(3,866,506.90)	(48,941.50)	(15,629,526.64)	

Treasurer's Report - City of Blair
For the Month of March, 2026

4/14/2026	Description	Beginning Balance 03/01/2026	Total Deposits	Total Disbursements	Ending Balance 03/31/2026
BK#01 WCB-CHECKING					
01	GENERAL	(108,876.75)	2,187,174.09	848,457.13	1,229,840.21
02	DEBT SERVICE FUND	1,872,873.59	29,265.91	115,810.63	1,786,328.87
04	STREET FUND	2,557,728.66	329,316.02	378,202.08	2,508,842.60
06	SALES TAX FUND	2,969,243.03	296,449.97	1,535,000.00	1,730,693.00
08	INSURANCE / SELF FUNDED FUND	415,362.02	55,005.93	26,998.81	443,369.14
10	WASTEWATER FUND	(63,264.40)	130,365.94	214,867.77	(147,766.23)
11	WATER FUND	(887,977.37)	1,137,225.41	967,303.21	(718,055.17)
14	HOTEL / MOTEL OCC TAX FUND	334,655.98	6,771.75	172.00	341,255.73
16	DONATED FUNDS FUND	176,811.28	54,722.12	2,288.91	229,244.49
20	ECONOMIC DEVELOPMENT FUND	3,126,093.12	0.00	67,135.22	3,058,957.90
24	TIF 3 WOODHOUSE FUND	(4,245.91)	4,348.48	0.00	102.57
25	TIF 4 TRANS HILLS FUND	58,632.05	22,910.15	0.00	81,542.20
26	TIF 5 HOLIDAY INN FUND	4,927.10	6,319.46	0.00	11,246.56
28	TIF 6 KJK INVEST WEHRLI FUND	13,531.74	1,417.42	0.00	14,949.16
29	TIF 7 KS COMMERCIAL LLC FUND	36,547.61	27,327.24	0.00	63,874.85
32	TIF 8 JENNING PROPERTY FUND	3,094.56	1,197.58	0.00	4,292.14
33	TIF 9 LION TRAIL TOWNHOMES FUND	(3,630.00)	0.00	0.00	(3,630.00)
WCB-CHECKING		10,501,506.31	4,289,817.47	4,156,235.76	**10,635,088.02**
BK#02 WCB ACH BANK					
01	GENERAL	13,507.08	1.11	1,756.95	**11,751.24**
BK#04 WCB-MM					
11	WATER FUND	250,866.80	213.12	0.00	**251,079.92**
BK#05 WCB-KENO					
22	KENO FUND	318,189.39	9,448.40	10,100.00	**317,537.79**
BK#08 RVR RESCUE					
05	RESCUE FUND	445,063.67	1,029.75	7,344.46	**438,748.96**
BK#11 WCB - FSA					
08	INSURANCE / SELF FUNDED FUND	2,063.82	10,000.86	1,410.19	**10,654.49**
	REPORT TOTALS:	11,531,197.07	4,310,510.71	4,176,847.36	**11,664,860.42**

Permit List

Permit	Type	Address	Applicant	Issued	Valuation
MS2026-00015	Roof/Siding	3051 COLLEGE DR BLAIR NE 68008	MCCOY ROOFING LLC	3/3/26	$16,690.00
MS2026-00018	Roof/Siding	1415 JACKSON ST BLAIR NE 68008	STANGL, SCOTT M & THERESA J	3/4/26	$9,000.00
MS2026-00019	Roof/Siding	2025 WRIGHT ST BLAIR NE 68008	STANGL, SCOTT M & THERESA J	3/4/26	$7,000.00
SA2026-00005	Sign/Awning	1607 LAFAYETTE ST BLAIR NE 68008	HARSIN BUILT CONSTRUCTION	3/4/26	$7,200.00
MS2026-00017	Miscellaneous Permit	902 MEADOW DR BLAIR NE 68008	THRASHER INC	3/5/26	$5,807.00
ACC2026-00009	Accessory Structure	801 N 15TH ST BLAIR NE 68008	THE GARAGE COMPANY	3/6/26	$23,040.00
MS2026-00016	Roof/Siding	12868 CO RD 30 BLAIR NE 68008	MCCOY ROOFING LLC	3/6/26	$44,400.00
ACC2026-00008	Accessory Structure	10247 CRYSTAL LAKE DR BLAIR NE 68008	DODDS, CAMERON D & JILL C	3/11/26	$14,599.00
MS2026-00020	Roof/Siding	731 N 14TH AVE BLAIR NE 68008	ROYALTY ROOFING	3/11/26	$8,572.00
MS2026-00022	Roof/Siding	641 N 12TH ST BLAIR NE 68008	MCCOY ROOFING LLC	3/11/26	$14,507.00
MS2026-00023	Fence	411 N 13TH ST BLAIR NE 68008	PITTMAN, AMY	3/11/26	$2,500.00
MS2026-00024	Miscellaneous Permit	925 IOWA ST BLAIR NE 68008	BART MOORE SUBCONTRACTING INC	3/12/26	$12,000.00
DE2026-00001	Demolition/Move	413 N INDUSTRIAL PARK DR BLAIR NE 68008	M'S CONTRACTING LLC	3/13/26	$0.01
MS2026-00025	Roof/Siding	753 N 16TH ST BLAIR NE 68008	MCKINNIS ROOFING & SHEET METAL LLC	3/13/26	$10,820.00
MS2026-00026	Miscellaneous Permit	200 LORDS CT BLAIR NE 68008	MCKINNIS, MICHAEL J & HEATHER R	3/13/26	$500.00
ACC2026-00010	Accessory Structure	CO RD P26 BLAIR NE 68008	NUSE, SHANTURIA & BRIAN	3/16/26	$13,500.00
MS2026-00021	Roof/Siding	2030 WRIGHT ST BLAIR NE 68008	HOMETOWN ROOFING INC	3/16/26	$10,640.00
SA2026-00004	Sign/Awning	2300 HONEY B LN	AMERICAN LIFT & SIGN SERVICE	3/16/26	$2,100.00
DR2026-00001	Deck/Ramp	1468 BUTLER DR BLAIR NE 68008	COUNTRY BUILDERS LLC	3/17/26	$4,200.00
RN2026-00008	Res New Construction	1275 S 14TH CIR BLAIR NE 68008	ORCHARD VALLEY INC	3/18/26	$199,202.00
RN2026-00010	Res New Construction	2895 SOUTHERN HILLS DR BLAIR NE 68008	STANGL CONSTRUCTION LLC	3/18/26	$229,620.00
SA2026-00006	Sign/Awning	362 S 5TH ST OFFICE	SIGN DEPOT	3/18/26	$2,000.00
RN2026-00009	Res New Construction	1276 S 14TH CIR	ORCHARD VALLEY INC	3/23/26	$220,266.00
MS2026-00030	Fence	1124 SOUTH ST BLAIR NE 68008	WILLIAMSEN, MICHAEL S & ROXANNE R	3/24/26	$2,000.00
MS2026-00031	Miscellaneous Permit	1042 S 16TH AVE BLAIR NE 68008	BART MOORE SUBCONTRACTING INC	3/25/26	$6,000.00

Permit List

Permit	Type	Address	Applicant	Issued	Valuation
MS2026-00034	Roof/Siding	656 N 24TH ST BLAIR NE 68008	ANDERSON, DESIREE E	3/25/26	$2,800.00
RN2026-00011	Res New Construction	2879 RAVAE LN BLAIR NE 68008	DONNER, MARK	3/25/26	$172,644.00
MS2026-00035	Roof/Siding	140 S 16TH ST BLAIR NE 68008	TROY WAKEFIELD GENERAL CONTRACTING	3/26/26	$20,000.00
CN2026-00012	Com New Construction	680 E GRANT ST	ADVANTAGE LAWN CARE LLC	3/30/26	$487,200.00

CV Grand Total	$1,548,807.0
Total Permits:	29.00

BVFD March Response Time Report – Explanation of Mutual Aids

Tones explanation *– Dispatch will tone (dispatch) a department out every 4 minutes until someone answers up at their station. After the 2nd tone if no one answers up by the time a 3rd tone is needed then dispatch mutual aids the next nearest department on the 3rd tone.*

WC 911 protocol is to automatically dispatch the next nearest department for any car accident, structure/building fire, and CPR in progress

Mutual Aid Breakdown - 6 **total mutual aid requests**

00:00 – 07:00 = 1 times
07:01-15:59 = 3 times
16:00 – 23:59 = 2 times

Thursday March 5th at 08:52 AM – BVFD was dispatched to a car accident at 20th and Kelly Drive – 13 BVFD personnel responded, treated, and transported the patient - 3 BVFD apparatuses responded - Kennard was dual responsed with us by dispatch due to nature of the call - BVFD still handled, Kennard responded and assisted

Thursday March 12th at 02:38 PM – BVFD was dispatched for a brush fire at 9505 County Road 29 – 12 BVFD personnel responded, investigated, and extinguished fire – 6 BVFD apparatuses responded – Kennard Fire, Herman Fire, Fort Calhoun Fire all were mutual aided due to high winds and the fire spreading to a field and a small structure.

Friday March 13th at 02:56 AM – BVFD was dispatched for a brush fire at South Entrance to Cargill – 9 BVFD personnel responded, investigated, and extinguished fire – 5 BVFD apparatuses responded – Fort Calhoun Fire was mutual aided due to size of fire.

Thursday March 26th at 01:26 PM – BVFD was dispatched for a brush fire near County Road 16 and US Highway 75 – 14 BVFD personnel responded, investigated, and extinguished fire - 6 BVFD apparatuses responded – Tekamah Fire , Herman Fire, Kennard Fire, Fort Calhoun Fire, Arlington Fire, Bennington Fire, and Irvington Fire were all mutual aided due to the type of incident and windy conditions causing it to spread fast.

Saturday March 28th at 04:23 PM – BVFD Was dispatched for a brush fire near County Road 19 and County Road 20 – 7 BVFD personnel responded, investigated, and extinguished fire - 3 BVFD apparatuses responded - Arlington Fire was mutual aided by dispatch right away due to weather conditions

Saturday March 28th at 05:26 PM – BVFD was dispatched for difficulty breathing at Blair Housing Authority – 2 BVFD personnel responded and treated the patient - 1 BVFD apparatus responded - Several members were tied up on the previous brush fire, Fort Calhoun was mutual aided due to the information provided by dispatch and needing ALS, Fort Calhoun arrived after BVFD and transported to hospital with Blair's assistance

Total Calls for Service = 109 Calls

- 76 Medical (69.7%)
- 33 Fire-Related (30.3 %)

Average of members per call = 8.03 members
Average Enroute Time = 5 Minutes 49 Seconds
Average On Location Time = 8 Minutes 47 Seconds
80 Hours, 34 Minutes spent on calls

- Average of 44 minutes, 21 seconds per call

Call Distribution

- City Calls 78 (71.5%)
  - 8 Fire-Related (10.2%)
  - 70 Medical (89.8%)
- Rural Calls 31 (28.5%)
  - 25 Fire-related (80.6%)
  - 6 Medical (19.4%)
  - 8 were Mutual aid to neighboring departments (25.8%)
    - 2 to Herman Fire Department
    - 2 to Fort Calhoun Fire Department
    - 1 to Arlington Fire Department
    - 2 to Kennard Fire Department
    - 1 to Tekamah Fire Department

Top Response Locations

- Nursing Homes / Assisted Living Facilities = 27 (24.7%)
  - Good Shepherd = 10
    - Skilled Care Side = 7
    - Assisted Living Side = 3
  - Crowell Home = 12
    - Skilled Care Side = 12
    - Assisted Living Side = 0
- Carter House = 3
- Johansen Manor = 2

- Other Locations
  - Angel Share Apartments = 2
  - Cargill = 4
  - Blair Housing Authority = 3

Top Types of Calls

1. Injured Party from a Fall = 20 Calls
2. Brush/Grass Fires = 14 Calls
3. Automatic Fire Detection Signal = 9 Calls
4. Difficulty Breathing = 8 Calls
5. Chest Pain = 7 Calls
6. Medical Nature Unknown = 6 Calls
7. Sick Party = 5 Calls
8. Assist a Party Up = 4 Calls
   Unconscious Person = 4 Calls
   Back Pain = 4 Calls

Busiest Days of the Week

1. Sunday = 26
2. Tuesday = 18
3. Saturday = 15
4. Thursday = 14
5. Wednesday = 13
6. Monday = 12
7. Friday = 11

Top Time Frame

1. 07:01 – 15:59 = 18 calls during this time
2. 16:00 – 23:59 = 47 calls during this time
3. 00:01 – 07:00 = 44 calls during this time

BLAIR POLICE DEPARTMENT
Monthly Statistic / March 2026

CLASS A OFFENSES	2026 Month	2026 Yr. To Date	2025 Yr. To Date	CLASS B OFFENSES	2026 Month	2026 Yr. To Date	2025 Yr. To Date
Arson (Pr)	0	0	0	Curfew/Loitering/Vagrancy (S)	0	0	0
Assault Offenses (P)				Dis. Conduct/Dist. Peace (S)	1	3	5
Aggravated Assault	0	2	0				
Simple Assault	3	12	10	Driving Under the Influence (S)	5	15	5
Intimidation	1	5	4				
				Family Offenses, Nonviolent (S)	2	4	3
Bribery (Pr)	0	0	0				
				Liquor Law Violations (S)			
Burglary (Pr)	1	5	2	(To include Minor in Possession)	1	7	2
Counterfeiting/Forgery (Pr)	8	8	0	Trespass of Real Property (S)	0	3	0
Vandalism (Pr)	5	13	10				
Drug/Narcotic Offenses (S)				Accidents			
Drug/Narcotic Violations	2	10	10	Property Damage	9	18	26
Drug Equipment Violations	1	3	11	Personal Injury	1	2	3
				Hit and Run Accident	1	1	2
Embezzlement (Pr)	0	0	0	Fatality	0	0	0
Extortion/Blackmail (Pr)	0	0	0				
				Vehicle Impounds	9	22	18
Fraud (Pr)	1	5	3				
Gambling (S)	0	0	0				
Homicide (P)	0	0	0	Number of Citations	60	158	187
Kidnapping/Abduction (P)	0	1	0	Number of Warnings/Corr.	149	436	566
Larceny/Theft(Pr)	3	9	19				
Motor Vehicle Theft (Pr)	0	1	0	Calls For Service	897	2335	2099
				Case Numbers Assigned	64	144	168
Pornography (S)	0	0	0				
Prostitution (S)	0	0	0				
Robbery (Pr)	0	0	0				
Sex Offense, Forcible (P)	0	1	2				
Sex Offense, Nonforcible (P)	0	0	0				
Stolen Property Offenses (Pr)	0	2	1				
Weapon Law Violations (S)	0	3	3				

P = Person Pr = Property S= Society

RESOLUTION NO. 2026-25

COUNCIL MEMBER --- INTRODUCED THE FOLLOWING RESOLUTION:

WHEREAS Sid Dillon Chevrolet is requesting a Special Designated Liquor License (SDL) for May 7, 2026, to host a retirement reception at the Sid Dillon Chevrolet located at 2261 S. Highway 30, Blair, NE 68008; and

WHEREAS, Andreasen LLC dba Tipsy Pig Bar and Grill, 439 S. 13th St., Tekamah, Nebraska, 68061 will be the authorized liquor representative; and

WHEREAS the City Clerk has reviewed the request and finds that it complies with all the state law requirements; and

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF BLAIR, NEBRASKA, that said Resolution is hereby adopted and approved by the municipality and the Mayor and City Clerk of the City of Blair are hereby authorized and directed to execute the same on behalf of the municipality.

COUNCIL MEMBER ----- MOVED THAT THE RESOLUTION BE ADOPTED AS READ, WHICH SAID MOTION WAS SECONDED BY COUNCIL MEMBER ---. UPON ROLL CALL, COUNCIL MEMBERS -------- VOTING "AYE" AND COUNCIL MEMBERS ---- VOTING 'NAY," THE MAYOR DECLARED THE FOREGOING RESOLUTION PASSED AND APPROVED THIS 14TH DAY OF APRIL 2026.

CITY OF BLAIR, NEBRASKA

BY: _____
MELINDA K. RUMP, MAYOR

ATTEST:

_____
BRENDA WHEELER, CITY CLERK

(SEAL)

STATE OF NEBRASKA)
) ss:
WASHINGTON COUNTY)

BRENDA WHEELER hereby certifies that she is the duly appointed, qualified and acting City Clerk of the City of Blair, Nebraska, and that the above and foregoing Resolution was passed and adopted at a regular meeting of the Mayor and City Council of said City, held on the 14th day of April 2026.

_____
BRENDA WHEELER, CITY CLERK

SDL – LOCAL RECOMMENDATION

NEBRASKA LIQUOR CONTROL COMMISSION
301 CENTENNIAL MALL SOUTH
PO BOX 95046
LINCOLN, NE 68509-5046
PHONE: (402) 471-2571
FAX: (402) 471-2814
EMAIL: lcc.sdl.licensing@nebraska.gov
WEBSITE: www.lcc.nebraska.gov

124187 Andreasen LLC

License # Licensee Name/Non-Profit Organization

Event location name: Sid Dillon Chevrolet Blair, NE

Event address/location: 2261 South Highway 30 Blair, NE 68008

Event Type: Retirement Reception for Jim Nelson

Event date(s): 5-7-26

Event start time(s): 4 PM

Event end time(s): 9 PM

Indoor area to be licensed in length & width: 110 X 50

Outdoor area to be licensed in length & width: _____ X _____ (Must submit a diagram)

Estimated number of attendees: 150

Alternate dates/times: None

Alternate location name/location: None

Type of alcohol to be served: Beer X Wine X Distilled Spirits X

Event contact name: Tom Andreasen Event contact phone number: 402-237-9286

Event contact Email: tandreasen75@gmail.com

*Signature Authorized Representative: Thomas Andreasen

Local Governing Body completes below:

The local governing body for the City of _____ OR
County of _____ approves the issuance of a Special Designated License as requested above.

_____ _____

Local Governing Body Authorized Signature Date

RESOLUTION NO. 2026

COUNCIL MEMBER --- INTRODUCED THE FOLLOWING RESOLUTION:

WHEREAS, NECTAR 3019 LLC dba Dale's House of Bottles is requesting a new Class C (Beer, Winte, Spirits On and Off Sale) Liquor License located at 1074 Washington St, Blair, NE 68008; and

WHEREAS, NECTAR 3019 LLC is the new owner of Dale's House of Bottle and desires to obtain an new liquor license from the Nebraska State Liquor Commission to continue operation at this location as a liquor store; and

WHEREAS the City Clerk has reviewed the request and finds that it complies with all the state law requirements; and

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF BLAIR, NEBRASKA, that said Resolution is hereby adopted and approved by the municipality and the Mayor and City Clerk of the City of Blair are hereby authorized and directed to execute the same on behalf of the municipality.

COUNCIL MEMBER ----- MOVED THAT THE RESOLUTION BE ADOPTED AS READ, WHICH SAID MOTION WAS SECONDED BY COUNCIL MEMBER ---. UPON ROLL CALL, COUNCIL MEMBERS -------- VOTING "AYE" AND COUNCIL MEMBERS ---- VOTING 'NAY," THE MAYOR DECLARED THE FOREGOING RESOLUTION PASSED AND APPROVED THIS 14TH DAY OF APRIL 2026.

CITY OF BLAIR, NEBRASKA

BY: _____
MELINDA K. RUMP, MAYOR

ATTEST:

_____
BRENDA WHEELER, CITY CLERK

(SEAL)

STATE OF NEBRASKA)
) ss:
WASHINGTON COUNTY)

BRENDA WHEELER hereby certifies that she is the duly appointed, qualified and acting City Clerk of the City of Blair, Nebraska, and that the above and foregoing Resolution was passed and adopted at a regular meeting of the Mayor and City Council of said City, held on the 14th day of April 2026.

_____
BRENDA WHEELER, CITY CLERK

Nebraska Liquor Control

301 Centennial Mall South - 1st Floor PO Box 95046 Lincoln NE 68508

Additional Information Requested

File Number: 152763

LICENSE TYPE	ADDITIONAL INFORMATION DATE RECEIVED
Class C Beer, Wine, Spirits On and Off Sale	2026-03-19

SECONDARY LICENSE(S)

None selected

LICENSEE LEGAL NAME	LICENSEE TYPE
NECTAR 3019 LLC	Corporation
DOING BUSINESS AS	CORPORATE NUMBER
Dale's House of Bottles	2512407323
INCORPORATION DATE	
2025-12-23	

CORRESPONDENCE ADDRESS

1074 Washington St
Blair, NE 68008

MAILING ADDRESS

Nectar 3019 LLC - DBA- Dale's House of Bottles

PHYSICAL ADDRESS

Nectar 3019 LLC - DBA- Dale's House of Bottles

CONTACT NAME	PREFERRED CONTACT METHOD
Anil Diddy	Email
CONTACT PHONE	ALTERNATE PHONE
(678) 600-2611	

FAX	EMAIL
	cedarinn.cnd@gmail.com

CORPORATE STRUCTURE

NAME	POSITION/TITLE	PARENT COMPANY	% INTEREST
Minal K Patel	President		50
Anil V Diddy	Manager		50

ADDITIONAL INFORMATION

Temporary Operating Permit

LICENSE

License 070063 (Active) - Class C Beer, Wine, Spirits On and Off Sale (Nov 01, 2025 - Oct 31, 2026) Dale's House of Bottles (DONDAR INC)

ADDITIONAL INFORMATION REQUESTED

Please do not reply to this email. Please submit the following information through your Actions Required Dashboard:
1. Please fix the text on the TOP Application form. It appear the text duplicated and is not legible. Then, please resubmit the form.
2. Please be sure to complete the Individual History Requests that were emailed separately to Anil and Minal.

Please let me know if you have any questions.
Victoria Trevino - 402-471-4893

ADDITIONAL INFORMATION PROVIDED

DOCUMENTS

TYPE	FILE NAME	DESCRIPTION
Temporary Operating Permit (TOP)	TOP Final.pdf	Revised TOP attached.

APPLICANT

Minal Patel

Nebraska Liquor Control

301 Centennial Mall
South - 1st Floor PO
Box 95046 Lincoln
NE 68508

Application Copy

File Number: 152763

LICENSE TYPE	APPLICATION DATE RECEIVED
Class C Beer, Wine, Spirits On and Off Sale	2026-03-18

SECONDARY LICENSE(S)

None selected

LICENSEE LEGAL NAME	LICENSEE TYPE
NECTAR 3019 LLC	Corporation
DOING BUSINESS AS	CORPORATE NUMBER
Dale's House of Bottles	2512407323
INCORPORATION DATE	
2025-12-23	

CORRESPONDENCE ADDRESS

1074 Washington St
Blair, NE 68008

MAILING ADDRESS

Nectar 3019 LLC - DBA- Dale's House of Bottles

PHYSICAL ADDRESS

Nectar 3019 LLC - DBA- Dale's House of Bottles

CONTACT NAME	PREFERRED CONTACT METHOD
Anil Diddy	Email
CONTACT PHONE	ALTERNATE PHONE
(678) 600-2611	

FAX	EMAIL
	cedarinn.cnd@gmail.com

CORPORATE STRUCTURE

NAME	POSITION/TITLE	PARENT COMPANY	% INTEREST
Minal K Patel	President		50
Anil V Diddy	Manager		50

ADDITIONAL INFORMATION

Temporary Operating Permit

LICENSE

License 070063 (Active) - Class C Beer, Wine, Spirits On and Off Sale (Nov 01, 2025 - Oct 31, 2026)
Dale's House of Bottles (DONDAR INC)

MARITAL STATUS	
Single	
MANAGED BY AGENT	
No	
PREMISES TYPE	PREMISES NAME
Liquor/Package Store	Dale's House of Bottles
OPERATOR	CORPORATE LIMIT DESIGNATION
	Inside
LEASE OR OWN	
Own	

PHYSICAL ADDRESS

1074 Washington ST
Blair, NE 68008

MAILING ADDRESS

CONTACT NAME	PREFERRED CONTACT METHOD
Anil V Diddy	Email
CONTACT PHONE	ALTERNATE PHONE
(678) 600-2611	
FAX	EMAIL
	cedarinn.cnd@gmail.com
PREMISES MANAGER	PREMISES MANAGER EMAIL
Donald Dale Kruse	dondar@gpcom.net

QUESTIONS

Class C Beer, Wine, Spirits On a

1. READ CAREFULLY. ANSWER COMPLETELY AND ACCURATELY

   Has any officer, member, owner, or manager named in this application; or their spouse, EVER been convicted of or plead guilty to any charge?

   *The Commission must be notified of any arrests and/or convictions that may occur after the date of this application.

   No

2. What are the building dimensions: Enter length and width in feet separated by a comma (i.e. L20, W15) *Not square feet*
   A simple sketch of the area to be licensed will be required to be uploaded in the Documents Section.. Include the length x width, direction of NORTH and number of floors of the building. (NO BLUEPRINTS)

   Length 80 feet, Width 30 feet. Storage area of Length 28 Feet & Width 16 feet

3. Is there an outdoor area?
   *Permanent fence or barrier is required for outdoor areas. Please contact the local governing body for other requirements regarding fencing.

   No

4. Will a basement be used for alcoholic storage or sale?

   No

5. How many floors of the building? (excluding basement) Please indicate which floors will be included in the liquor license.

   1 Floor, all of 1 Floor licensed

6. Is premises to be licensed within 150 feet of a church, school, hospital, home for indigent persons or for veterans, their wives, and children?

   No

7. Is premises to be licensed within 300 feet of a college campus or university?

   No

8. Are you acquiring any alcohol prior to obtaining this liquor license? If you are purchasing a business with a current license; this includes alcohol purchased as part of a business purchase agreement.

   Yes
   (document uploaded)

9. What date do you intend to open for business?

   04/1/2026

10 What are the anticipated hours of operation?

   9AM-11PM

11 Are you borrowing any money from any source, including family or friends, to establish and/or operate the business?

   Yes
   Seller Financing

12 Will any person or entity, other than the applicant, be entitled to a share of the profits of this business?

   Yes
   Mr. Anil V Diddy, working partner & manager

13 Is anyone listed on this application a law enforcement officer?

   No

14 What is the primary bank and/or financial institution to be utilized by the business AND list the individual(s) who are authorized to write checks and/or withdrawals on accounts at this institution.

Washington County Bank. Myself & Anil V Diddy

15 Do you have prior experience or training in selling, serving or managing alcohol sales?

Yes
I got my own business in North Dakota. I got 1 year and 3 months of experience.

16 Are all individuals named in this application as a part of the ownership and/or manager over 21 years of age?

Yes

17 Do you intend to sell cocktails to go as allowed under Neb Rev. Statute 53-123.04(4)?

No

18 Do you intend to allow drive through services (curb side pick up) allowed under Neb Rev. Statute 53-178.01(2)

No

19 List all past and present liquor licenses held in Nebraska or any other state by any person named in this application. List the license holder name, location of license, and license number (if available). Also list reason for termination of license(s) previously held.

Donald Dale Kruse - License # CK070063, Blair NE. Anil V Diddy (Grace AM 3019 LLC) -License # 197- Cavalier, ND. They are still active.

20 Has the premises location been previously licensed within the last 2 years?

Yes

21 Are you applying for a Temporary Operating Permit?

Yes
(document uploaded)

22 Is the lease or deed for the premises listed under the applicant's name (LLC, Corporation, or Individual)? If the property is owned personally but the application is under an LLC or Corporation, a lease agreement must be made between the owner and the entity applying for the license.

Yes

23 If applying as a LLC or Corporation; is your LLC or Corporation active with the Nebraska Secretary of State? (Please mark yes if applying as an individual or partnership)

Yes

24 Per Nebraska Revised Statute 53-103.18 - Manager, defined: Manager means a person appointed by a corporation or limited liability company to oversee the daily operation of the business licensed in Nebraska. A manager shall meet all the requirements of the Nebraska Liquor Control Act as though he or she were the applicant, including residency.

What is the premises manager's name?

Anil V Diddy

25 What is the manager's address?

1074 Washington St, Blair NE 68008

26 What is the manager's phone number?

6786002611

27 What county is the manager registered to vote in?

The manager must be a resident of the state of Nebraska. If the manager is not registered to vote they can complete their voter registration here - https://www.nebraska.gov/apps-sos-voter-registration/

Washington County

28 What is the manager's email address? An email will be sent to them to obtain their personal information.

cedarinn.cnd@gmail.com

29 Is the manager married?

Yes

Sujatha A Diddy, email: sujata.anil2004@gmail.com. She signed the waver of not participating the business.

DOCUMENTS

TYPE	FILE NAME	DESCRIPTION
Business Plan	Business Plan -Dale LS.pdf	
Alcohol Inventory	Inventory for sale copy.xlsx	
Temporary Operating Permit (TOP)	Temporary OP Signed.pdf	
Premises Description & Diagram	Diagram.pdf	
Affidavit of non-participation	Spouse Affidavit.pdf	
Privacy Act Statement	Finger Print.pdf	
Additional Document	Copy of liq License.jpg	
Lease / Deed / Purchase Agreement	Purchase Agreement (1).pdf	
Additional Document	FEDERAL ID NECTAR 3019 LLC.pdf	

APPLICANT

Minal Patel

DECLARATION

☑ I (We) the applicant(s) agree and consent

By checking the box next to "I (We) the applicant(s) agree and consent", the applicant(s) hereby consent(s) to an investigation of background and release present and future records of every kind and description including, but not limited to, police records, tax records, bank or lending institution records, and corporate records. I consent to the release of any documents supporting any declarations made in this application and agree to provide any documents supporting these declarations to the Nebraska Liquor Control Commission (NLCC) or the Nebraska State Patrol (NSP) immediately upon demand. I agree to provide any record needed in furtherance of any investigation related to this application immediately upon demand to the NLCC or the NSP. I waive any right or cause of action that I may have against the NLCC, the NSP, or any other individual or entity disclosing or releasing any investigatory or supporting records related to this application or the review of this application.

I acknowledge that false information submitted in this application is grounds for denial of a license. Any license issued based on the information submitted in this application is subject to additional conditions, cancellation, revocation, or suspension if the information contained herein is incomplete, inaccurate, or fraudulent. I acknowledge that any changes to the information contained in this application must be reported to the NLCC. I acknowledge the review of this application will involve a criminal record check of all owners, partners, managers, officers and stockholders or members owning 25% interest in the applying entity and their spouses. Any license granted by the NLCC is subject to the provisions of the Nebraska Liquor Control Act and the Rules & Regulations of the NLCC, and that failure to comply with these provisions and rules may subject the license to suspension, cancellations, or revocation. I acknowledge that a licensee must keep complete, accurate, and separate records and that a licensee's records and books are subject to inspection by the NLCC. NLCC auditors and law enforcement officers are authorized to enter and inspect the licensed premises at any time to determine whether any provision of the Act, rule or regulation, or ordinance has been or is being violated. I acknowledge that it is the licensee's responsibility to comply with the provisions of the Nebraska Liquor Control Act and the Commission's rules and regulations.

If I am an individual applicant, I will supervise in person the management and operation of the business and operate the business authorized by the license for myself and not as an agency for any other person or entity. If I am a corporate applicant, I will ensure that an approved manager will supervise in person the management and operation of the business. If I am a partnership applicant, I will ensure one partner supervises the management and operation of the business.

I will operate the licensed business in compliance with all applicable laws, rules and regulations, and ordinances and to cooperate fully with any authorized agent of the NLCC.

I declare under penalty of perjury that I have read the contents of this application and, to the best of my knowledge, believe all statements made in this application are true, correct, and complete.

Applicant Notification and Record Challenge: An applicant's fingerprints will be used to check the criminal history records of the FBI. The applicant may complete or challenge the accuracy of the information contained in the FBI Identification Record. The procedures for obtaining a change, correction, or updating an FBI identification record are set forth in 28 CFR 16.34.

A 2026 business plan for Dale Liquor Store in Nebraska must balance strict state regulations with emerging market trends like ready-to-drink (RTD) cocktails and local craft integration.

1. Executive Summary

- **Business Name:** Dale Liquor Store.
- **Mission:** To provide a curated selection of premium spirits, craft beers, and convenience-focused RTD beverages to the Nebraska community with a focus on expert service.
- **Key Goals (2026):** Secure a Class D retail license, achieve a 20-30% gross profit margin, and establish a local delivery partnership.

2. Company Overview

- **Legal Structure:** Recommended as a Limited Liability Company (LLC) to separate personal assets from business liabilities.
- **Location:** High-traffic retail space in Nebraska (e.g., near grocery hubs) zoned for alcohol sales.
- **Management:** Nectar 3019 LLC and a designated manager will be assigned as soon as possible.

3. Market Analysis

- **Nebraska Industry Outlook:** The beer wholesaling market in Nebraska is valued at approximately $312.6 million in 2025.
- **Growth Trends:** Spirits, specifically tequila and RTD cocktails, are the primary growth drivers for 2025, while traditional beer and wine volumes face slight declines.
- **Target Audience:** Young professionals seeking portable RTD options and higher-income consumers interested in "premiumization" (Super Premium+ spirits).

4. Products & Services

- **Core Inventory:** Spirits (Tequila/Bourbon), craft beer, and a wide selection of RTDs (12% of total alcohol dollar sales in 2026).
- **Local Focus:** Nebraska-produced wines and spirits to leverage the state’s growing $184M wine industry impact.

- **Services:** In-store tastings (requires catering endorsement), curbside pickup, and potential local delivery.

5. Regulatory & Licensing (Nebraska Specific)

- **License Class:** Class D (Off sale only for beer, wine, and distilled spirits).
    - **State Fee:** $200.
    - **Occupation Tax:** Approximately $400 (varies by municipality).
- **Requirements:** Applicants must be Nebraska residents, registered voters, and pass a background check.

6. Operational Plan

- **Inventory Management:** Utilize a liquor-specific POS system (e.g., Bottle POS) for automated age verification and real-time stock tracking.
- **Security:** Standard requirements include digital surveillance and ID scanners to protect the liquor license from underage sales.
- **Staffing:** 2-4 employees trained in responsible beverage service and Nebraska liquor laws.

7. Financial Plan (2026 Projections)

- **Estimated Startup Costs:** $100,000 to $250,000.
    - **Initial Inventory:** $40,000–$70,000.
    - **Build-out/Renovations:** $20,000–$100,000.
    - **Working Capital:** $30,000–$60,000 for the first 6 months.
- **Revenue Streams:** Direct sales, delivery fees, and branded merchandise.
- **Profit Margins:** 15–20% for beer; 25–45% for wine and spirits.

8. Marketing Strategy

- **Digital Presence:** Claim Google Business Profile and launch a social media campaign focusing on "New Arrival" spirits.
- **Loyalty Program:** Points-based system to encourage repeat customers.
- **Grand Opening:** Local event with special promotions (within Nebraska legal limits).

- **Planning to keep the store open 12 hour a day from Monday –** Saturday. Sunday 12-10PM

Nebraska Secretary of State

NECTAR 3019 LLC

Thu Mar 19 09:51:31 2026

SOS Account Number
2512407323
Status
Active

Principal Office Address
No address on file
Registered Agent and Office Address
MINAL PATEL
1074 WASHINGTON
ST. BLAIR, NE 68008
Designated Office Address
1074 WASHINGTON
ST. BLAIR, NE 68008

Nature of Business
Not Available
Entity Type
Domestic LLC
Qualifying State: NE
Date Filed
Dec 23 2025

Next Report Due Date
Jan 01 2027

Filed Documents

Filed documents for NECTAR 3019 LLC may be available for purchase and downloading by selecting the Purchase Now button. Your Nebraska.gov account will be charged the indicated amount for each item you view. If no Purchase Now button appears, please contact Secretary of State's office to request document(s).

Document	Date Filed	Price	
Certificate of Organization	Dec 23 2025	$0.45 = 1 page(s) @ $0.45 per page	Purchase Now

Good Standing Documents

- If you need your Certificate of Good Standing Apostilled or Authenticated for use in another country, you must contact the Nebraska Secretary of State's office directly for information and instructions. Documents obtained from this site cannot be Apostilled or Authenticated.

Online Certificate of Good Standing with Electronic Validation
$6.50
This certificate is available for immediate viewing/printing from your desktop. A Verification ID is provided on the certificate to validate authenticity online at the Secretary of State's website.
Purchase Now

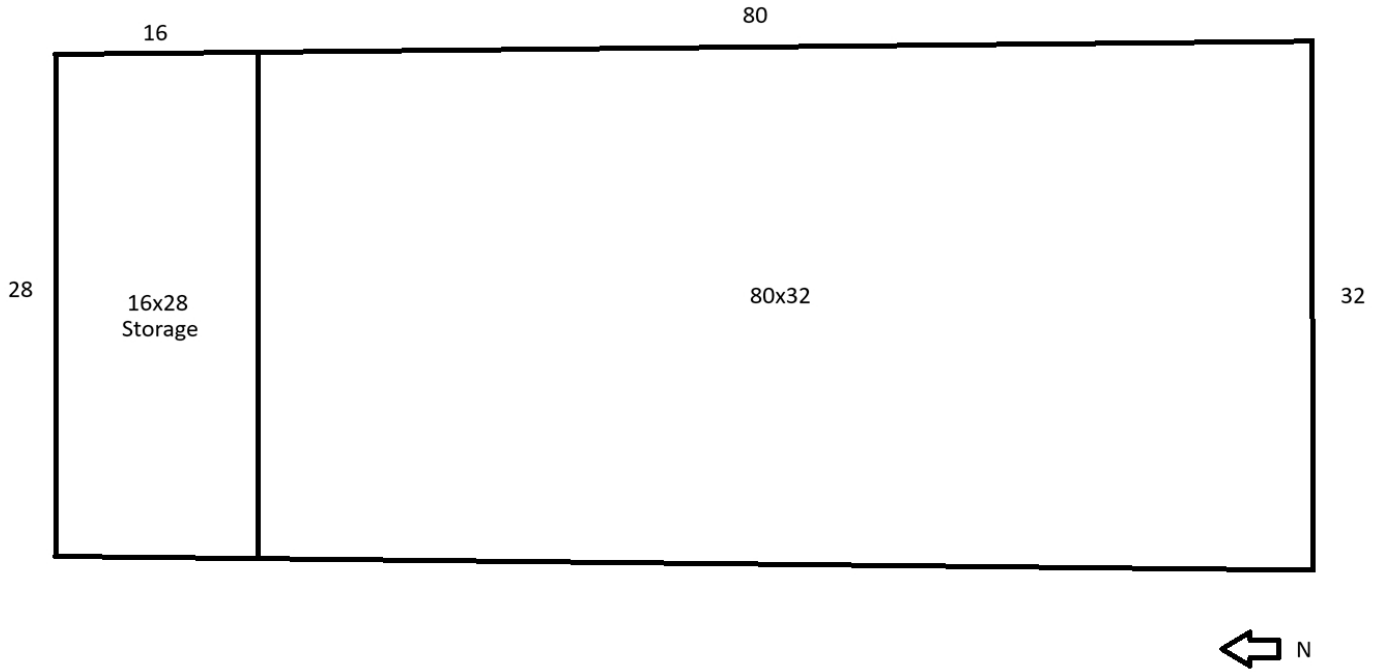
Certificate of Good Standing - USPS Mail Delivery

$10.00

This is a paper certificate mailed to you from the Secretary of State's office within 2-3 business days.

Continue to Order

Back to Top


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dotloop signature verification: dtlp.us/uO1q-44ZH-FxXF

NP DODGE REAL ESTATE

ADDENDUM #___ TO PURCHASE AGREEMENT
Miscellaneous Terms

(This is a legally binding contract. If not understood, seek legal advice.)

EQUAL HOUSING OPPORTUNITY REALTOR®

This Addendum shall be an integral part of the Purchase Agreement Described below.
Purchaser and Seller agree that the Purchase Agreement is expressly conditioned upon the terms of this addendum.
To the extent that this modifies the Purchase Agreement, this Agreement controls.

Purchaser: Minal Patel for Nectar 3019 LLC

Seller: Donald Kruse

Property Located At: 1074 Washington Street, Blair, NE 68008

Purchase Agreement Dated: 12/31/2025

Buyers name changed to Nectar 3019 LLC

Minal Patel for Nectar 3019 LLC — dotloop verified 03/17/26 8:45 AM CDT 1V9Y-HCWJ-TAJ2-K169

Purchaser Date

Purchaser Date

Donald Kruse — dotloop verified 03/17/26 8:56 AM CDT LSQ8-MTHW-QOTH-AYBX

Seller Date

Seller Date

dotloop signature verification: dtlp.us/CYyf-gypV-0LFs

NP DODGE REAL ESTATE

ADDENDUM #___ TO PURCHASE AGREEMENT
Miscellaneous Terms

(This is a legally binding contract. If not understood, seek legal advice.)

EQUAL HOUSING OPPORTUNITY REALTOR®

This Addendum shall be an integral part of the Purchase Agreement Described below.
Purchaser and Seller agree that the Purchase Agreement is expressly conditioned upon the terms of this addendum.
To the extent that this modifies the Purchase Agreement, this Agreement controls.

Purchaser: Minal Patel for Nectar 2019 LLC and Anil Diddy For Nectar 2019 Llc

Seller: Donald Kruse

Property Located At: 1074 Washington Street, Blair, NE 68008

Purchase Agreement Dated: 12/31/2025

Closing Date to be 3/30/26. Address for this purchase agreement is 1074 Washington St. Blair, NE 68008

Minal Patel for Nectar 2019 LLC — dotloop verified 03/16/26 3:47 PM CDT DOFX-ALWW-BSF7-RUKC
Purchaser Date

Donald Kruse — dotloop verified 03/16/26 3:54 PM CDT XDTO-E1MV-MZZK-3BKL
Seller Date

Anil Diddy For Nectar 2019 Llc — dotloop verified 03/16/26 9:37 PM EDT MIPH-TGOQ-VUJM-T5GU
Purchaser Date

Seller Date

dotloop signature verification: dtlp.us/ctUj-46nm-Kdtd
dotloop signature verification: dtlp.us/t61X-e2gT-YKHu

REALTOR®

OMAHA AREA BOARD OF REALTORS®
COMMERCIAL PURCHASE AGREEMENT
(This is a legally binding contract. If not understood, seek legal advice.)

EQUAL HOUSING OPPORTUNITY

NP Dodge Broker 12-31-25 date

The undersigned Buyer, (whether one or more) agrees to purchase the Property described as follows:

1. Address: 1704 Washington St. Blair, NE Zip Code 68008

2. Legal Description(Property): 12 18 11 BC TL 128 & 208 12-18-11 114 PC 107 including all fixtures and equipment permanently attached to the Property.

3. Personal Property: The only personal property included is as follows:

4. Conveyance: Seller represents that they have good, valid and marketable title, in fee simple, and agrees to convey title to Property to Buyer or his nominee by warranty deed or No Other free and clear of all liens, encumbrances or special taxes levied or assessed, except No Exceptions, and subject to all building and use restrictions, utility easements not exceeding ten (10) feet in width abutting the boundary of the Property, and covenants now of record.

5. Assessments: Seller agrees to pay any assessments for public improvements previously constructed, or ordered or required to be constructed by any public authority, but not yet assessed. Seller is not aware of any public improvements ordered or required to be constructed but not yet constructed.

6. Purchase Price: Buyer agrees to pay Six Hundred Fifty Thousand Dollors and 00/100 ($ ~~700,000~~ $650,000) DOLLARS on the following terms: $10.000 (Deposit) deposited herewith as evidenced by the receipt attached below. In the event this offer is not accepted by the Seller within the time specified, the Deposit shall be refunded. In the event of refusal or failure of the Buyer to consummate the purchase, the Seller may, at his option, retain the Deposit as liquidated damages for failure to carry out the agreement of sale. Balance to be paid in immediately available funds at closing of the sale.

MPK 01/06/26
DK 01/05/26 7:34 PM CST dotloop verified

7. Applicable Conditions: This agreement is conditioned upon the happening of each of the following events. If each of the same have not occurred within the time stated, this offer shall be null and void, and any deposit returned to Buyer.

1. See attached Seller Financing Addendum and Miscelaneaus Addendum # 2 with additional seller financing terms.
2. Also attached to this purchase agreement is Addendum # 3-Items included with the sale of this business and property
3. Title and Escrow to be performed by TitleCore National- Earnest deposit to be delivered to title company within 90 hours of acceptance

8. Taxes:

☐ **Douglas/Sarpy County Taxes**: All consolidated real estate taxes which become delinquent in the year in which closing takes place shall be treated as though all are current taxes, and those taxes shall be prorated as of date of closing, and all prior years' taxes, interest, and other charges, if any, will be paid by Seller.

☒ **Other Counties Taxes**: All consolidated real estate taxes for the year in which closing takes place (based on current assessment and tax rate) shall be prorated as of date of closing, and Seller shall, also, pay all prior years' taxes, interest, and other charges.

9. Rents, Deposit And Leases, If Rented: Any tenant deposits and leases shall be assigned to Buyer at no cost. All collected rents shall be prorated to date of closing. Copies of all current leases shall be provided to the Buyer at the time of closing.

10. Sanitary and Improvement District (S.I.D.): Buyer understands that this property is located within S.I.D.# ---- and acknowledges a receipt of the most recently filed S.I.D. Statement.

11. Conveyance of Title: Seller shall furnish a current title insurance commitment to Buyer as soon as practical. If title defects are found, Seller must cure them within a reasonable time. If title defects are not cured within a reasonable time period, the Buyer may rescind this agreement and the Deposit shall be refunded. Approximate closing date to be 2/28/26, and possession shall be delivered at closing. The cost of an Owners title insurance policy shall be equally divided between Buyer and Seller.

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DK 01/03/26 1:05 PM CST dotloop verified

MPK 12/31/25 10:39 AM CST dotloop verified

dotloop signature verification: dtlp.us/ctUj-46nm-Kdtd
dotloop signature verification: dtlp.us/t51X-e2gT-YKHu

12. Escrow Closing: Buyer and Seller acknowledge and understand that the closing of the sale may be handled by an Escrow Agent and that the Broker is authorized to transfer the Deposit or any other funds it receives to said Escrow Agent. After said transfer, Broker shall have no further responsibility or liability to Buyer or Seller for the accounting for said funds. Escrow Agent's charge for the escrow closing shall be equally divided between Buyer and Seller.

13. State Documentary Tax: The State Documentary Tax on the deed shall be paid by the Seller.

14. Insurance. Any risk of loss to the Property shall be borne by the Seller until title has been conveyed to the Buyer. In the event, prior to closing, the structures on the Property are materially damaged by fire, explosion or any other cause, Buyer shall have the right to rescind this agreement, and Seller shall then refund the Deposit to Buyer. Buyer agrees to provide his own hazard insurance.

15. Wood Infestation: Buyer agrees to pay the cost of a wood destroying insect inspection of the building, attached and detached structures, and Seller agrees to pay for any treatment or repair work found necessary for issuance of a termite warranty and/or treatment of any wood destroying insects. Buyer agrees to accept the treated Property upon completion of repairs.

16. Smoke Detector: Seller agrees to install, at Sellers expense, smoke detectors as required by law.

17. Condition of Property: Seller represents to the best of the Seller's knowledge, information and belief, there are no latent defects in the property. Seller agrees to maintain the heating, air conditioning, water heater, sewer, plumbing, electrical systems and any built-in appliances in working condition until delivery of possession.

18. Environmental: Seller represents to the best of Seller's knowledge, information and belief, there are no conditions present or existing with respect to the Property which may give rise to or create Environmental Hazards or Liabilities and there are no enforcement actions pending or threatened with respect thereto.

19. THIS OFFER IS BASED UPON BUYER'S PERSONAL INSPECTION OR INVESTIGATION OF THE PROPERTY AND NOT UPON ANY REPRESENTATION OR WARRANTIES OF CONDITION BY THE SELLER OR SELLER'S AGENT.

20. Offer Expiration: This offer to purchase is subject to acceptance by Seller on or before 1/2/26 (date), at 10 o'clock P.M.

21. Agency: The REALTORS® involved in this transaction are:

- ☐ _____ is agent for Seller.
- ☐ _____ is agent for Buyer.
- ☑ Travis Svendgard is acting as limited dual agent representing both Buyer and Seller.

22. Broker Compensation:

- ☑ Buyer and Seller acknowledge that NP Dodge is being paid a fee by Seller and this fee will be shared by Brokers based on their separate agreement.
- ☐ Buyer and Seller will each compensate their respective Brokers.

Purchaser Signatu Mirat Patel for Nectar 2019 LLC dotloop verified 12/31/25 10:39 AM CST KUXE-5P2G-RBJS-EQMG Printed Name: _____

Witness: _____

Purchaser Signature: _____ Printed Name: Nectar 3019 LLC

Witness: _____

Address: 502 Division Ave S City: Cavalier

State: ND Zip: 58220 Phone: _____

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dotloop signature verification: dtlp.us/ctUj-46nm-Kdtd
dotloop signature verification: dtlp.us/t61X-e2gT-YKHu

1704 Washington
Property Address

RECEIPT

(NAMES FOR DEED) RECEIVED FROM: Nectar 3019 LLC the sum of _____ ($_____) DOLLARS (by _____) to apply to the purchase price of the Property on terms and conditions as stated. This receipt is not an acceptance of the above offer to purchase.

NP Dodge
REALTOR® (Company Name)

Travis Svendgard
AGENTS NAME (Printed)

1449 Washington St. Blair, NE 68008
OFFICE ADDRESS

_____
AGENTS SIGNATURE

ACCEPTANCE

01/01/2026
date

The Seller accepts the foregoing proposition on the terms stated and agrees to convey title to the Property, deliver possession, and perform all the terms and conditions set forth, and acknowledges receipt of an executed copy of this agreement except for the following modifications:

Accepted with only change being the updated equipment list addendum. Contract acceptance time extended until 1/6/25 at noon and deadline for Earnest deposit to be turned in is within 72 hours of final acceptance.

WITNESS: _____ SELLER: Donald Kruse dotloop verified 01/03/26 1:05 PM CST 6G4P-G6VG-MOLN-MWTQ

WITNESS: _____ SELLER: _____

ADDRESS: 1704 Washington St. City Blair State NE Zip 68008 Phone _____

BUYER RECEIPT AND ACCEPTANCE

Buyer acknowledges a fully executed copy of this agreement and accepts Counter Proposal as set out above, if any.

DATE 01/05/2026 BUYER Minal Patel for Nectar 2019 LLC dotloop verified 01/06/26 10:44 AM CST QELP-ECYM-TUCU-MKDF _____

© 1/03 Omaha Area Board of (REALTORS®. Inc.

SPOUSAL AFFIDAVIT OF NON-PARTICIPATION

NEBRASKA LIQUOR CONTROL COMMISSION
301 CENTENNIAL MALL SOUTH
PO BOX 95046
LINCOLN, NE 68509-5046
PHONE: (402) 471-2571
FAX: (402) 471-2814
Website: www.lcc.nebraska.gov

☑ I acknowledge that I am the non-participating spouse of a liquor license holder. My signature below confirms that I will not have any interest, directly or indirectly in the operation of the business (§53-125(13)) of the Liquor Control Act. I will not tend bar, make sales, serve patrons, stock shelves, write checks, sign invoices, represent myself as the owner or **in any way participate in the day to day operations of this business in any capacity**. The penalty guideline for violation of this affidavit is cancellation of the liquor license.

☐ I acknowledge that I am the applicant of the non-participating spouse. I understand that my spouse and I are responsible for compliance with the conditions set out above. If, it is determined that my spouse has violated (§53-125(13)) the commission may cancel or revoke the liquor license.

Sujatha Anil

Signature of **NON-PARTICIPATING SPOUSE**

Diddy, Sujatha Anil

Print Name

State of Nebraska, County of Washington

The foregoing instrument was acknowledged before me

this 3/24/26 (date)

by Diddy Sujatha Anil

Name of person acknowledged
(Individual signing document)

Notary Public Signature

Affix Seal

Diddy Ay

Signature of **APPLICANT**

Diddy, Anil Venkatswamy

Print Name

State of Nebraska, County of Washington

The foregoing instrument was acknowledged before me

this 3-17-2026 (date)

by ANIL V DIDDY

Name of person acknowledged
(Individual signing document)

Notary Public Signature

Affix Seal

GENERAL NOTARY State of Nebraska
MELODY DUBON
My Comm. Exp. October 22, 2027

APPLICATION FOR TEMPORARY OPERATING PERMIT

NEBRASKA LIQUOR CONTROL COMMISSION
301 CENTENNIAL MALL SOUTH
PO BOX 95046
LINCOLN, NE 68509-5046
PHONE: (402) 471-2571
FAX: (402) 471-2814
website: www.lcc.nebraska.gov

This form must be signed by the Current Licensee (Seller) and the Applicant (Buyer).

A Temporary Operating Permit (TOP) may be issued at the Commission's discretion when a licensed business is sold, and the business continues under new ownership. A complete application for a new license must be filed before a TOP can be granted.

If issued, the Temporary Operating Permit is valid for 90 days. If subsequent reports reveal that the information provided in the application was inaccurate or incomplete, the Temporary Operating Permit may be cancelled.

Name of current licensee (Seller, e.g.. LLC or Corporation): Dondar, Inc

Name of applicant (Buyer; e.g. LLC or Coporation): Nectar 3019 LLC

On this date March 17th, 2026 **(Date)** buyer and seller entered a contract for sale of the alcohol related business known as: Dale's House of Bottles **(Name of business currently licensed)** **License #:** 070063

Located at:
1074 Washington St **(Street Address)**, Blair **(City)**, NE 68008 **(Zip Code)**

Requested effective date of Temporary Operating Permit: April 1st, 2026 **(Date)**
(The Seller's license will be terminated on this date)

Seller hereby declares that they have no outstanding balances on all accounts with all Nebraska licensed wholesalers under Revised Section 53-123.02. Any seller who provides false information regarding such accounts is guilty of a Class IV misdemeanor for each offense.

Donald Kruse	Donald Kruse	03/17/2026
Signature of Seller	**Printed Name**	**Date**

Buyer seeks to obtain a Temporary Operating Permit (TOP) to allow buyer to operate the business under the same terms and conditions of the current licensee subject to approval by Nebraska Liquor Control Commission for a period not to exceed 90 days.

minalpatel	Minal Patel	03/17/2026
Signature of Buyer	**Printed Name**	**Date**

PREMIER MIDWEST	PACKAGE	Quantity		PREMIER MIDWEST	PACKAGE	Quantity
Angry Orchard Crisp	6 pk bottle	2		Dos Eauis Ambar	6 pk bottle	1
Angry Orchard Gr Apple	6 pk bottle	3		Dos Equis Lager	6 pk bottle	3
Arnold Palmer	6 pk cans	5		Garage Light	12 pk cans	3
Beat Box Variety	6 pk boxes	3		Garage Light	6 pk 16 oz	3
Blue Moon	6 pk bottle	2		Grolsch	6 pk bottle	5
Blue Moon	12 pk bottle	6		Harder Mountain Dew	12 pk cans	2
Blue Moon	12 pk cans	6		Hamms	6 pk 16 oz	5
Blue Moon Light Sky	12 pk cans	3		Hamms	30 Pack	3
Blue Moon NA	6 pk cans	3		Heineken	6 pk bottle	4
Athletic Run Wild NA	6 pk cans	4		Heineken	12 pk bottle	3
Boulevard Wheat	6 pk bottle	5		Heineken Zero	6 pk bottle	5
Boulevard Wheat	12 pk bottle	3		Jack Daniels Downhme	6 pk bottle	3
Boulevard Space Camper	6 pk cans	3		Jack Daniels Peach	6 pk bottle	1
Boulevard Tank 7	6 pk bottle	6		Jack Daniels Watermelon	6 pk bottle	2
Brickway Coffee Stout	4 pk cans	2		Jack Daniels Variety	12 pk bottle	0
Brickway Pilsner	6 pk cans	4		Keystone Light	6 pk 16 oz	5
Cayman Jack Margarita	6 pk bottle	5		Keystone Light	15 pk cans	6
Cayman Jack Margarita	12 pk cans	4		Keystone Light	18 pk 16 oz	2
Cayman Jack Adventure	12 pk cans	2		Keystone Light	30 Pack	2
Cayman Jack Marg Var	12 pk cans	2		Killians Red	6 pk bottle	6
Cayman Jack Strw Marg	6 pk bottle	4		Lagunitas Lil Sumpin	6 pk cans	2
Cayman Jack Margarita	24 oz can	12		Leinenkugel Summer Sh	6 pk bottle	4
Coors Edge	6 pk bottle	7		Leinenkugel Summer Sh	16 gal keg	1
Coors Banquet	6 pk bottle	4		Left Hand Peanut Butter	6 pk bottle	4
Coors Banquet	12 pk bottle	8		Lucky Bucket Lager	4 pk cans	3
Coors Banquet	12 pk cans	4		Mike's Black Cherry	6 pk bottle	5
Coors Banquet	24 pk cans	6		Mike's Cranberry	6 pk bottle	5
Coors Light	16 oz cans	110		Mike's Lemon	6 pk bottle	5
Coors Light	6 pk bottle	3		Mike's Mango	6 pk bottle	2
Coors Light	12 pk bottle	7		Mike's Peach	6 pk bottle	6
Coors Light	18 pk bottle	6		Mike's Strawberry	6 pk bottle	6
Coors Light	12 pk cans	14		Mike's Harder Cranberry	16 0z cans	23
Coors Light	18 pk cans	2		Mike's Harder Lemon	16 oz cans	20
Coors Light	6 pk cans	60		Mike's Harder Strawbery	16 oz cans	6
Coors Light	9 pk alum	10		Mike's Variety	12 pk bottle	3
PREMIER MIDWEST	**PACKAGE**	**Quantity**		**PREMIER MIDWEST**	**PACKAGE**	**Quantity**

Mike's Variety	12 pk cans	3		Twisted Tea	12 pk cans	8
Mike's Strw/Pine	24 oz can	10		Twisted Tea	24 oz can	7
MGD	12 pk bottle	4		Twisted Tea half & half	24 oz can	13
MGD	18 pk bottle	1		Twisted Tea Black Cherry	24 oz can	19
Miller 64	18 pk bottle	1		Twisted Tea Light	24 oz can	2
Miller High Life	6 pk bottle	0		Twisted Tea Extreme Blue	24 oz can	19
Miller High Life	6 pk 16 oz	12		Twisted Tea Variety	12 pk cans	9
Miller High Life	12 pk bottle	5		Twisted Tea Peach Var	12 pk cans	1
Miller Lite	16 oz cans	117		Twisted Tea Light Variety	12 pk cans	2
Miller Lite	6 pk bottle	4		White Claw Black Cherry	6 pk cans	0
Miller Lite	12 pk bottle	5		White Claw Grape	6 pk cans	2
Miller Lite	18 pk bottle	4		White Claw Variety #1	12 pk cans	3
Miller Lite	12 pk cans	7		White Calw Variety #3	12 pk cans	5
Miller Lite	6 pk cans	66		White Claw Blackberry	20 oz can	18
Miller Lite	9 pk alum	9		Zipline Daang	6 pk cans	5
Milw Best Light	15 pk cans	8		Zipline Pickle	6 pk cans	1
Milw Best Light	6 pk 16 oz	4		Monaco Mango	12 oz can	26
Outlaw Light	6 pk 16 oz	5		Monaco Blue	4 pk cans	2
Not Your Father Rootber	6 pk bottle	5		Monaco Green	4 pk cans	5
Pabst	6 pk 16 oz	4		Monaco Tropical	4 pk cans	6
Pabst	12 pk bottle	2		Surfside Tea Variety	8 pk cans	4
Pabst	12 pk cans	4		Surfside Lemon Vodka	4 pk cans	3
Pabst	30 Pack	7		Real American Beer	6 pk cans	1
Redd's Apple	12 pk bottle	3				
Redd's Peach	6 pk bottle	6				
Red Stripe	6 pk bottle	2		**EAGLE DISTRIBUTING**	**Package**	**Quantity**
Sam Adams Lager	6 pk bottle	6		Budweiser	25 oz can	7
Sam Adams Season	6 pk bottle	3		Budweiser	16 oz cans	65
Schlitz Gusto	6 pk 16 oz	6		Budweiser	6 pk bottle	1
Sol Chelada	24 oz can	12		Budweiser	12 pk bottle	7
Truly Berry Sampler	12 pk cans	1		Budweiser	20 pk bottle	6
Truly Fruit Punch Samplr	12 pk cans	3		Budweiser	12 pk cans	11
Truly Lemonade Sample	12 pk cans	0		Budweiser	18 pk cans	3
Truly Unruly Sampler	12 pk cans	2		Budweiser	6 pk cans	73
Twisted Tea	6 pk bottle	3		Budweiser	15 pk Alum	1
EAGLE DISTRIBUTING	**Package**	**Quantity**		**EAGLE DISTRIBUTING**	**Package**	**Quantity**
Bud Light	25 oz can	17		Ultra	12 pk bottle	9

Bud Light	16 oz cans	147		Ultra	18 pk bottle	4
Bud Light	6 pk bottle	2		Ultra	12 pk cans	14
Bud Light	12 pk bottle	6		Ultra	24 pk cans	7
Bud Light	20 pk bottle	17		Ultra	4 pk 16 oz	3
Bud Light	12 pk cans	15		Ultra	8 pk Alum	2
Bud Light	18 pk cans	5		Ultra Gold	12 pk bottle	3
Bud Light	6 pk cans	184		Ultra Gold	12 pk cans	1
Bud Light	15 pk Alum	1		Ultra Pear	6 pk bottle	8
Bud Chelada	25 oz can	12		Ultra Pear	12 pk cans	6
Bud Light Chelada	25 oz can	19		Ultra Seltzer	12 pk cans	5
Bud Light Chelada	4 pk 16 oz	6		Natual Ice	6 pk 16 oz	5
Bud Light Chelada	6 pk cans	11		Natural Light	15 pk cans	3
Bud Light Chelada	12 pk cans	4		Corona NA	6 pk bottle	4
Bud Light Lime	12 pk bottle	5		Corona Extra	6 pk bottle	22
Bud Light Lime	12 pk cans	5		Corona Extra	12 pk bottle	13
Platinum	6 pk bottle	1		Corona Extra	24 pk bottle	0
Bud Ice	12 pk cans	4		Corona Familia	32 oz bottle	15
Busch	30 Pack	2		Corona Light	6 pk bottle	6
Busch Light	25 oz can	24		Corona Light	12 pk bottle	3
Busch Light	16 oz cans	76		Corona Light	12 pk cans	1
Busch Light	6 pk bottle	0		Corona Premier	6 pk bottle	3
Busch Light	12 pk bottle	23		Corona Premier	12 pk cans	3
Busch Light	12 pk cans	26		Modelo Especial	6 pk bottle	4
Busch Light	6 pk cans	122		Modelo Especial	12 pk bottle	10
Busch Light	18 pk cans	0		Modelo Especial	12 pk cans	9
Busch Light	30 Pack	78		Modelo Oro	12 pk cans	2
Busch Light	15 pk Alum	3		Modelo Chelada	12 pk cans	2
Busch NA	12 pk cans	6		Modelo Chelada	24 oz can	10
Bud Zero	12 pk cans	3		Modelo Negra	12 pk bottle	1
Amber Bock	6 pk bottle	20		Pacifico	6 pk bottle	7
Amber Bock	12 pk bottle	7		Pacifico	12 pk cans	2
Golden Draft Light	24 pk cans	8		Straw ber rita	24 oz can	14
Ultra Zero	12 pk cans	4		Lime a rita	12 pk cans	2
Ultra	6 pk bottle	2		Kros Strain Fairy Nectar	4 pk cans	7
EAGLE DISTRIBUTING	**Package**	**Quantity**		**EAGLE DISTRIBUTING**	**Package**	**Quantity**
Kros Strain Cornhusker	4 pk cans	4		Seagrams Jamaican me	4 pk bottle	4
Rollin Rock	6 pk bottle	0		Seagrams Peach Belini	4 pk bottle	6

Infusion Vanilla Bean	6 pk cans	4		Seagrams Strw Daquiri	4 pk bottle	6
Kona Big Wave	6 pk bottle	1		Seagrams Berry Mimosa	4 pk bottle	5
Stella Artois	6 pk bottle	4		Shiner Bock	6 pk bottle	5
Stella Artois	12 pk bottle	5		Shiner Bock Seasonal	6 pk bottle	0
Mango Cart	6 pk cans	6		Shiner Bock Lt Blonde	6 pk bottle	2
Monster Beast #1	12 pk cans	3		Smirnoff Ice Grape	6 pk bottle	8
Monster Beast #2	12 pk cans	3		Smirnoff Ice Green Apple	6 pk bottle	7
Nutrl Variety	8 pk cans	3		Smirnoff Ice Pink Lemon	6 pk bottle	7
Nutrl Pineapple	8 pk cans	5		Smirnoff Ice Pink Lem Sm	24 oz can	14
Fresca Variety	8 pk cans	6		Smirnoff Ice Raspberry	6 pk bottle	6
Carbliss Black Cherry	4 pk cans	7		Smirnoff Ice Red	6 pk bottle	7
Carbliss Black Raspberry	4 pk cans	12		Smirnoff Ice Red	24 oz bottle	15
Carbliss Cranberry	4 pk cans	12		Smirnoff Ice RWB	6 pk bottle	15
Carbliss Lime Margarita	4 pk cans	5		Smirnoff Ice RWB	12 pk cans	1
Carbliss Pineapple	4 pk cans	7		Smirnoff Ice Screwdriver	6 pk bottle	14
Carbliss Strawb Marg	4 pk cans	2		Smirnoff Ice Screwdriver	24 oz bottle	6
Carbliss Watermelon	4 pk cans	6		Smirnoff Ice Screwdriver	24 oz Can	9
Carbliss Lemon Lime	4 pk cans	7		Smirnoff Ice Black	6 pk bottle	5
Carbliss Classic Variety	8 pk cans	9		Smirnoff Ice Zero	12 pk cans	3
Cutwater Lime Marg	4 pk cans	7		Voodoo Ranger	6 pk cans	5
Cutwater White Russian	4 pk cans	5		Voodoo Imperial	6 pk bottle	14
Glacial Till	6 pk cans	3		Ultra Zero Lime	6 pk bottle	**0**
Goodboy	4 pk cans	3				
Goodboy	8 pk cans	4		**QUALITY**	**Package**	
Goodboy Citrus	4 pk cans	0		Alaskan Amber	6 pk cans	1
Cider Boys Strwberry	6 pk bottle	0		Carlsberg	6 pk bottle	6
Happy Dad Variety	12 pk cans	5		Grainbelt	12 pk bottle	7
Guinness Draught	6 pk bottle	4		Moosehead	6 pk cans	6
Guinness Draught	4 pk cans	5		Moosehead	12 pk cans	3
Guinness Extra Stout	6 pk bottle	0		Pint Nine Oso	4 pk cans	5
Guinnes Zero	4 pk cans	3		**KINKAIDER**	**Package**	**Quantity**
Harp Lager	4 pk cans	0		Kinkaider Snoozeberry	4 pk cans	2
Lone River Variety	12 pk cans	2				
JOHNSON BROTHERS	**Package**	**Quantity**		**JOHNSON BROTHERS**	**Package**	**Quantity**
O'Dell Drumroll	6 pk cans	3		Barton Vodka	1.75 liter	26
O'Dell Mercenary	6 pk cans	4		Benriach 10 year	750 ml	1
Sierra Nevada Pale Ale	6 pk bottle	1		Bird Dog Peach	750 ml	4

				Blanton's	750 ml	2
1800 Silver	50 ml	2		Blanton's Gold	750 ml	3
1800 Silver	750 ml	7		Boodles Gin	750 ml	2
8 seconds	750 ml	4		Buffalo Trace	750 ml	9
99 apples	750 ml	1		Bushmill's	750 ml	2
99 Bananas	50 ml	37		Bushmill's Red	375 ml	1
99 Bananas	750 ml	1		Buzz Ballz Blue	187 ml	23
99 Black Cherry	50 ml	17		Buzz Ballz Grape	187 ml	12
99 Blue Raspberry	50 ml	41		Buzz Ballz Lime Rita	187 ml	6
99 Butterscotch	50 ml	5		Buzz Ballz Straw rita	187 ml	11
99 Cherry Limeaid	50 ml	10		Bull Ballz Watermelon	187 ml	16
99 Chocolate	50 ml	31		Canadian LTD	1.75 liter	6
99 Fruit Punch	50 ml	30		Canadian Mist	1.75 liter	3
99 Grapes	50 ml	83		Chi Chi Margarita	1.5 Liter	6
99 Mango	50 ml	74		Chi Chi Mex Mudslide	1.5 Liter	2
99 Peach	50 ml	18		Chi Chi Pina Colada	1.5 Liter	4
99 Peanutbutter	50 ml	16		Cock N Bull Ginger Beer	4 pack	3
99 Peppermint	50 ml	89		Cointreau	375 ml	1
99 Pickles	50 ml	19		Cointreau	750 ml	1
99 Pineapple	50 ml	115		Cuervo Authentics	1.75 liter	7
99 Pink Lemonade	50 ml	35		Cuervo Gold	50 ml	34
99 Rootbeer	50 ml	21		Cuervo Gold	200 ml	3
99 Strawberry	50 ml	33		Cuervo Gold	375 ml	13
99 Watermelon	50 ml	17		Cuervo Gold	750 ml	9
Barton Blue Wave	1.75 liter	2		Cuervo Gold	1.75 liter	2
Barton Cherry Wave	1.75 liter	6		Cuervo Golden Marg	1.75 liter	3
Barton Gin	750 ml	12		Cuervo Marg Mix	1 Liter	4
Barton Gin	1.75 liter	4		Cuervo Marg Mix	1.75 liter	4
Barton Gold Rum	1.75 liter	2		Cuervo Margarita Salt	2 oz	11
Barton Light Rum	750 ml	7		Cuervo Silver	50 ml	30
Barton Light Rum	1.75 liter	2		Cuervo Silver	750 ml	7
Barton Vodka	750 ml	14		Cuervo Straw Authentic	1.75 liter	3
JOHNSON BROTHERS	**Package**	**Quantity**		**JOHNSON BROTHERS**	**Package**	**Quantity**
Cuervo Strawberry mix	1.75 liter	2		High Noon Tropical Var	8 pk cans	4
Ciervp Varoetu Pack	8 pack	2		High Noon Variety	8 pk cans	3
Dr. Mcgillicuddy Apple	50 ml	24		Jack & Coke	4 pk cans	6
Dr. Mcgillicuddy Apple	750 ml	8		Jack & Coke Zero	4 pk cans	0

Dr. Mcgillicuddy Buttersc	50 ml	19		Jack Daniels	50 ml	49
Dr. Mcgillicuddy Buttersc	750 ml	3		Jack Daniels	100 ml	33
Dr. Mcgillicuddy Cherry	50 ml	29		Jack Daniels	375 ml	24
Dr. McGillicuddy Cherry	750 ml	15		Jack Daniels	750 ml	24
Dr. Mcgillicuddy Menth	50 ml	40		Jack Daniels	705 gift	6
Dr. Mcgillicuddy Menth	750 ml	5		Jack Daniels	1.75 liter	5
Dr. Mcgillicuddy Peach	750 ml	1		Jack Daniels	3 Liter	0
Dr. Mcgillicuddy RootBer	750 ml	9		Jack Daniels Apple	50 ml	71
E & J Brandy	50 ml	8		Jack Daniels Apple	750 ml	15
E & J Brandy	750 ml	4		Jack Daniels Blackberry	50 ml	5
Fireball Apple	50 ml	37		Jack Daniels Blackberry	750 ml	6
Fireball	50 ml	252		Jack Daniels Fire	50 ml	34
Fireball	Bucket	5		Jack Daniels Fire	100 ml	29
Fireball	Bag	0		Jack Daniels Fire	375 ml	2
Fireball	100 ml	115		Jack Daniels Fire	750 ml	15
Fireball	375 ml	17		Jack Daniels Fire	750 gift	7
Fireball	750 ml	44		Jack Daniels Honey	50 ml	4
Fireball	1.75 liter	1		Jack Daniels Honey	375 ml	2
Gallo Dry Vermouth	750 ml	2		Jack Daniels Honey	750 ml	16
Gallo Sweet Vermouth	750 ml	2		Jack Daniels Honey	750 gift	3
Glendronach 12 year	750 ml	1		Jack Daniels Sinatra	1 Liter	0
Gosling Diet Ginger Beer	6 pk cans	5		Jack Daniels Single Bar	750 ml	2
Gosling Ginger Beer	6 pk cans	9		Jack Daniels Winter	750 ml	29
Herradura Anejo	375 ml	6		Jack Honey & Lemonade	4 pk cans	7
Herradura Reposado	375 ml	10		Kinky Blue	50 ml	39
High Noon Black Cherry	4 pk cans	4		Kinky Blue	750 ml	3
High Noon Day Pack	8 pk cans	1		Kinky Green	50 ml	29
High Noon Peach	4 pk cans	7		Kinky orange	50 ml	16
High Noon Pineapple	4 pk cans	5		Kinky Pink	50 ml	20
High Noon Tea	4 pk cans	3		Kinky Pink	750 ml	5
High Noon Tequila Var	8 pk cans	4		Kinky Red	50 ml	26
JOHNSON BROTHERS	**Package**	**Quantity**		**JOHNSON BROTHERS**	**Package**	**Quantity**
Kinky Red	750 ml	4		Skol Vodka	200 ml	14
Lucky One Variety	8 pk cans	3		Skol Vodka	375 ml	17
Michters Small Batch	750 ml	1		Skol Vodka	750 ml	15
Moscow Mule	4 pk cans	5		Skol Vodka	1.75 liter	30
New Am Pink Whitney	50 ml	32		Southern Comfort	50 ml	11

New Am Pink Whitney	750 ml	4		Southern Comfort	750 ml	5
New Am Vodka	750 ml	4		Southern Comfort 100	50 ml	26
Pendleton	50 ml	5		Southern Comfort 100	750 ml	3
Pendleton	750 ml	3		Stoli Blueberry	750 ml	1
Pendleton	1.75 liter	22		Stoli Cucumber	750 ml	2
Peychaud Bitters	10 oz	1		Stoli Razzberri	750 ml	1
Phillips Amaretto	750 ml	9		Stoli Vodka	750 ml	1
Phillips Blackberry Brand	200 ml	5		Stoli Vanilla	750 ml	2
Phillips Blackberry Brand	375 ml	8		Ten High	1.75 liter	7
Phillips Blackberry Brand	750 ml	5		Trader Vic Chocolate	750 ml	1
Phillips Blackberry Brand	1.75 liter	3		Trader Vic Spiced Rum	750 ml	10
Phillips Blue 100	200 ml	1		Trader Vic Spiced Rum	1.75 liter	5
Phillips Blue 100	375 ml	1		Trader Vic White Choco	750 ml	4
Phillips LI Tea	1.75 liter	6		Traveller Bourbon	750 ml	7
Phillips Peach Sch	750 ml	13		Tuaca Liquer	750 ml	0
Phillips Peppermint Sch	200 ml	2		UV Blue Raspberry	50 ml	28
Phillips Peppermint Sch	375 ml	3		UV Blue Raspberry	200 ml	3
Phillips Peppermint Sch	750 ml	11		UV Blue Raspberry	375 ml	1
Phillips Rootbeer Sch	750 ml	11		UV Blue Raspberry	750 ml	9
Platinum Vodka	1.75 liter	5		UV Blue Raspberry	1.75 liter	5
Proper 12	375 ml	8		UV Cake	750 ml	0
Remy Martin VSOP	375 ml	3		UV Cherry	50 ml	15
Revel Stoke Smorgasm	750 ml	4		UV Cherry	200 ml	1
Rich & Rare	1.75 liter	28		UV Cheryr	750 ml	6
Rum Chata	Mini	26		Windsor Canadian	50 ml	10
Rum Chata	750 ml	11		Windsor Canadian	375 ml	3
Rum Chata Peppermint	750 ml	3		Windsor Canadian	750 ml	7
Ryan's Cream	750 ml	5		Windsor Canadian	1.75 liter	53
Sazerac Rye	750 ml	3		Woodford Reserve	750 ml	3
Sempre Blanco	750 ml	3				
JOHNSON BROTHERS	**Package**	**Quantity**		**JOHNSON BROTHERS**	**Package**	**Quantity**
Apothic Red	750 ml	4		Sutter Home White Zin	1.5 Liter	7
Arbor Mist EX Fr WZ	750 ml	8		Taylor Marsela	750 ml	1
Arbor Mist Peach Mosc	750 ml	4		Talor Port	1.5 Liter	5
Barefoot Cabernet	750 ml	4				
Barefoot Chard	750 ml	2		**REPUBLIC NATIONAL**	**Package**	**Quantity**
Barefoot Moscato	750 ml	7		Absolut & Oceanspray	8 pack	2

Barefoot Pink Moscato	750 ml	1		Absolut Berririta	4 pack	12
Barefoot Pinot Grigio	750 ml	3		Absolut Grapefruit	4 pack	4
Barefoot Riesling	750 ml	11		Absolut Mango Mule	4 pack	4
Bella Sera Pinot Grigio	750 ml	2		Absolut Vodka	50 ml	7
Black Box Cabernet	3 Liter	4		Absolut Vodka	375 ml	11
Boones Farm Fuzzy Nav	750 ml	12		Absolut Vodka	750 ml	4
Boones Farm Snow Crk	750 ml	2		Absolut Vodka	1.75	2
Boones Farm Strw Daq	750 ml	3		Absolut Watermelon	4 pack	0
Clos du Bois Cabernet	750 ml	4		Balvenie 12 year	750 ml	2
Clos du Bois Merlot	750 ml	11		Beefeater Gin	750 ml	8
Clos du Bois Pinot Grigio	750 ml	12		Blue Chair Ban Cream	50 ml	17
Mark West Pinot Noir	705 ml	4		Blue Chair Ban Cream	750 ml	1
Menage a Trois Red	750 ml	6		Blue Chair Banana	750 ml	2
Peter Vella Chard	5 Liter	5		Blue Chair Coconut	50 ml	28
Peter Vella Delicious Red	5 Liter	4		Blue Chair Coconut	750 ml	2
Peter Vella Merlot	5 Liter	1		Blue Chair Key Lime	50 ml	0
Peter Vella White Zin	5 Liter	4		Blue Chair Key Lime	750 ml	2
Risata Mosc d Asti	750 ml	52		Bols Strawberry Liqueur	1 liter	6
Risata Pink Mosc d Asti	750 ml	9		Canadian springs	750 ml	10
Sutter Home Cab Fre	4 pack	4		Canadian springs	1.75 liter	10
Sutter Home Cabernet	4 pack	3		Chamboard	375 ml	2
Sutter Home Chard Fre	4 pack	6		Chase Vodka	50 ml	4
Sutter Home Chardonnay	4 pack	5		Chivas Regal Gift	750 ml	3
Sutter Home Merlot	4 pack	5		Clan McGregor Scotch	1.75 liter	5
Sutter Home Moscato	4 pack	8		Coco Real Coconut	16 oz	1
Sutter Home Moscato	1.5 Liter	10		Corralejo Anejo	750 ml	5
Sutter Home Pink Mosc	4 pack	5		Corralejo Reposado	750 ml	3
Sutter Home Pinot Grigio	4 pack	3		Di Saronna Amaretto	50 ml	3
Sutter Home White Zin	4 Pack	11		Di Saronna Amaretto	750 ml	5

REPUBLIC NATIONAL	PACKAGE	Quantity		REPUBLIC NATIONAL	PACKAGE	Quantity
Dough Ball Whiskey	50 ml	2		Master Mix 5 Peppers	1.75 liter	2
Dough Ball Whiskey	750 ml	4		McCormick Vodka	200 ml	45
Drambuie	375 ml	1		McCormick Vodka	375 ml	17
Drambuie	750 ml	1		McCormick Vodka	750 ml	1
Everclear Grain Alcohol	750 ml	7		McCormick Vodka	1.75 liter	22
Exotico Reposado	750 ml	2		Midnight Moon Brownie	50 ml	6
Finest Call Swee & Sour	1 liter	9		Midnight Moon Brownie	750 ml	1
Five Farms Irish Cream	750 ml	0		Monkey Shoulder	705 ml	5
Four Roses Single Barrell	750 ml	2		Monkey Shoulder	1.75 liter	1
Gilbey Gin	375 ml	9		Montezuma Gold	750 ml	6
Glenfiddich 12 year	750 ml	0		Mr & Mrs T Bloody Mary	1 liter	4
Glenfiddich 14 year	750 ml	0		Mr & Mrs T Bloody Mary	1.75 liter	2
Glenfiddich 18 year	750 ml	1		Mr & Mrs T Bold & Spcy	1 liter	3
Glenlivet 12 year	750 ml	0		Mr & Mrs T Bold & Spcy	1.75 liter	6
Hendricks Gin	750 ml	5		Pickle Vodka	50 ml	54
HW Blue Curaco	750 ml	13		Pickle Vodka	750 ml	44
Jameson Black Barrell	1 liter	6		Pickle Vodka Spicy	50 ml	96
Jameson Irish	375 ml	3		Pickle Vodka, Spicy	750 ml	12
Jameson Irish	750 ml	12		Remus Repeal Reserve	750 ml	1
Jameson Orange	750 ml	5		Roses Grenedine	375 ml	0
Jefferson Ocean	750 ml	3		Roses Grenedine	1 Liter	11
Juarez Reposado	50 ml	35		Roses Lime juice	375 ml	4
Juarez Silver	50 ml	32		Roses Lime juice	1 liter	2
Kahlua	50 ml	9		Roses Simple Syrup	375 ml	5
Kahlua	750 ml	8		Sailor Jerry	50 ml	16
Jameson Irish	mini	15		Sailor Jerry	375 ml	2
MaCallan Sherry Cask	750 ml	1		Sailor Jerry	750 ml	12
Malibu Black Rum	750 ml	9		Sailor Jerry	1.75 liter	6
Malibu Peach Breeze	4 pack	4		Seagrams Gin	750 ml	3
Malibu Pineapple Breeze	4 pack	5		Seagrams Gin	1.75 liter	5
Malibu Pink	50 ml	1		Seagrams Lime Gin	750 ml	3
Malibu Rum	375 ml	3		Shankeys Whip	50 ml	10
Malibu Rum	750 ml	8		Shankeys Whip	750 ml	4
Malibu Rum	1.75 liter	6		Skrewball	50 ml	10
Malibu Strw Breeze	4 pack	7		Skrewball	750 ml	21
REPUBLIC NATIONAL	**PACKAGE**	**Quantity**		**REPUBLIC NATIONAL**	**PACKAGE**	**Quantity**

Sugarlands Apple Pie	750 ml	2		Kendall Jackson Pinot Nr	750 ml	12
Sugarlands Banana Pud	750 ml	6		La Crema Chard	750 ml	1
Sugarlands Butter Pecan	750 ml	6		La Crema Pinot Grigio	750 ml	1
Sugarlands Rootbeer	750 ml	3		Noble Vines 181 Merlot	750 ml	10
Templeton Nebr Special	750 ml	1		Noble Vines 337 Cab	750 ml	1
Templeton Rye	750 ml	7		Riunite Lambrusco	1.5 liter	6
Tempo Triple Sec	1 liter	16		Schmitt Stone Relax	750 ml	5
Tequila Rose	50 ml	33		Schmitt Stone Relax	1.5 liter	5
Tequila Rose	375 ml	3		Stella Rosa Berry	750 ml	8
Tequila Rose	750 ml	6		Stella Rosa Black	750 ml	13
Yellowstone 10 year	750 ml	1		Stella Rosa Blackberry	750 ml	10
Yellowstone 115 proof	750 ml	1		Stella Rosa Mosc d Asti	750 ml	4
Yellowstone 119 proof	750 ml	5		Stella Rosa Peach	750 ml	8
Yellowstone Bourbon	750 ml	4		Stella Rosa Rosso	750 ml	13
				Zac Brown Uncaged Char	750 ml	
REPUBLIC NATIONAL	**PACKAGE**	**Quantity**		Zonin Asti	750 ml	
Bellagio Chianti	750 ml	8				
Bolla Pinot Grigio	750 ml	2		**SOUTHERN GLAZER**	**PACKAGE**	**Quantity**
Bolla Pinot Noir	750 ml	2		196 Zero Sugar	4 Pack	4
Bolla Valpocella	750 ml	2		Admiral Nelson Cherry	1.75 Liter	2
Bota Cabernet	3 Liter	1		Admiral Nelson Spiced	50 ml	22
Bota Malbec	3 Liter	2		Admiral Nelson Spiced	750 ml	8
Cavit Moscato	750 ml	3		Admiral Nelson Spiced	1.75 Liter	31
Cavit Pinot Grigio	750 ml	1		Angels Envy Bourbon	750 ml	5
Cavit Pinot Noir	750 ml	3		Aperol	750 ml	1
Cavit Rieslint	750 ml	2		Aviation Gin	375 ml	3
CD Poggio Blueberry	750 ml	3		Bacardi Black Rum	750 ml	3
Coppola Claret	750 ml	1		Bacardi Gold	375 ml	1
Coppola Pinot Noir	750 ml	3		Bacardi Gold	750 ml	1
Coppola Proseco	750 ml	11		Bacarid Gold	1.75 Liter	2
Frontera Cab/Mero\lot	1.5 liter	6		Bacardi Light	50 ml	27
Hess Cabernert	750 ml	1		Bacardi Light	375 ml	5
Kendall Jackson Cab	750 ml	12		Bacardi Light	750 ml	4
Kendall Jackson Chard	750 ml	11		Bacardi Light	1.75 liter	18
Kendall Jackson Merlot	750 ml	12		Baileys Salted Caramel	750 ml	2
SOUTHERN GLAZER	**PACKAGE**	**Quantity**		**SOUTHERN GLAZER**	**PACKAGE**	**Quantity**
Baileys Irish Crème	50 ml	8		Casamigos Blanco	750 ml	2

Baileys Irish Crème	750 ml	6		Casamigos Reposado	750 ml	2
Bananas Over You	750 ml	4		Cazadores Reposado	750 ml	1
Basil Hayden	750 ml	2		Christian Brothers	200 ml	2
Basil Hayden Dark Rye	750 ml	5		Christian Brothers	375 ml	3
Basil Hayden Toasted	750 ml	2		Christian Brothers	750 ml	6
Belvedere Vodka	750 ml	1		Christian Brothers Peach	750 ml	3
Betty Booze Tea	4 pack	5		Ciroc Mango	375 ml	1
Black Velvet	50 ml	14		Ciroc Peach	375 ml	1
Black Velvet	375 ml	3		Ciroc Red Berry	750 ml	1
Black Velvet	750 ml	14		Ciroc Vodka	750 ml	1
Black Velvet	1.75 liter	55		Courvoisier VS	375 ml	1
Black Velvet Caramel	750 ml	3		Courvoisier VSOP	375 ml	2
Bombay Saphire Gin	750 ml	4		Crown & Cola	4 Pack	1
Buchanans Pineapple	750 ml	1		Crown & Lemonade	4 Pack	6
Buchanans	705 ml	3		Crown Apple	50 ml	15
Bulliet Bourbon	50 ml	8		Crown Apple	200 ml	6
Bulliet Bourbon	750 ml	3		Crown Apple	375 ml	5
Bulleit Old Fashioned	750 ml	3		Crown Apple	750 ml	7
Bulleit Rye	750 ml	8		Crown Apple	1.75 Liter	5
Burnetts Vodka	1.75 liter	10		Crown Black	750 ml	6
Cabo Wabo Reposado	750 ml	2		Crown Blackberry	50 ml	0
Campari	750 ml	1		Crown Blackberry	750 ml	14
Canadian Club	50 ml	11		Crown Blk Cherry Sour	750 ml	9
Canadian Club	200 ml	2		Crown Chocolate	750 ml	10
Canadian Club	375 ml	3		Crown Marquis	750 ml	7
Canadian Club	1.75 liter	1		Crown Peach	50 ml	0
Captain Morgan	50 ml	8		Crown Peach	375 ml	6
Captain Morgan	375 ml	8		Crown Peach	750 ml	13
Captain Morgan	750 ml	16		Crown Royal	50 ml	47
Captain Morgan	1.75 liter	23		Crown Royal	200 ml	7
Captain Morgan 100 prf	750 ml	5		Crown Royal	375 ml	3
Captain Morgan Pvt Stk	750 ml	10		Crown Royal	750 ml	15
Carolans Irish Cream	750 ml	6		Crown Royal	1.75 Liter	4
Casamigos Marg Pack	8 Pack	2		Crown Vanilla	200 ml	2
SOUTHERN GLAZER	**PACKAGE**	**Quantity**		**SOUTHERN GLAZER**	**PACKAGE**	**Quantity**
Crown Vanilla	750 ml	11		Espolon Blanco	750 ml	12
Crown Washington Appl	4 Pack	4		Evan Williams	750 ml	12

Cruzan Banana	750 ml	4		Evan Williams	1.75 Liter	4
Cruzan Black Cherry	750 ml	2		Frangelico	375 ml	1
Cruzan Mango	750 ml	1		Galliano	375 ml	1
Cruzan Pineapple	750 ml	2		George Dickel 8 year	750 ml	2
Cruzan Strawberry	750 ml	2		George Dickle Rye	750 ml	2
Cruzan Vanilla	750 ml	0		Goldslager	750 ml	1
D'Usse Cognac	375 ml	3		Grand Marnier	375 ml	1
Dailey's Strawberry Daq	1 liter	15		Grand Marnier	750 ml	1
Deep Eddy Cranberry	750 ml	2		Grande Canadian	1.75 liter	13
Deep Eddy Grapefruit	750 ml	2		Grey Goose	375 ml	13
Deel Eddy Lemon	750 ml	2		Grey Goose	750 ml	12
Dekuyper Apple Pucker	750 ml	7		Grey Goose	1.75 Liter	2
Dekuyper Buttershots	750 ml	8		Heaven Hill Bonded	750 ml	2
Dekuyper Cre de Banana	1 liter	2		Heaven Hill Grain to Gls	750 ml	1
Dekuyper Cre de Coc Lt	750 ml	0		Hennessy Vs	375 ml	12
Dekuyper Cre de Coc Drk	750 ml	1		Hennessy Vs	750 ml	9
Dekuyper Cre de men lt	705 ml	0		High West Bourbon	750 ml	6
Dekuyper Cre de men drk	750 ml	2		High West Rye	750 ml	1
Dekuyper Grape Pucker	750 ml	3		Hypnotiq	750 ml	2
Dekuyper Hot Damn	750 ml	6		Irish Most	750 ml	2
Dekuyper Orange Curaco	750 ml	1		Jagermeister	50 ml	10
Dekuyper Peachtree	750 ml	6		Jagermeister	200 ml	0
Dekuyper Watermelon	750 ml	4		Jagermeister	375 ml	0
Deola Berry	750 ml	1		Jagermeister	750 ml	8
Dewars Scotch	375 ml	1		Jagermeister	1.75 Liter	1
Dewars Scotch	750 ml	3		Jim Beam	50 ml	69
Dewars Scotch	1.75 liter	1		Jim Beam	375 ml	59
Don Julio 1942	750 ml	1		Jim Beam	1.75 Liter	53
Don Julio Reposado	750 ml	1		Jim Beam Apple	50 ml	21
Don Julio Silver	750 ml	5		Jim Beam Apple	375 ml	39
Elijah Craig Small Batch	50 ml	12		Jim Beam Black	375 ml	10
Elijah Craig Small Batch	750 ml	2		Jim Beam Devil Cut	750 ml	2
Elijah Craig Toasted	750 ml	1		Jim Beam Fire	50 ml	21
SOUTHERN GLAZER	**PACKAGE**	**Quantity**		**SOUTHERN GLAZER**	**PACKAGE**	**Quantity**
Jim Beam Fire	375 ml	3		Ole Smoky Apple Pie	50 ml	1
Jim Beam Honey	50 ml	41		Ole Smoky Apple Pie	750 ml	3
Jim Beam Honey	375 ml	5		Ole Smoky Banana Pud	750 ml	3

Jim Beam Peach	50 ml	28		Ole Smoky Blackberry	50 ml	5
Jim Beam Peach	375 ml	33		Ole Smoky Blackberry	750 ml	2
Jim Beam Pineapple	50 ml	24		Ole Smoky Butter Pecan	50 ml	3
Jim Beam Pineapple	375 ml	24		Ole Smoky Butter Pecan	750 ml	3
Johnnie Walker black	750 ml	3		Ole Smoky Cherries	750 ml	3
Johnnie Walker Blue	750 ml	1		Ole Smoky Cook & Crem	750 ml	5
Johnnie Walker Red	375 ml	1		Ole Smoky Mint Choco	750 ml	4
Johnnie Walker Red	750 ml	3		Ole Smoky Peach	750 ml	2
Johnnie Walker Red	1.75 liter	6		Ole Smoky Peanut Butter	50 ml	13
Kamora	750 ml	4		Ole Smoky Peanut Butter	750 ml	12
Kessler	200 ml	2		Ole Smoky Salted Caram	50 ml	2
Kessler	375 ml	3		Ole Smoky Salted Caram	750 ml	3
Kessler	750 ml	4		Ole Smoky Strwb Cr	50 ml	9
Kessler	1.75 liter	16		On The Rocks Cosmo	375 ml	1
Ketel One	750 ml	6		Ouzo	750 ml	1
Ketel One	1.75 liter	1		Parrot Bay Coconut	50 ml	8
Knob Creek	375 ml	3		Patron El Cielo	750 ml	3
Knob Creek	750 ml	2		Patron Reposado	750 ml	1
Knob Creek Rye	750 ml	5		Patron Silver	50 ml	4
Knob Creek Single Bar	750 ml	6		Patron Silver	375 ml	12
Laphroaig 10 year	750 ml	2		Patron Silver	750 ml	8
Larceny Barrell Proof	750 ml	1		Presidente Brandy	750 ml	2
Leroux Blackberry Brndy	750 ml	1		Red Stag	50 ml	170
Licor 43	750 ml	8		Red Stag	375 ml	59
Licor 43 Chocolate	750 ml	4		Romana Sambuca Dark	750 ml	2
Makers Mark	750 ml	14		Romana Sambuca Light	750 ml	2
Makers Mark	1.75 liter	4		Rumpleminze	50 ml	27
Makers Mark 46	750 ml	7		Rumpleminze	750 ml	5
Midori	750 ml	2		Russell Reserve Single	750 ml	1
Old Crow	1.75 liter	13		Russell 10 year	750 ml	2
Old Overholt	750 ml	4		Sauza Hacienda Repo	1 Liter	2
Old Overholt 100	750 ml	2		Sauza Hacienda Silver	1 Liter	7
SOUTHERN GLAZER	**PACKAGE**	**Quantity**		**SOUTHERN GLAZER**	**PACKAGE**	**Quantity**
Sauza Hornito Repo	750 ml	7		Sunny D Tangy Oran	4 Pack	4
Sauza Tres Generacion	705 ml	2		Svedka Blue Rasp	750 ml	1
Seagrams 7 Crown	200 ml	4		Svedka Cherry Lime	750 ml	2
Seagrams 7 Crown	375 ml	4		Svedka Mango Pine	750 ml	8

Seagrams 7 Crown	750 ml	3		Svedka Vodka	50 ml	30
Seagrams 7 Crown	1.75 liter	18		Svedka Vodka	375 ml	3
Seagrams VO	1.75 liter	5		Svedka Vodka	750 ml	7
Skyy Cosmo	375 ml	4		Svedka Vodka	1.75 Liter	15
Skyy Vodka	50 ml	31		Tanqueray Gin	50 ml	11
Skyy Vodka	750 ml	6		Tanqueray Gin	750 ml	12
Skyy Vodka	1.75 liter	22		Tanqueray Gin	1.75 Liter	5
Smirnoff 100 Proof	375 ml	4		The Duke Founders	750 ml	1
Smirnoff 100 Proof	750 ml	14		The Duke Bourbon	750 ml	0
Smirnoff Blue Rasp	50 ml	3		Titos Vodka	50 ml	102
Smirnoff Blueberry	750 ml	2		Titos Vodka	200 ml	25
Smirnoff Caramel	750 ml	12		Titos Vodka	375 ml	17
Smirnoff Cherry	750 ml	4		Titos Vodka	750 ml	35
Smirnoff Citrus	750 ml	3		Titos Vodka	1.75 Liter	26
Smirnoff Cucmber Lime	750 ml	4		Whistle Pig 10 year	750 ml	2
Smirnoff Orange	750 ml	5		Whistle Pig 6 year Bourb	750 ml	4
Smirnoff Peach	750 ml	14		Wild Turkey 101	50 ml	7
Smirnoff Peach Lemon	50 ml	9		Wild Turkey 101	200 ml	2
Smirnoff Raspberry	750 ml	15		Wild Turkey 101	375 ml	6
Smirnoff RWB	750 ml	2		Wild Turkey 101	750 ml	3
Smirnoff Strawberry	750 ml	7		Wild Turkey 101	1.75 Liter	5
Smirnoff Vanilla	750 ml	6		Wild Turkey Honey	50 ml	6
Smirnoff Vodka	50 ml	261		Wild Turkey Honey	750 ml	6
Smirnoff Vodka	200 ml	43		Wild Turkey Rare Breed	750 ml	1
Smirnoff Vodka	375 ml	20		Yukon Jack	50 ml	2
Smirnoff Vodka	750 ml	12		Yukon Jack	750 ml	2
Smirnoff Vodka	1.75 liter	6		Zing Zang RTD BM	4 Pack	5
Smirnoff Watermelon	750 ml	8		Zing Zang Blazing	1.75	15
Smirnoff Whipped Cream	750 ml	17		Zing Zang Blood Mary	1 Liter	10
St. Germaine	375 ml	2		Zing Zang Blood Mary	1.75 Liter	3
Sunny D Orange/Straw	4 Pack	4				
SOUTHERN GLAZER	**PACKAGE**	**Quantity**		**SOUTHERN GLAZER**	**PACKAGE**	**Quantity**
14 Hands Cabernet	750 ml	5		Angel's Envy Triple Oak	750 ml	3
14 Hands Hot to Trot	750 ml	9		Meiomi Red Blend	750 ml	12
Blue Nun Riesling	750 ml	2		Meiomi Sauv Blanc	750 ml	12
Chat St. Michelle Riesling	750 ml	5				
Chocolate Shop Wine	750 ml	1				

Cupcake Moscato	750 ml	1				
Dreaming Tree Crush	750 ml	3				
Fairbanks Cream Sherry	750 ml	2				
Fairbanks Red Port	750 ml	2				
Fairbanks Sherry	750 ml	2				
Franzia Cabernet	5 Liter	4				
Franzia Chardonnay	5 Liter	4				
Franzia Chillable Red	5 Liter	7				
Franzia Moscato	5 Liter	3				
Gekkekan Plub	750 ml	3				
Gekkekan Sake	750 ml	8				
Josh Cabernet	750 ml	18				
Josh Chardonnay	750 ml	12				
Josh Pinot Grigio	750 ml	13				
Josh Sauvignon Blanc	750 ml	15				
Kim Crawford Sauv Bl	750 ml	14				
Korbel Brut	750 ml	10				
Martini & Rossi Asti	750 ml	9				
Meiomie Pinot Noir	750 ml	12				
Mogen David Concord	750 ml	6				
Real Sangria	750 ml	2				
Robert Mondavi Cab	750 ml	10				
Robert Mondavi Merlot	750 ml	3				
Woodbridge Cabernet	1.5 liter	4				
Woodbridge Chardonnay	1.5 liter	5				
Woodbridge Merlot	1.5 liter	4				
Yellow Tail Sauv Blanc	750 ml	2				
QUENCH	**PACKAGE**	**Quantity**				
Redstone Mead	750 ml	6				

RESOLUTION NO. 2026

COUNCIL MEMBER --- INTRODUCED THE FOLLOWING RESOLUTION:

WHEREAS, Off the Rail Butchery, dba Blair Meat Market is requesting a Secondary License (Catering) in reference to their Class C (Beer, Winte, Spirits On and Off Sale) Liquor License located at 312 N. 16th St., Blair, NE 68008; and

WHEREAS, Blair Meat Market desires to obtain a Secondary Liquor License from the Nebraska State Liquor Commission to provide catering; and

WHEREAS the City Clerk has reviewed the request and finds that it complies with all the state law requirements; and

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF BLAIR, NEBRASKA, that said Resolution is hereby adopted and approved by the municipality and the Mayor and City Clerk of the City of Blair are hereby authorized and directed to execute the same on behalf of the municipality.

COUNCIL MEMBER ----- MOVED THAT THE RESOLUTION BE ADOPTED AS READ, WHICH SAID MOTION WAS SECONDED BY COUNCIL MEMBER ---. UPON ROLL CALL, COUNCIL MEMBERS -------- VOTING "AYE" AND COUNCIL MEMBERS ---- VOTING 'NAY," THE MAYOR DECLARED THE FOREGOING RESOLUTION PASSED AND APPROVED THIS 14TH DAY OF APRIL 2026.

CITY OF BLAIR, NEBRASKA

BY: _____
MELINDA K. RUMP, MAYOR

ATTEST:

_____
BRENDA WHEELER, CITY CLERK

(SEAL)

STATE OF NEBRASKA)
) ss:
WASHINGTON COUNTY)

BRENDA WHEELER hereby certifies that she is the duly appointed, qualified and acting City Clerk of the City of Blair, Nebraska, and that the above and foregoing Resolution was passed and adopted at a regular meeting of the Mayor and City Council of said City, held on the 14th day of April 2026.

_____
BRENDA WHEELER, CITY CLERK

Nebraska Liquor Control

301 Centennial Mall South - 1st Floor PO Box 95046 Lincoln NE 68508

Application Copy

File Number: 157686

AMENDMENT TYPE	APPLICATION DATE RECEIVED
Add Secondary License	2026-03-19

NEW SECONDARY LICENSE(S)

NAME	DESCRIPTION
Catering (Secondary License)	Catering - This is a secondary license that allows a licensee to submit an application for a Special Designated License event without an additional fee to the state.

QUESTIONS

Secondary License: Catering (Secondary License)

1. Do you intend to apply for multiple Special Designated License this calendar year where you will be serving and/or selling alcohol off your licensed premises? With the Catering Secondary license you will be able to apply for SDLs without an additional fee.

   Yes

APPLICANT

Kevin Barnhill

DECLARATION

☑ I (We) the applicant(s) agree and consent

I declare under penalty of perjury that I have read the contents of this amendment application and, to the best of my knowledge, believe all statements made in this application are true, correct, and complete.

RESOLUTION NO. 2026

COUNCIL MEMBER ---- INTRODUCED THE FOLLOWING RESOLUTION:

WHEREAS, the City of Blair has a lawfully created Police Department;

WHEREAS, pursuant to Nebraska Civil Service Act and the Blair Civil Service Commission Rules and Regulations, a person may be appointed to the Blair Police Department by the Mayor, with the approval of the Blair City Council after a recommendation by the Civil Service Commission;

WHEREAS, the Civil Service met on March 26, 2026, for the purpose of determining an eligibility list for the Blair Police Department appointment of police officers within the Blair Police Department; and

WHEREAS, the Civil Service recommends the following individual to be appointed as members of the Blair Police Department for one (1) opening for a police officer within the Blair Police Department, namely: Ryan Gentry;

NOW, THEREFORE, BE IT RESOLVED that Ryan Gentry is hereby appointed to the Blair Police Department as required by the Blair Civil Service Commission Rules and Regulations and the above resolution is hereby adopted and approved by the municipality and the Mayor and City Clerk of the City of Blair are hereby authorized and directed to execute the same on behalf of the municipality.

COUNCIL MEMBER --- MOVED THAT THE RESOLUTION BE ADOPTED AS READ, WHICH SAID MOTION WAS SECONDED BY COUNCIL MEMBER ---. UPON ROLL CALL, COUNCIL MEMBERS ------- VOTING "AYE" AND COUNCIL MEMBERS --- VOTING 'NAY", THE MAYOR DECLARED THE FOREGOING RESOLUTION PASSED AND APPROVED THIS 14TH DAY OF APRIL 2026.

CITY OF BLAIR, NEBRASKA

BY: _____
MELINDA K. RUMP, MAYOR

ATTEST:

_____
BRENDA WHEELER, CITY CLERK

(SEAL)

STATE OF NEBRASKA)
) ss:
WASHINGTON COUNTY)

BRENDA WHEELER, hereby certifies that she is the duly appointed, qualified and acting City Clerk of the City of Blair, Nebraska, and that the above and foregoing Resolution was passed and adopted at a regular meeting of the Mayor and City Council of said City, held on the 14th day of April 2026.

_____
BRENDA WHEELER, CITY CLERK

Mayor Mindy Rump, Blair City Council Members, and City Administrator, Phil Green

City of Blair City Hall

218 South 16th Street

Blair, NE 68008

Thank you for the opportunity to provide public input regarding the selection of a consulting firm for the updated Blair Comprehensive Plan.

I attended the City Council meeting on March 31, 2026, and listened with great interest to each of the presentations. I have also taken time to review the submitted proposals. I appreciate the City's efforts to bring forward such highly qualified firms for consideration.

Each firm offers distinct strengths:

- Confluence demonstrates a strong track record of relevant work in Nebraska communities similar to Blair.
- Olsson's project manager is based in Kansas, and much of their comparable experience is in Kansas and Missouri.
- Confluence's proposed timeline places research and analysis in Phase One, which I believe provides a solid foundation before extensive public engagement.
- Olsson introduces research and analysis in Phase Two, while placing a significant emphasis on community engagement earlier in the process—an approach that is also valuable.
- Olsson's proposal reflects a robust commitment to community engagement.
- Confluence provides a particularly detailed scope of work, clearly outlining each step of the process and setting strong expectations.

Ideally, I would like to have a combination of Olsson's depth of community engagement with Confluence's local experience and clearly defined process. Both firms presented compelling visions, and it is encouraging to see the level of expertise being considered for Blair's future.

If a preference must be expressed, I would offer a slight preference for Confluence. However, regardless of the final selection, I hope that the City and the chosen firm will incorporate public input and remain open to adapting elements from both proposals to best serve the community.

Blair has an exciting future ahead, and I appreciate the thoughtful consideration being given to this important decision.

Margaret Bulbulian

Dear Mayor, City Council Members, and City Staff,

I was unable to attend the City Council meeting on March 31 but have watched all three presentations on YouTube (many thanks to Blair Radio!). I will also be unable to attend the City Council meeting on April 14; therefore, I am submitting my feedback and recommendations in writing and I hope you will take them into consideration.

I commend the approach of having the three firms (Confluence, JEO, and Olsson) present publicly for the public to hear and interact with. A few notes of what captured my interest:

- **A focus on public input.** All three mentioned it, but I was most impressed by Olsson's explanations of how they would conduct these, including a stated focus of engaging with the youth of the city. Confluence also impressed me and mentioned having a toolbox for engaging students.
- **Experience.** Here, Confluence and Olsson again stood out as having had focus on cities of similar sizes to Blair. I noted Confluence's current engagement with Ashland (a city that has found a tourism advantage that I think Blair could also achieve), but even more notable was Olsson's work on Ashland's 2014 Comprehensive Plan that probably contributed to the city's success.
- **Having an action-oriented plan.** What good is a Comprehensive Plan if it doesn't surface a clear execution plan? I was really drawn to Confluence's promised spreadsheet and website here. JEO also mentioned project scoring and prioritization as a part of their final plan.
- **Financially responsible land use.** I have already spoken to you all about the importance of a value per acre approach and was encouraged by the responses from JEO and Olsson on their previous work with URBAN3 and their knowledge of value per acre calculations. I found Olsson's presentation most compelling, especially their approach to zoning to "allow growth to happen more naturally," and the fact they have a land use expert on staff with value per acre experience.

I hope you will consider all of these elements as part of the firm selection, but also as critical parts of the Comprehensive Plan itself.

When it comes to the firms themselves, based on the presentations and materials provided, my recommendation for selection would be Olsson, followed closely by Confluence.

I greatly appreciate your consideration of my observations and perspective, and the time and service you have provided to the City of Blair.

Thank you

Brian Knudtson

1824 Colfax St, Blair, NE

Outlook

Comp Plan Presentation recommendation

From Jake Loftis
Date Sun 2026-04-12 10:54 PM
To Mindy Rump <mrump@blairne.gov>; Phil Green <pcgreen@blairne.gov>; Rick Paulsen <rpaulsen@blairne.gov>; Kent Long <klong@blairne.gov>; Frank Wolff <fwolff@blairne.gov>; Brent Clark <bclark@blairne.gov>; Kevin Willis <kwillis@blairne.gov>; Kirk Highfill <khighfill@blairne.gov>; Gary Banner <gbanner@blairne.gov>; James Letcher <jletcher@blairne.gov>

Hello City Staff and Council Members,

I know you will be taking a vote on April 14th for selecting the firm to produce our Comprehensive Plan. Unfortunately, this is the same night as my daughter's choir performance.

My personal recommendation: Olsson

I really liked that they did Ashland's 2014 comp plan. (I know Confluence did their 2024 plan, but the plan that informed Ashland today was Olsson's 2014 plan)

Also, I felt that they had the most experience (and insight) when asked about working with Urban 3. Of course, I am a little biased, but I think that having ROI analysis alongside the comp plan will give us a much more informed approach to productive growth. Knowing how to use that information will be key!

My favorite thing that I think made them stand out above the rest was the value that their team placed on the charrette. I think that their 2-day immersive process was a cut above the others.

Thank you,
Jake Loftis

2129 Park St
Blair NE 68008

2026-2027 Comprehensive Plan Final Presentations
Staff Recommendations

City Administrator Phil Green
Top Recommendation: Confluence

I was most impressed with Confluence's emphasis on planning for the future downtown ("The 'Post-Truck' Downtown Vision"; "a generational opportunity to redefine Blair's downtown as a true regional destination"; a plan to facilitate a Downtown Charette) while also identifying and strengthening the unique aspects of Blair. Their written SOQ accurately described Blair's current condition: "the community has been a regional employment powerhouse, but the residential and commercial side hasn't always kept pace." The Confluence team offers a unique mixture of new voices and some who know Blair well (Jacob Garder and Jeff Ray). Finally, they have current & ongoing experience with smaller, rural communities which are experiencing growth and striving to maintain their small-town appeal (Ashland, Springfield, Crete).

Deputy City Administrator Aaron Barrow
Top Recommendation: Confluence or Olsson

Thank you for the opportunity to provide my thoughts following the finalist presentations for the Comprehensive Plan. I have taken some time to reflect on both the Statements of Qualifications and what we heard on March 31, and I wanted to share my perspective candidly as you consider your decision.

First, I want to acknowledge that all three firms—Confluence, JEO, and Olsson—are capable of completing this project. The differences between them are less about qualifications and more about approach and what type of plan we want for Blair.

JEO's proposal and presentation reinforced what we already know about them as a firm. They are strong technically, particularly in infrastructure, transportation, and engineering-related planning. Their SOQ highlighted a well-qualified team, including staff focused on transportation and Safe Streets for All integration, and they clearly have the ability to tie a comprehensive plan to capital improvements and infrastructure planning. That said, their presentation was the weakest of the three. It leaned heavily into process and technical planning and did not come across as particularly compelling from a visioning or community standpoint. My concern would be that the final product, while technically sound, may lack the broader community-driven vision and identity that I think is important for Blair at this stage.

Olsson delivered a very professional and polished presentation. Their team is clearly competent, and they bring a deep, multidisciplinary bench with significant experience in planning, engineering, and infrastructure. Their SOQ demonstrated strong experience with similar communities and a clear, structured approach to completing the plan. I have confidence that

Olsson would produce a comprehensive plan that is thorough, implementable, and well-integrated with our infrastructure and capital planning efforts. Between JEO and Olsson, based on both the written proposals and the presentations, Olsson is the stronger option for this project.

Confluence stood out to me because they approach planning from a different perspective. Their focus on placemaking, community identity, and creating spaces that attract people, particularly young families, and workforce talent—is something Blair needs to be thinking more intentionally about. We have experienced strong industrial growth, but if we want to retain and attract residents, we need to offer more in terms of amenities, quality of life, and overall community experience. Confluence's SOQ and presentation leaned into that, emphasizing visioning, engagement, and creating a plan that reflects how people want to live in Blair. They are a smaller firm, and they do not have the same in-house technical depth as Olsson or JEO. That is a consideration. However, they do have ties to Blair and the Omaha area, and there is real value in collaborating with a firm that understands the local context and can bring a fresh perspective.

If we are looking for a proven, low-risk option with strong technical depth and resources, Olsson is a very solid choice and one I would be comfortable recommending. At the same time, I am genuinely intrigued by Confluence. They bring something different to the table, particularly around placemaking and community identity—and those elements are going to be increasingly important if Blair is going to grow in a balanced way and attract the kind of residents we want to see here. We have worked with both JEO and Olsson on many projects, and we know what to expect. There is value in that. But there is also value in occasionally bringing in a new firm with a different perspective. Ultimately, I would support either Olsson or Confluence. If the Council is most comfortable with experience and technical depth, Olsson is the right choice. If there is interest in taking a slightly different approach that emphasizes placemaking and long-term livability, Confluence deserves serious consideration.

City Clerk Brenda Wheeler
Top Recommendation: Confluence

I am selecting the above firm because I believe their presentation demonstrated a clear understanding of Blair including its regional economic role, housing demand, transportation challenges and growth management needs. In my opinion, they outlined the most impressive or clear phased planning process that emphasized data-driven analysis, extensive public engagement, and infrastructure planning. I was impressed with what they presented for the community engagement and survey methods. I felt their presentation clearly had emphasis on producing an actionable plan to be a practical tool for guiding future policy.

MEMORANDUM

TO: Blair Mayor and City Council

From: CJ Heaton, Deputy City Administrator of Public Works

Date: 4/14/26

Re: Safe Streets For All (SS4A) Comprehensive Safety Action Plan

In 2024, the City of Blair received a $200,000 grant from the US Department of Transportation for a planning grant as part of the Safe Streets for All program. These plans take into consideration a wide array of information. Traffic data, accident data, growth trends, and speeds, all with a goal of increasing traffic safety, for all modes. This is very much a holistic approach to transportation safety. The deliverable for this project will be a comprehensive plan of attack to move Blair towards a goal of zero traffic fatalities. We will have a framework of recommended actions and projects that we can use in the future. With those recommendations, we can then apply for an action grant through the same program to help fund recommended improvements: intersection improvements, pedestrian crossing improvements, and other multimodal projects. There will be significant public involvement in this process to gather input on the community's needs. This project will also work closely with the firm selected to prepare the Comprehensive Plan to ensure the plans complement each other.



Staff requested proposals from any interested firms, following the process for the Comprehensive Plan. Four statements of qualifications were received from the following firms: JEO Consulting Group, Olsson Associates, SEH, and HDR. No monetary amounts were discussed in these proposals; our grant award is well known, and the projects will all meet that threshold.

Senior staff reviewed and scored the qualifications submitted to evaluate which firm could best assist Blair in this process. Staff scores are attached. While each firm provided a great proposal, staff felt that Olsson and SEH had done a better job overall, targeting the proposal to the tasks that we outlined in our request for proposals. We also felt that these firms structured the schedule for the project into each task, providing a clear expectation of how they would meet the intended goals. We also felt that each did a great job of explaining how they intended to assist with designing recommendations that would meet the expected requirements from the Department of Transportation, setting the city of Blair up for success when applying for future grants to complete the identified projects. Ultimately, staff felt that SEH would provide the best possible plan for the city and help put it in a good spot for the next phase of the Safe Streets for All process.

Scorer	JEO	Olsson	SEH	HDR
Barrow	90	90	93	99
Scott	84	83	78	79
Beierman	93	93	98	97
Heaton	92	87	94	90
Green	83	95	93	86
Total	442	448	456	451
Rank	4	3	1	2

City of Blair

Safe Streets for All (SS4A)

Comprehensive Safety Action Plan (CSAP)

Request for Qualifications

SOQ's Due March 13, 2026, to:

PDF Electronic Submissions Preferred

CJ Heaton
Deputy City Administrator of Public Works
City of Blair
218 S 16th Street
Blair, NE 68008
cheaton@blairne.gov

Tentative Council Approval Date
March 24, 2026

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- 9. Terms and Conditions
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1. Project Overview

The City of Blair, Nebraska (City), is requesting Statements of Qualifications (SOQs) from qualified consulting teams to develop a Comprehensive Safety Action Plan (CSAP). The CSAP will serve as the City's roadmap to reduce and ultimately eliminate roadway fatalities and serious injuries for all roadway users, including people walking, biking, rolling, driving, and using transit or school transportation.

2. Background and Purpose

The U.S. Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) program provides funding for planning and implementation initiatives to prevent roadway deaths and serious injuries. The City intends to develop a CSAP that meets the SS4A Action Plan eligibility requirements and positions Blair to pursue future SS4A Implementation Grants.

3. Project Goals and Objectives

The CSAP should be guided by the Federal Highway Administration's Safe System Approach and include, at a minimum:

- A data-driven understanding of traffic safety trends and systemic risk factors within the City.
- Identification of emphasis areas, high-risk corridors, and high-risk intersections for all roadway users.
- Meaningful, equitable engagement with community members and stakeholders, including traditionally underrepresented groups.
- A prioritized, implementable set of strategies and projects across the 3 Es of traffic safety: Engineering, Enforcement, and Education.
- A clear implementation plan with cost estimates, phasing, performance measures, and roles/responsibilities.
- An updated trails plan and map.
- A final CSAP document suitable for adoption by City Council and use in future grant applications.

4. Scope of Services

The Consultant is encouraged to be creative and propose a methodology that meets SS4A Action Plan requirements. The following tasks represent the City's anticipated scope; Respondents may propose refinements or additional optional tasks.

Task 1: Stakeholder and Public Engagement

The Consultant shall prepare and implement an equitable and authentic engagement strategy to gather community input and build local ownership of the CSAP.

- Develop an engagement plan that includes outreach to residents, businesses, schools, emergency services, and regional partners.
- Identify communities disproportionately impacted by traffic risks and ensure representation and feedback from underrepresented groups.
- Conduct a transportation safety survey.
- Facilitate a minimum of four (4) public meetings in accessible locations (virtual options may supplement). Ideally, one in each ward within Blair.
- Coordinate with a City-identified project steering group/task force for project direction and review.
- Summarize engagement activities, participation, feedback received, and how feedback is incorporated into the CSAP.

Task 2: State of Practice, Policy, and Data Review

The Consultant shall review existing plans, programs, policies, and practices related to transportation safety and assess available data for quality and completeness.

- Community Demographics in relation to transportation.
- Review local, regional, and statewide transportation safety plans and initiatives and identify opportunities for coordination.
- Inventory existing City policies, design standards, and processes that influence safety outcomes.
- Assess available datasets (crash, roadway, traffic, land use, demographics, school travel, freight, etc.) and identify gaps.
- Recommend best-practice analysis strategies and any additional data collection needs.

Task 3: Crash and Safety Analysis

The Consultant shall conduct a comprehensive crash and safety analysis for at least the most recent five (5) years to identify key safety issues, trends, and contributing factors.

- Analyze crash locations, severity, roadway user types, and contributing factors.
- Identify systemic risk factors, including speed, roadway design, lighting, intersection controls, crossings, and railroad interfaces.
- Identify Emphasis Areas, High-Risk Corridors, and High-Risk Intersections based on fatal and serious injury crash history.
- Develop maps, summaries, and baseline performance measures suitable for public-facing and technical reporting.

Task 4: Countermeasures and Strategy Development

The Consultant shall identify and evaluate countermeasures and strategies aligned with the Safe System Approach and the 3 Es of traffic safety.

- Develop a countermeasure toolkit addressing engineering, enforcement, and education strategies.
- Link strategies to federal performance measures and identify how progress will be tracked over time.
- Incorporate proven safety countermeasures and systemic approaches (not solely spot-location fixes).
- Coordinate with stakeholders to refine recommended strategies and ensure feasibility.

Task 5: Implementation Plan and Programs

The Consultant shall develop an implementation plan to guide near-, mid-, and long-term actions and establish a pipeline of projects for future grant applications.

- Develop a prioritized list of projects and programs, including conceptual improvements and conceptual opinion of probable costs, with annual inflation estimations.
- Create a project readiness timeline (short-term: up to 5 years; mid-term: 5–10 years; long-term: 10+ years).
- Identify roles and responsibilities for implementation, including partner agencies where applicable.
- Develop recommendations for education and enforcement programs aligned with the CSAP.

Task 6: Draft and Final Comprehensive Safety Action Plan

The Consultant shall prepare an administrative draft CSAP for City review and comment, and then prepare a final CSAP suitable for City Council adoption.

- Prepare an administrative draft CSAP in electronic PDF format.
- Incorporate City comments and prepare a final CSAP with clear graphics, maps, and plain-language summaries.
- Provide presentation materials for final review and adoption, if included in the Consultant's approach.

Task 7: Executive Summary / Fact Sheet

Upon completion of the CSAP, the Consultant shall develop a concise executive summary or fact sheet in PDF format that is highly visual and suitable for public distribution.

Task 8: Project Closeout and Data Transfer

The Consultant shall provide the City with all data, GIS files, analysis outputs, meeting summaries, and technical appendices generated during the project.

5. Deliverables

- Public Engagement Summary Memo
- Schedule of deliverables and public meetings
- State of Practice / Policy and Data Review Memo
- Crash and Safety Analysis Report (including maps)
- Countermeasure Toolkit and Strategy Framework
- Transportation Equity Review Summary
- Implementation Plan with cost estimates and phasing
- Administrative Draft CSAP (PDF)
- Final CSAP (PDF and editable source files)
- Executive Summary / Fact Sheet (PDF)
- Project data package (GIS, spreadsheets, analysis files, etc.)

6. Project Schedule

The City anticipates awarding a contract in March of 2026 and completing the CSAP within approximately 9–12 months after Notice to Proceed. Respondents shall propose a schedule including key milestones, meetings, and deliverables.

7. RFQ Submittal Requirements

To assist the City in evaluating your submission, please include the information below. Responses should be concise while addressing all requirements.

7.1 – General Information

- Name and address of firm(s)
- Primary contact name, title, phone, and email
- Number of years in business
- Total number of employees
- Identify any proposed subconsultants and their roles
- Identify the Project Manager and key staff
- Describe each person’s role and percent availability
- Provide an organizational chart

7.2 – Qualifications and Relevant Experience

- Demonstrate experience developing SS4A Action Plans / Safety Action Plans
- Demonstrate experience with crash analysis and Safe System Approach
- Demonstrate experience with equitable engagement and working with small-to-mid-sized communities

7.3 – Project Understanding and Approach

- Describe your proposed methodology for completing the tasks in Section 4
- Describe perceived opportunities, challenges, and priorities for Blair
- Describe data sources, tools, and expected outputs (maps, dashboards, etc.)

7.4 – Proposed Schedule

- Provide a detailed schedule with tasks, milestones, and deliverables

7.5 – References & Conflict of Interest and Disclosures

- Provide three (3) references for similar projects
- Include reference name, title, agency, phone, email, and brief description
- Disclose any conflicts of interest
- Disclose any debarment/suspension status
- Disclose any relevant litigation or contract terminations

8. Evaluation and Selection Process

A City selection committee will review SOQs for completeness and evaluate responsive submissions based on the criteria below. The City may invite a short list of the highest-ranked firms for interviews.

Proposed Evaluation Criteria: 100 points total

- Qualifications and experience (30 Points)
- Project team and qualifications (25 Points)
- Project understanding and approach (25 Points)
- References and past performance (15 Points)
- Quality and completeness of submittal (5 Points)

9. Terms and Conditions

This RFQ does not commit the City to award a contract or pay any costs incurred in the preparation of a response. The City reserves the right to reject any and all responses, waive informalities, and negotiate with the highest-ranked firm.

10. Communications and Questions

All questions, clarifications, and communications concerning this RFQ shall be submitted via email to the City's designated Point of Contact. Or through the city's online bid portal at Beacon Bid

Designated Point of Contact:

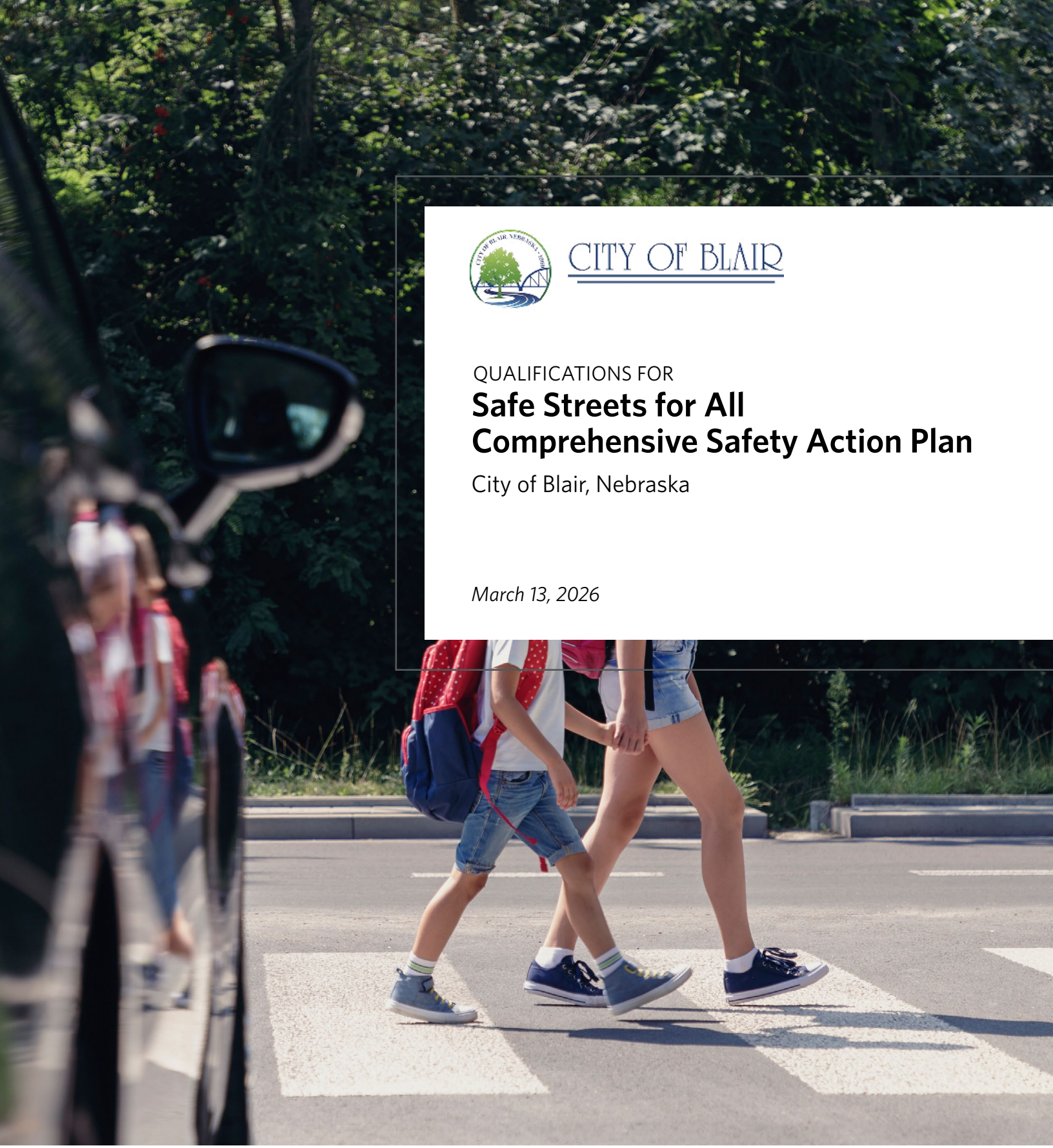
Name: CJ Heaton

Title: Deputy City Administrator of Public Works

Email: Cheaton@blairne.gov

Phone: 402 426 6695

Subject Line: RFQ – Comprehensive Safety Action Plan (CSAP)



CITY OF BLAIR

QUALIFICATIONS FOR

Safe Streets for All Comprehensive Safety Action Plan

City of Blair, Nebraska

March 13, 2026

HDR

March 13, 2026

CJ Heaton
Deputy City Administrator of Public Works
218 S 16th Street
Blair, NE 68008

RE: REQUEST FOR QUALIFICATIONS FOR
SAFE STREETS FOR ALL COMPREHENSIVE SAFETY ACTION PLAN

CONTACT
Jon Markt, PE, RSP$_1$
Project Manager
402.399.1080
Jonathan.Markt@hdrinc.com
1917 S 67th Street
Omaha, NE 68106

To CJ Heaton and Members of the Selection Committee,

Our team is excited for the opportunity to partner with you on the City of Blair Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan (CSAP). We recognize what a tremendous opportunity this effort represents for the citizens of Blair. **Our team offers City staff the following key strengths to support a smooth planning process and ultimately a safer community:**

- **Local Presence, Recognized Expertise.** Our firm has both work history and proximity to Blair. We've had the opportunity to serve you before, and we want to see Blair thrive. Our local ties reflect shared values and an understanding of how to strategize and prioritize Blair's needs. While we are local, we have also assembled a team of safety industry experts informed by best practices from communities across the US to support your community's needs, as demonstrated in our safety planning work for Nebraska communities. Our Project Manager, **Jon Markt,** is heavily involved in local safety planning in his hometown of Omaha and, as HDR's Transportation Safety Program Manager, provides safety thought leadership for the dozens of safety plans HDR leads across the Midwest and the country.

- **Future Grant Pursuits.** Project funding is always in short supply, and recommendations from the CSAP are only meaningful if they can be implemented. We've included **Jessica Hekter,** HDR's expert in grant administration and funding and a former FHWA employee through several Executive Branch administrations, to help navigate the evolving Federal landscape and pinpoint CSAP recommendations with the highest potential for future discretionary funding. This process will help the City identify projects that fit within existing funding constraints and begin implementing the CSAP recommendations.

- **Engagement Team Excellence.** We understand the importance of effective engagement and collaboration with stakeholder groups and the public. Existing data and safety analyses will guide the study, but understanding community needs and first-hand knowledge of the corridors citizens use every day is essential to completing this CSAP. Our strategic communications team includes 17 Omaha-based professionals who provide locally tailored outreach and deliver the feedback needed to support plan development, including our Strategic Communications Lead, **Delani Watkins,** who has successfully led several CSAP efforts in Nebraska.

Our enclosed proposal provides more details on our approach and qualifications to develop this plan. We look forward to the opportunity to further discuss your needs and our ideas. If you have any questions, please contact Jon Markt at 402.399.1080 or Jonathan.Markt@hdrinc.com.

Sincerely,
HDR Engineering, Inc.

Jon Markt, PE, RSP$_1$
Project Manager

General Information



Firm Profile & History

In 1917, Henningson Engineering Company was founded in Omaha, Nebraska, adding value to the local community and inspiring positive change in neighboring states. Our entrepreneurial spirit continued into the 1990s, as our employee-ownership energized the company. Today we push forward as HDR Engineering, Inc.

Today, HDR has more than 14,000 employee-owners located around the world. Nearly 1,200 employees live and work in Nebraska. Our Nebraska-based staff are engaged as citizens of the State and participate in many important associations that help us understand the needs of Blair and communities across Nebraska. HDR is a firm of highly experienced professionals who specialize in many disciplines. We provide tailored, strategic solutions that are innovative, cost-effective, and sustainable.

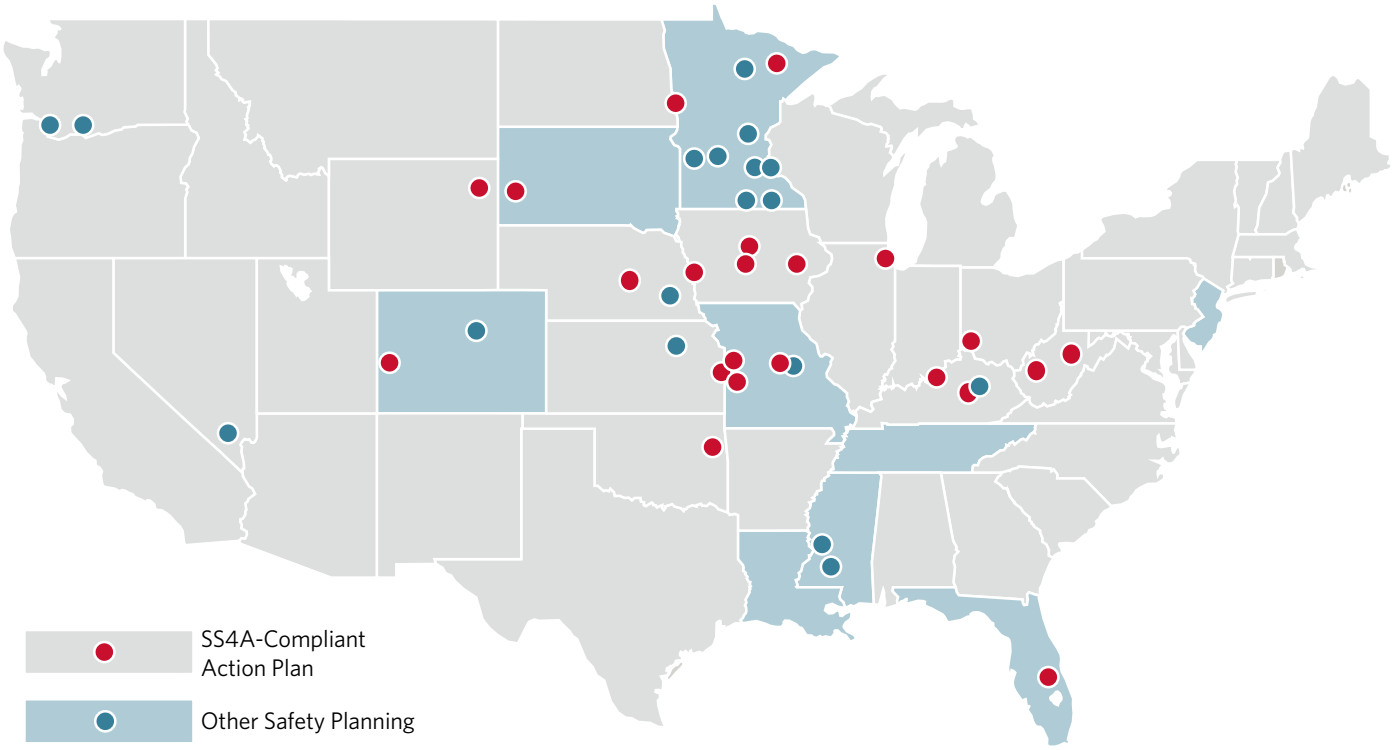
Our engineering services that support the elimination of traffic fatalities and severe injuries include:

- Project Management
- Facilitation
- Equity Impact Analysis
- Best Practices Review
- Safety Analysis
- Multimodal Analysis
- Geographic Information Systems
- Branding
- Data Analysis
- Public Outreach
- Stakeholder Outreach
- Plan Development
- Strategy Development
- Target Development
- Vision Setting
- Design, Funding, & Implementation
- Feedback & Evaluation

National Safety Action Plan Experiences

HDR's experience helping communities create safer conditions for the traveling public spans across the country. **FIGURE 1** below illustrates the states and cities where HDR staff have supported safety planning efforts of various types. This depth of experience allows us to draw on our national network for insight into the complexities that may arise during your plan's implementation.

FIGURE 1: HDR'S NATIONAL SAFETY PLANNING EXPERIENCE





The Right Team for Blair

Our goal is to engage the best minds and resources to deliver the right solution for you. We do this by combining proven processes, systems, and expertise to form a cohesive project team. We provide an unmatched depth of transportation safety planning resources in the area and look forward to partnering with City staff to implement the community's vision for a safer transportation system.

Team Leadership

Our Project Manager, **Jon Markt,** is based in our Omaha office. Jon is a recognized leader in Safety Action Plan development, having led plans in Omaha as well as small communities such as Columbus (NE), Ames (IA), Grimes (IA), and Rock Springs (WY), and in helping clients secure additional safety and transportation funds in places like the Des Moines metro (IA) and Lincoln (NE). As Project Manager, Jon will support the City in establishing a successful project vision, serve as the primary point of communication, and facilitate the development of key study products and the quality control process. Shown in **FIGURE 2,** Jon has built a team skilled in creating Safety Action Plans and will leverage this team to provide the City with strategic, timely, and high-quality service. All members of our team were hand-picked for the expertise they bring to the project. Our task leads and supporting staff were selected for their qualifications and their ability to support Jon with project leadership as needed.

FIGURE 2: ORGANIZATIONAL CHART

Principal-in-Charge
Brian Ray, PE (NE)

Project Manager
Jon Markt, PE (NE), RSP$_1$

Senior Advisors
Doug Bisson
Mike Forsberg, PE (NE, IA), PTOE

SAFETY ACTION PLAN & IMPLEMENTATION

Lead
Kevin Brown, PE (NE), PTOE

Grant Implementation
Jessica Hekter, AICP

Complete Streets Considerations
Chris Podany, PE (NE)

Bike & Pedestrian Considerations
Mindy Moore, AICP

Plan Development
Morgan Buckmaster, PE (NE)

Crash Analysis
Eric Weber

STRATEGIC COMMUNICATIONS

Lead
Delani Watkins

Graphics/Web Engagement
Liz George

Law Enforcement Coordination & Outreach
Brian Stolley, RSP$_1$



"The HDR team did an outstanding job in organizing, planning, administering and executing this project in developing the Active Transportation Plan. The plan developed is comprehensive, well organized, and visionary."

— Saddle Up, Cody! Active Transportation Plan Committee Member

Key Staff Resumes



PROJECT MANAGER

Jon Markt, PE, RSP[1]

Jon is HDR's Transportation Safety Program Manager responsible for assisting agencies with strategy and delivery of safety-focused infrastructure projects and programs. Jon possesses strong and diverse technical capabilities including traffic safety analysis, selection of countermeasures, and use and development of safety software. Jon's 15 years pushing boundaries in the transportation industry has garnered him roles on respected national panels in safety and secured over $100M in federal funds for safety critical infrastructure projects.

RELEVANT EXPERIENCE

- City of Columbus, SS4A Safety Action Plan
- Des Moines Area MPO, SS4A Comprehensive Safety Action Plan
- Metropolitan Area Planning Agency (MAPA), SS4A Comprehensive Safety Action Plan & Public Outreach
- Ames Area MPO, SS4A Comprehensive Safey Action Plan & 2050 Metropolitan Transportation Plan (MTP) Update
- City of Rapid City, SS4A Safety Action Plan

INDUSTRY TENURE
15 years | 12 years at HDR

REGISTRATIONS
Professional Engineer (NE)
Road Safety Professional Certification

OFFICE LOCATION
Omaha, NE



SAFETY ACTION PLAN & IMPLEMENTATION LEAD

Kevin Brown, PE, PTOE

Kevin is a Traffic Engineer specializing in traffic analysis, safety, and design. He has experience in traffic impact analysis, traffic simulation, signal timing, corridor analysis, travel time reliability analysis, and signal design. Recently, he has been managing corridor signal retiming and handling field observations to signal timing development to field implementation and fine turning. He has also been managing corridor improvement projects focusing on traffic operations and safety improvements. Other safety work has taken him around the country assisting with problem locations, alternatives analysis, and benefit-cost analysis.

RELEVANT EXPERIENCE

- City of Columbus, SS4A Safety Action Plan
- City of Rapid City, SS4A Safety Action Plan
- MAPA, SS4A Comprehensive Safety Action Plan & Public Outreach
- Chicago Metropolitan Agency for Planning, Lake City SS4A Safety Action Plan

INDUSTRY TENURE
11 years | 9 years at HDR

REGISTRATIONS
Professional Engineer (NE)
Professional Traffic Operations Engineer (US)

OFFICE LOCATION
Omaha, NE



STRATEGIC COMMUNICATIONS LEAD

Delani Watkins

As a Strategic Communications Coordinator, Delani is responsible for supporting efforts to produce work to serve the needs of her clients. Delani is passionate about connecting communities to projects, and she accomplishes this through developing and implementing communications strategy and advocating for new methods to turn complex ideas into clear, compelling messages. Delani brings a detail-driven approach to project storytelling, content development, and strategic planning.

RELEVANT EXPERIENCE

- City of Columbus, SS4A Safety Action Plan
- City of Omaha, Pedestrian Safety Series (Signal Operations)
- MAPA, SS4A Comprehensive Safety Action Plan & Public Outreach
- Des Moines Area MPO, SS4A Comprehensive Safety Action Plan
- Nebraska Department of Transportation (NDOT), Palmyra East & West
- NDOT, N-66 Connection in Louisville

INDUSTRY TENURE
3 years | 3 years at HDR

OFFICE LOCATION
Omaha, NE



PRINCIPAL-IN-CHARGE

Brian Ray, PE

Brian is a Senior Transportation Engineer specializing in transportation planning and traffic operations. He provides leadership and guidance on the delivery of traffic engineering and transportation planning projects throughout the Midwest. Brian's leadership guides multimodal mobility strategies that strike a balance between mobility, connectivity and safety needs.

RELEVANT EXPERIENCE

- Ames Area MPO, SS4A Comprehensive Safey Action Plan & 2050 MTP Update
- City of Blair, 2005 Comprehensive Plan and Long Range Transportation Plan (LRTP)



SENIOR ADVISOR

Doug Bisson

Doug serves as HDR's Urban Planning and Design Principal and has expertise in urban design and redevelopment. He is an expert in bringing together city leaders, business owners and residents to stimulate economic development and neighborhood revitalization through environmentally friendly, pedestrian-oriented, mixed-use development practices.

RELEVANT EXPERIENCE

- City of Blair (JEO), Blair Comprehensive Plan
- Nebraska Philanthropic Trust, Lutheran Family Services Dana Village



SENIOR ADVISOR

Mike Forsberg, PE, PTOE

Mike is a Project Manager and Senior Traffic Engineer with 20 years of experience delivering transportation planning studies, corridor studies, safety studies, signal retiming, transit studies, site improvement studies, traffic impact studies, and State procedural guidance materials. His task experience includes traffic operations analysis, traffic simulation, traffic forecasting, crash analysis, multimodal review and evaluation, traffic design, and signal timing.

RELEVANT EXPERIENCE

- City of Columbus, SS4A Safety Action Plan
- Ames Area MPO, SS4A Comprehensive Safey Action Plan & 2050 MTP Update



GRANT IMPLEMENTATION

Jessica Hekter, AICP

In addition to more than two decades of professional experience specializing in transportation issues and initiatives, Jessica serves as the Iowa/Nebraska grant lead for HDR, providing critical client input for discretionary grants. She has assisted state DOTs and municipal clients in securing and administering millions of dollars in federal funding throughout her career.

RELEVANT EXPERIENCE

- Des Moines Area MPO, SS4A Comprehensive Safey Action Plan
- City of Columbus, SS4A Safety Action Plan



COMPLETE STREETS CONSIDERATIONS

Chris Podany, PE

Chris is a Transportation Engineer, specializing in construction staging, corridor modeling, geometric layouts, and plan set production. He has worked with state DOTs and local municipalities and is passionate about helping communities build safe, effective, and resilient infrastructure. By engaging stakeholders to find common language, Chris has the ability to integrate his problem solving and communication skills into his projects.

RELEVANT EXPERIENCE

- City of Columbus, SS4A Safety Action Plan



BIKE & PEDESTRIAN CONSIDERATIONS

Mindy Moore, AICP

Mindy is a Senior Transportation Planner and Project Manager with 25 years of public and private experience specializing in bicycle and pedestrian facilities. She skillfully coalesces stakeholder and public engagement efforts with technical design expertise to create supported and implementable plans.

RELEVANT EXPERIENCE

- MPOJC, SS4A Safety Action Plan
- Des Moines Area MPO, SS4A Comprehensive Safey Action Plan
- City of Columbus, SS4A Safety Action Plan



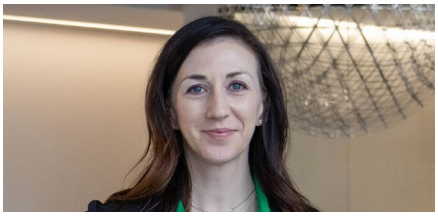
PLAN DEVELOPMENT

Morgan Buckmaster, PE

Morgan is a Transportation Engineer with experience in traffic engineering, transportation planning and safety analysis. Morgan has experience working on several safety action plans throughout Nebraska and Iowa.

RELEVANT EXPERIENCE

- City of Columbus, SS4A Safety Action Plan
- Ames Area MPO, SS4A Comprehensive Safey Action Plan & 2050 MTP Update
- City of Rapid City, SS4A Safety Action Plan



GRAPHICS/WEB ENGAGEMENT

Liz George

Liz is an experienced graphic designer, specializing in various print design strategies. As a multimedia designer, Liz continues to stay adept at using the industry's best practices and innovations for development and coordination of successful print and web-based materials.

RELEVANT EXPERIENCE

- City of Columbus, SS4A Safety Action Plan
- Des Moines Area MPO, SS4A Comprehensive Safey Action Plan

  Metropolitan Planning Organization of Johnson County (MPOJC), SS4A Safety Action Plan



CRASH ANALYSIS

Eric Weber

As a Senior Data Scientist, Eric develops data analytics, modeling platforms, and data-backed solutions. His work includes travel demand modeling, freight planning, traffic incident management and traffic safety. His background is in geospatial analysis, remote sensing, GIS and geospatial data models with experience in scalable applied machine learning and predictive modeling.

RELEVANT EXPERIENCE

- City of Columbus, SS4A Safety Action Plan
- MPOJC, SS4A Safety Action Plan
- Des Moines Area MPO, SS4A Comprehensive Safey Action Plan



LAW ENFORCEMENT COORDINATION & OUTREACH

Brian Stolley, RSP[1]

Brian is a TIM and Transportation Systems Management and Operations (TSMO) Specialist with over 20 years of experience working in law enforcement, retiring almost two years ago as a Sergeant with the La Vista Police Department in Nebraska. This field experience allows Brian to easily build and bridge relationships with emergency responders.

RELEVANT EXPERIENCE

- NDOT, Statewide TIM Program
- Ames Area MPO, SS4A Comprehensive Safey Action Plan & 2050 MTP Update

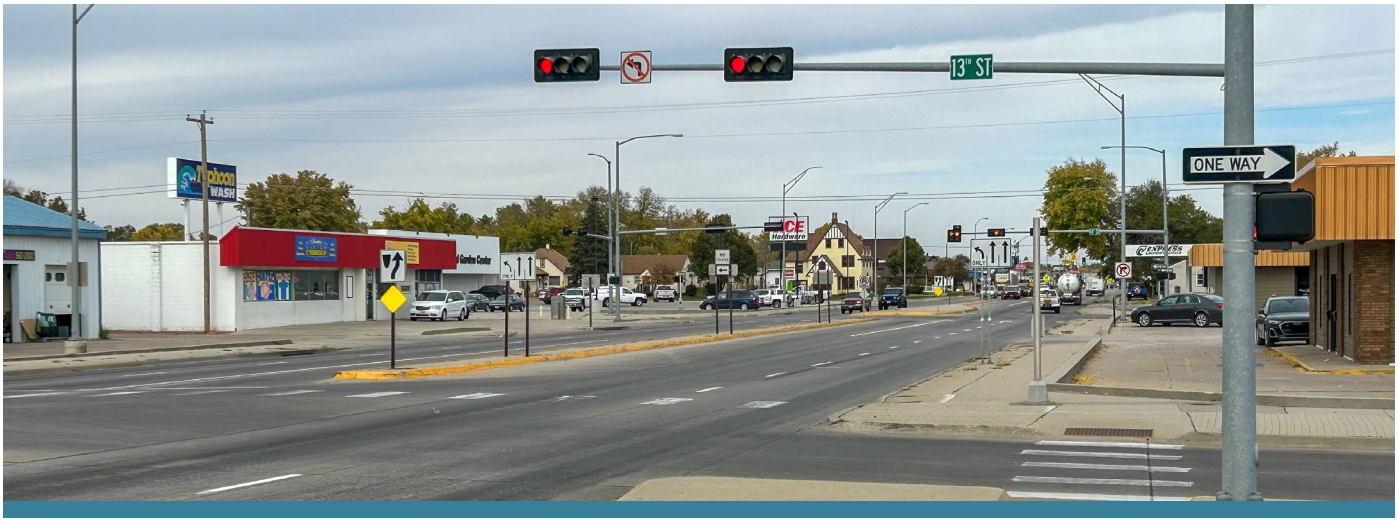
Workload & Availability

We are excited and fully committed to working with the City. Anticipated availability (through the life of the contract for the assigned staff) are outlined in **TABLE 1**. With over 200 transportation professionals in our Nebraska and Iowa offices and experts across the country, we have ample resources to manage and staff multiple projects simultaneously. **We have more than sufficient capacity to meet the requirements of this contract.**

TABLE 1: TEAM MEMBER AVAILABILITY

TEAM MEMBERS	AVAILABILITY
Jon Markt	50%
Kevin Brown	50%
Delani Watkins	50%
Brian Ray	30%
Doug Bisson	20%
Mike Forsberg	30%
Jessica Hekter	40%
Chris Podany	30%
Mindy Moore	40%
Morgan Buckmaster	50%
Eric Weber	40%
Liz George	50%
Brian Stolley	40%

Qualifications & Relevant Experience



RELEVANT FEATURES

- Small community
- Presence of NDOT highways within community necessitate inter-agency partnership
- Project concepts clearly defined

☑ SIMILAR FOCUS AREA

☑ Crash Analysis
☑ Safe System Approach
Equitable Engagement

KEY PERSONNEL

- Jon Markt
- Morgan Buckmaster
- Chris Podany
- Delani Watkins
- Liz George
- Eric Weber
- Mike Forsberg
- Kevin Brown
- Mindy Moore
- Jessica Hekter

CITY OF COLUMBUS, NE

SS4A Safety Action Plan

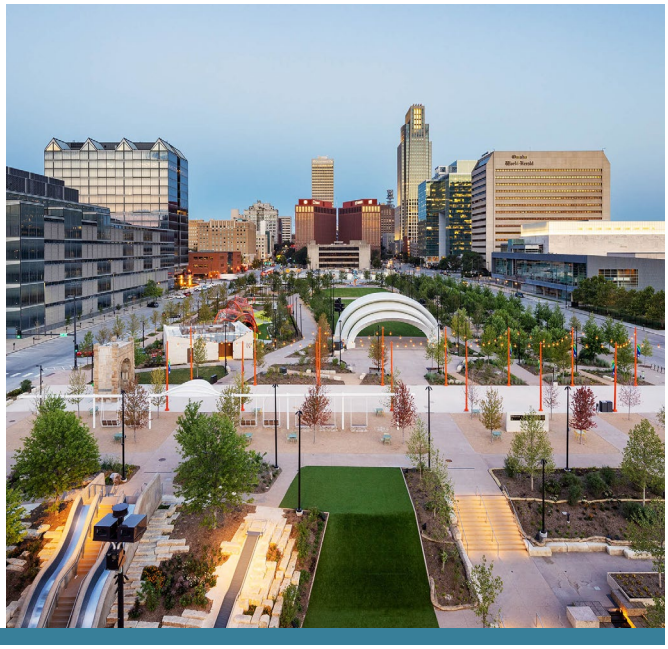
HDR developed the SS4A Safety Action Plan with the City of Columbus. Early in the project, our team quickly created an initial safety understanding that helped show the public that by focusing on 8% of City streets, we could address 90% of fatal and serious-injury crashes. The team used Nebraska crash and geospatial data, identified local and statewide plans, and engaged with the community to identify what works for small-town Nebraska when addressing top safety issues.

Through field visits with City staff, listening sessions with the city council and local businesses, and effective communication tools such as social media and comment mapping, we translated complex safety issues into clear, actionable steps.

As the plan was completed in February 2026, City staff were already submitting a grant application to secure funding to help restore Howard Boulevard as a safer neighborhood street and had begun collaborating with the Nebraska DOT on improvements at key state highway intersections. Building on two of the CSAP's key recommendations, advancing improvements on 8th Street and 33rd Avenue, the City is prepared to use design on 8th Street to help long-time residents age in place and redirect industrial traffic around neighborhoods. The City also now has a clear plan to guide future development, including a shared vision for 33rd Avenue that emphasizes simpler, safer traffic movements, improved Discoverer Trail use, and safer conditions for school students.

The project produced a safety action plan that met the grant requirements and crafted a useful, locally tailored plan that continued into a partnership between the City and HDR continues, supporting efforts to re-envision more vibrant areas near downtown, schools, industry, and places of worship.





RELEVANT FEATURES

- Safety/advisory committee development
- Public and stakeholder engagement
- Policy and practice review
- Safety strategies and implementation guidance
- User-friendly final plan document

SIMILAR FOCUS AREA

- ☑ Safe System Approach
- ☑ Equitable Engagement

KEY PERSONNEL

- Jon Markt
- Morgan Buckmaster
- Delani Watkins
- Liz George
- Kevin Brown
- Jessica Hekter

METROPOLITAN AREA PLANNING ORGANIZATION, GREATER OMAHA AREA, NE

SS4A Comprehensive Safety Action Plan & Public Outreach

MAPA developed a CSAP and Safety Analysis suite with support from multiple consultants, including HDR. HDR strategically led public outreach for the regional plan representing 16 MPO member communities, including small communities such as Springfield, Bennington, and Ralston. HDR guided an innovative co-creation communications strategy that empowered community and advocacy partners to help identify the most effective ways to reach target audiences, including disadvantaged communities, before engagement began.

Our team reached all corners of the metropolitan area through 10 engagement booths, generating significant community buy-in to MAPA's safety planning. We set up engagement booths at local events to go to the community to learn about their needs for safety. HDR continued engagement throughout the project with public open houses, focus groups, one-on-one discussions, and virtual meetings. All outreach efforts supported the development of safety improvement projects that directly benefit the participating communities.

HDR also supported the development of a compendium of existing regional policies and practices and contributed recommendations for updates to improve safety-beneficial policies and processes. This assessment is now a tool available to all member communities through the project-developed CSAP suite, improving awareness of Nebraska state publications and resources. By preparing communities to adopt policies that support access management, complete streets, and traffic calming, HDR's work on policy and process change helps position the next generation of engineering projects to create safer roads for all.

Ultimately, MAPA published an SS4A-compliant CSAP and pursued implementation grant assistance to reduce fatalities and serious injuries.





RELEVANT FEATURES

- Project vision rooted in Midwestern values
- Focus on smart growth, trail considerations, and safety needs driven by highway
- Comparable client, size, and scope

SIMILAR FOCUS AREA

- ☑ Crash Analysis
- ☑ Safe System Approach
- ☑ Equitable Engagement

KEY PERSONNEL

- Jon Markt
- Morgan Buckmaster
- Kevin Brown
- Jessica Hekter

CITY OF RAPID CITY, SD

SS4A Safety Action Plan

HDR prepared the Rapid City SS4A Action Plan, including data collection and analysis, public and stakeholder outreach, a project webpage, safety analysis, and a Safety Action Plan. The plan expanded upon transportation-related goals and objectives from the 2020 Bicycle and Pedestrian Master Plan, Plan Rapid City (the City's Comprehensive Plan), Rapid TRIP 2050 (the MPO's MTP), and other applicable planning studies. The Safety Action Plan components, as required by US DOT, include:

- Leadership commitment and goal setting, including a target date for achieving zero roadway fatalities/serious injuries or an ambitious percentage reduction.
- Planning structure identifying the body responsible for plan oversight.
- Safety analysis of existing conditions and historical trends.
- Engagement and collaboration, including private-sector and community groups.
- Equity considerations.
- Policy and process changes.
- Strategy and project selections, including a prioritized project list with implementation time ranges.
- Progress and transparency measures for tracking results over time.

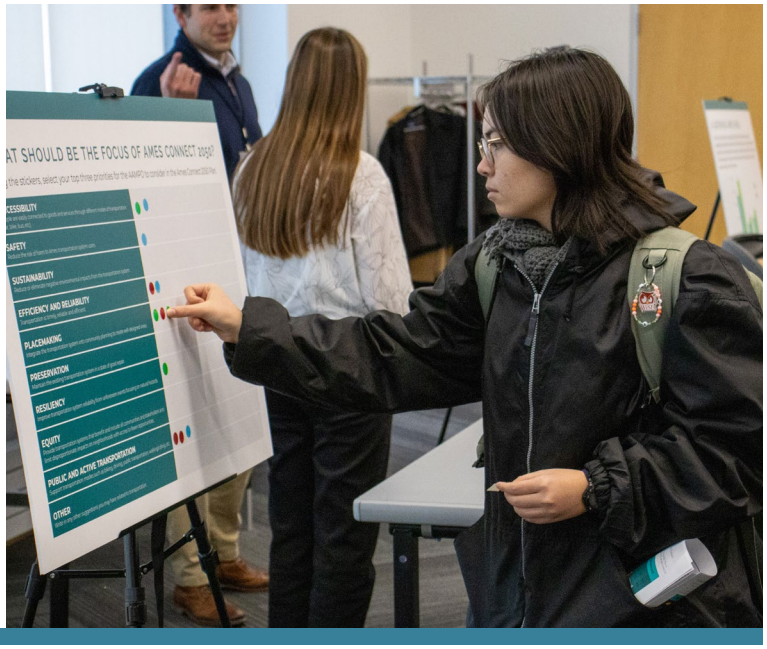
To gather applicable information about safety needs specific to the Rapid City area, HDR delivered a robust public and stakeholder involvement plan consisting of:

- Public meeting at project kick-off.
- Study Advisory Team meetings (2–3).
- Public and stakeholder meetings (three or more to solicit feedback).
- Recommendations presented at the draft report stage.
- Presentations to City Council and Public Works committees.
- Interactive project webpage.

Final deliverables included the action plan report, a GIS geodatabase of proposed safety improvements, and supporting study materials. The Rapid City SS4A project also helped the community secure $600,000 in SS4A funds for safety demonstration projects. The study was completed in December 2025.







RELEVANT FEATURES

- Comparable client, size, and scope
- Safety analysis
- Safety project concepts and prioritization
- Engagement including equity
- Policy and process changes
- User-friendly final plan document

SIMILAR FOCUS AREA

- ☑ Crash Analysis
- ☑ Safe System Approach
- ☑ Equitable Engagement

KEY PERSONNEL

- Jon Markt
- Morgan Buckmaster
- Eric Weber
- Jessica Hekter
- Liz George
- Brian Stolley
- Mike Forsberg
- Brian Ray

AMES AREA METROPOLITAN PLANNING ORGANIZATION, AMES, IA

SS4A Comprehensive Safety Action Plan & 2050 Metropolitan Transportation Plan

HDR worked with City of Ames and Ames Area MPO staff to develop their CSAP alongside the 2050 MTP update. The CSAP used a data-driven approach and a multi-faceted public engagement campaign and was tailored to the diverse community that includes Iowa State University. Key elements of the CSAP and 2050 MTP include:

- Incorporation of performance measures at every step of plan development to align CSAP and MTP decision-making with goals, project and strategy prioritization, and system performance outcomes.
- Safety analyses built on both hot-spot and risk-based approaches.
- Policy and practice recommendations to improve project development practices by prioritizing safety improvements over reducing travel delay.
- Project and strategy identification grounded in an asset-management philosophy, enabling broader deployment of safety treatments through low-cost, widespread applications.
- Intentional prioritization of projects and actions to the appropriate agencies, departments, and community advocates.
- A comprehensive public engagement program that included:
  - Pop-up booths with safety-focused activities.
  - Virtual and in-person open houses, including a virtual comment mapping tool.
  - Translation of public materials.
  - Visioning and goal-setting activities.

Additional Relevant Experience

In addition to the projects highlighted on pages 6-9, the following examples demonstrate recent, relevant work completed by members of our team. **TABLE 2** summarizes how each project aligns with the scope elements identified in the City's RFP.

TABLE 2: RELEVANT PROJECT MATRIX

		CSAP SERVICES							
	CLIENT & PROJECT NAME	DATA REVIEW & ANALYSIS	PLAN DEVELOPMENT	STAKEHOLDER & PUBLIC ENGAGEMENT	COMMUNICATIONS & OUTREACH	BIKE, PEDESTRIAN & TRAILS	COMPLETE STREETS	GRANT FUNDING	EQUITY CONSIDERATIONS
PAGES 6-9	City of Columbus (NE), SS4A Safety Action Plan	✓	✓	✓	✓	✓	✓	✓	✓
	MAPA (NE/IA), Comprehensive Safety Action Plan & Public Outreach	✓		✓	✓	✓	✓	✓	✓
	City of Rapid City (SD), SS4A Safety Action Plan	✓	✓	✓	✓	✓	✓	✓	✓
	Ames Area MPO (IA), SS4A Comprehensive Safety Action Plan & 2050 MTP	✓	✓	✓	✓	✓	✓	✓	✓
	Des Moines Area MPO (IA), SS4A Comprehensive Safety Action Plan	✓	✓	✓	✓	✓	✓	✓	✓
	Metropolitan Planning Organization of Johnson County (MPOJC) (IA), SS4A Safety Action Plan	✓	✓	✓	✓	✓	✓	✓	✓
	City of Blair (NE), 2015 Comprehensive Plan	✓	✓	✓	✓		✓		
	City of Fremont (NE), LRTP	✓	✓	✓	✓	✓	✓		
	Grand Island MPO (NE), LRTP & Travel Demand Model Update	✓	✓		✓	✓	✓	✓	
	MAPA (NE/IA), Highway 75 Corridor Transportation Feasibility Study & Strategy	✓		✓	✓		✓	✓	✓
	Fargo-Moorhead Metropolitan Council of Governments (Metro COG) (ND/MN), SS4A Comprehensive Safety Action Plan Public Engagement & Equity Support	✓	✓	✓	✓	✓	✓	✓	✓
	City of Lexington (KY), Comprehensive Safety Action Plan	✓	✓	✓		✓	✓	✓	✓
	That Other Project (TOP) The Saddle Up, Cody! Active Transportation Plan | Cody, WY	✓	✓			✓	✓		

Supporting Des Moines MPO in Securing Supplemental SS4A Funding

HDR and our partner firms collaboratively delivered the MPO's $1 million SS4A Comprehensive Safety Action Plan, advancing strategic messaging, engagement, policy review, and a robust safety analysis framework developed since October 2023. In early 2025, HDR took the lead role for supplemental planning, demonstration, and implementation grant development. We prepared a winning grant application and outreach strategy that secured more than $5.5 million for additional safety work and positioned the MPO's strategy for future SS4A rounds to win even more funding. In today's circumstances, we cannot simply engineer the safety fix—we must also fund it through all means possible, and HDR excels in the funding space.

Project Understanding & Approach

In securing SS4A planning funds, the City of Blair will gain safety planning support to assess community safety needs, develop a strategy for safety treatments, incorporate safety into engineering, education, and enforcement practices, and engage the community to build sustainable support for safety initiatives. The SS4A program is still relatively new, but Blair has already been engaged in thoughtful civic engagement and community planning that provides a strong foundation for this plan.

Through HDR's work on the previous Blair 2015 Comprehensive Plan urban design improvement projects, we know that safety impacts Blair residents and is often influenced by cut-through highway traffic (see **FIGURE 3**). US Highway 75 enters Blair at the southeastern city limit, jogs west on Washington Street, and then turns north on 19th Street. US Highway 30 runs up 19th Street south of Washington, turns east on Washington, and exits Blair on the east side of town. **These highway corridors experience 50 to 80 crashes per year, impacting residents and emergency response resources.** The CSAP needs to determine how Blair can leverage safety both to support existing plans and corridor project (such as the potential east and north bypasses) and to inform corridor design (such as on S 13th Street) to be more sensitive to multimodal and trail cross traffic. The plan will also need to address the opportunities and challenges associated with the city's eight at-grade rail crossings, which pose risks of intermodal crashes and potential blockage of emergency vehicles when rail gates are down.

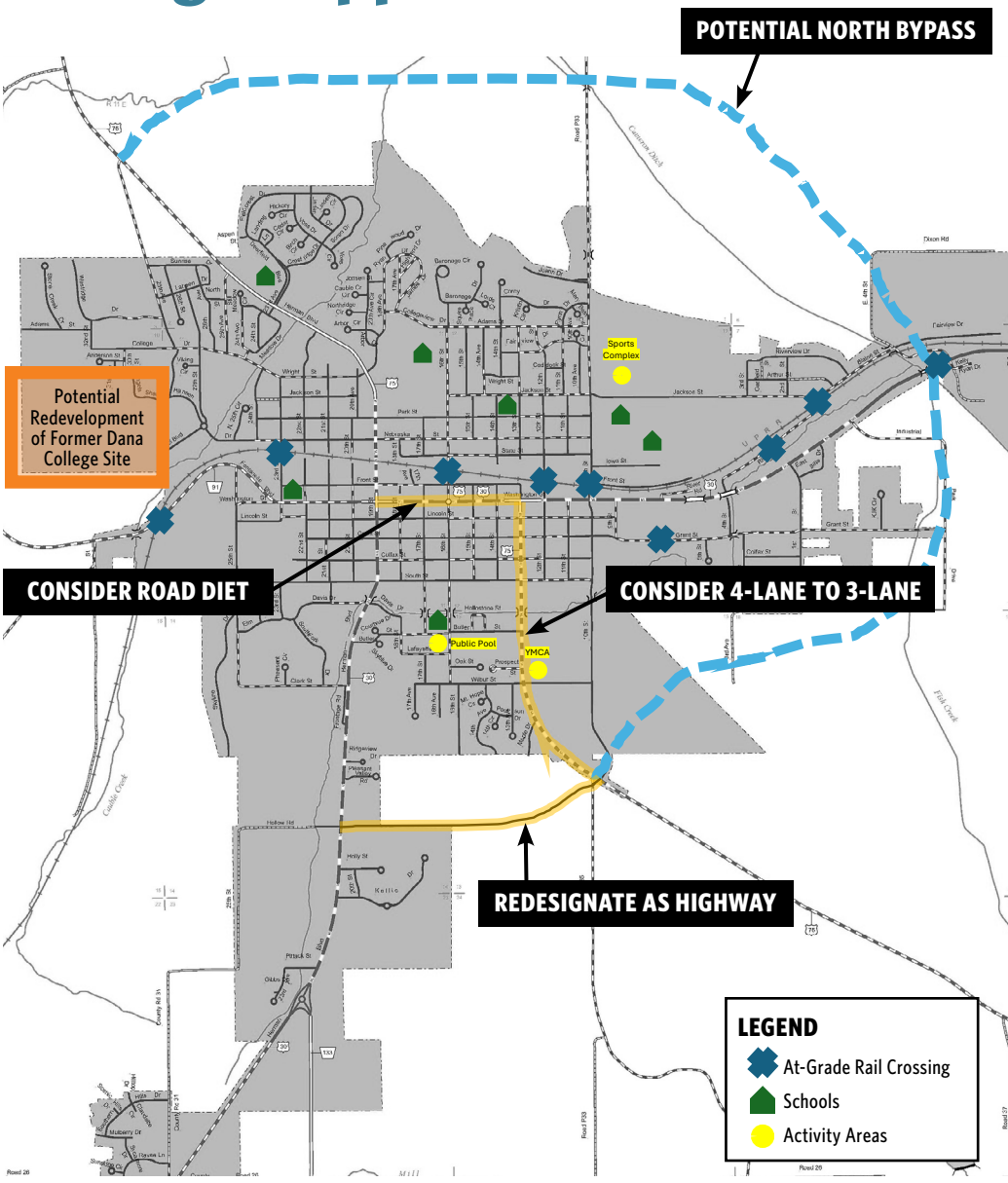


FIGURE 3: KEY CONSIDERATIONS MAP

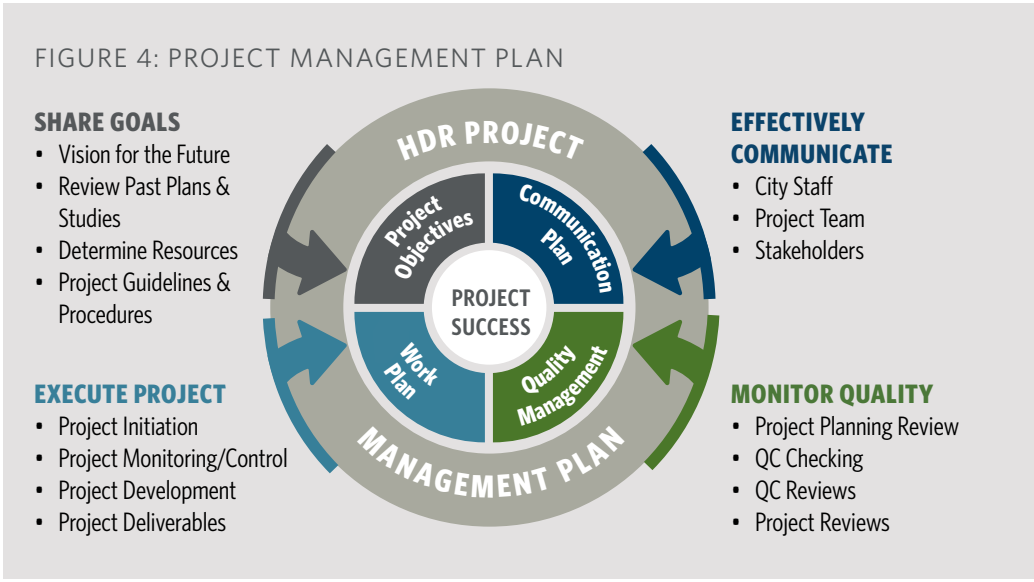
HDR's team is well suited to support Blair in developing its first safety action plan. We bring expertise and lessons learned from more than 65 completed SS4A plans and projects, many of which are especially valuable for smaller communities. **To help grow a strong safety culture and support Blair's long-term vibrancy, our team provides a planning process grounded in sound engineering, strategic engagement and education, and subject matter expertise in law enforcement for safety.** Blair's needs also include sustained resources to enable ongoing safety action beyond the plan itself. Our team is structured to work with local advocacy groups (such as Strong Towns) and state and federal partnerships that can advance steps toward zero transportation deaths for the City and its partners. With a grant advisory team that has secured millions in federal funds to improve highway safety and address rail grade crossings, **we can help Blair begin a meaningful path toward safety action—not simply produce a plan that sits on the shelf.**

Project Approach

Project Management Plan

Our proposed Project Manager, **Jon Markt,** will serve as the primary point of contact. Jon is HDR's company-wide Transportation Safety Program Manager based in Omaha. He works collaboratively with communities to build a safety action vision and is a nationally recognized leader in transportation safety, leading multidisciplinary teams in safety planning projects and initiatives. Jon has been responsible for project management, strategic oversight and development of more than 65 Safety Action Plans across the country, many of them in the Heartland.

FIGURE 4: PROJECT MANAGEMENT PLAN



Our approach begins with a well-defined, coordinated, and proactive Project Management Plan (PMP), shown in **FIGURE 4.** The PMP serves as the primary reference document outlining the project's vision, implementation strategy, schedule and budget, policies, procedures, standards, and QA/QC activities. It supports HDR's larger Quality Management System (QMS), which applies to every deliverable we produce and provides continuity, standardization, and efficient communication and decision-making. The PMP provides a formal structure to monitor risks, minimize costs, reduce scope creep, and identify potential schedule impacts.

Communications Protocol

Successful completion of the CSAP will require a strong partnership between the City of Blair and HDR. Jon will coordinate regular check-ins with City staff to share project status and discuss steps toward successful completion. Our team will also participate in monthly and milestone meetings to provide updates, outline next steps, and gather feedback from the City. Meeting materials will be provided in advance to allow the City time for review and share with others as needed. After each meeting, we will prepare notes to promote ongoing transparency through documentation. Near project completion, we will present the CSAP to the City Council for acceptance or to address any Council-requested adjustments. We also propose engaging City Council persons at key points throughout the project as part of stakeholder engagement once a range of reasonable alternatives is developed.

QA/QC Process

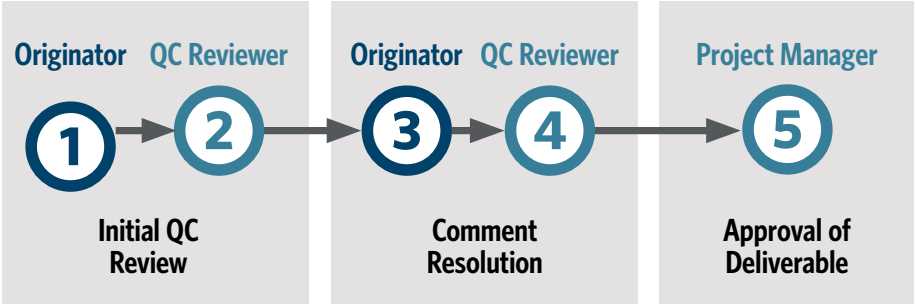
Our goal is to provide the City with the highest-quality deliverables. At HDR, quality management and planning are integral to achieving project success. Our QMS includes discipline-specific technical experts who serve as independent quality control reviewers, along with quality progress reviews for all disciplines. **FIGURE 5** summarizes the processes and procedures used for these quality checks.

Progress Reporting Criteria & SS4A Grant Administration

Our team will support the City in successfully working within the terms of the grant agreement. HDR will provide monthly reporting on progress toward deliverables and on labor and expense budget status. We will also assist with tracking levels of public engagement, including activities in underserved communities. Progress reporting will be integrated into the PMP, and we will work with your team to establish a template that captures progress transparently.

HDR routinely helps clients secure Federal grant funding and administer grants in accordance with Federal guidelines.

FIGURE 5: HDR'S QA/QC PROCESS



Experts like **Jessica Hekter** understand that Federal expectations for grant reporting and tools often change, placing added burden on staff. We will help the City navigate these requirements and fulfill all expectations of the Federal administration to strengthen the case for safety investment in Blair over other communities.

Engagement

Key Stakeholder Engagement

HDR's team of 17 Nebraska-based stakeholder and public engagement professionals has proven experience building relationships with key stakeholders to strengthen projects. Our successful work on other SS4A projects, including those in Columbus, Omaha, Ames, and Des Moines, adds a specific safety focus to our strong qualifications in strategic stakeholder engagement.

Advisory Committee

Our team understands transportation safety and the importance of how that message is communicated. We bring unique expertise by including retired City of La Vista Sergeant **Brian Stolley** to connect with law enforcement, as well as communications specialists who can discuss safety culture with community advocates and the media. Local safety experts **Jon Markt** and **Kevin Brown** will develop an approach for building an advisory committee, from planning through implementation and beyond. We will help City staff identify key safety partners to serve as safety ambassadors.

Key Stakeholder Small Group Meetings

The planning process requires concentrated feedback from the Blair community. In addition to engaging residents overall, we will provide outreach to key groups such as the Planning Commission, City Council, multimodal advocates, community-based organizations like Strong Towns, and neighborhoods within areas of persistent poverty.



Enhanced Safety Through On-the-Ground Experience
HDR coordinates the Metro Traffic Incident Management (TIM) group in the greater Omaha area. This includes planning and facilitating bi-monthly TIM meetings with local emergency responders and stakeholders (law enforcement, fire, towing, NDOT maintenance, and others) to improve traffic incident response.

Additional small-group meetings may include:

- Washington County Chamber of Commerce
- Washington County representatives
- Washington County Community Foundation
- Blair Historic Preservation Alliance
- Blair Community Schools
- Blair Police Department
- Blair Executive Airport
- NDOT
- Lutheran Family Services
- Memorial Community Hospital
- Blair Family YMCA
- Major employers, including manufacturing and distribution centers

Public Engagement

PUBLIC ENGAGEMENT PLAN & BRANDING DEVELOPMENT

Building and verifying stakeholder and public support is essential to advancing a CSAP. HDR's public engagement staff believes projects are stronger when the people affected by them help shape them. For this reason, we would begin with a co-creation workshop involving key internal and external City leaders to develop a tailored Community Engagement Plan. This workshop allows Blair stakeholders to define how they want to be involved, setting up successful future touchpoints. Their input will guide the Public Engagement Plan and help us reach these key individuals throughout the project.

Clear project branding, messaging, templates, and a thoughtful contact list including stakeholders and the public will support the workshop and future events. **HDR is prepared for this approach based on our recent experience with MAPA's CSAP, where we led more than 50 events and meetings that shaped the final plan.**

EQUITABLE ENGAGEMENT

To gather the strongest possible public and stakeholder feedback, our engagement strategy includes specific tactics for engaging non-English speakers and those in areas of persistent poverty or with limited transportation options. Our Strategic Communications Lead, **Delani Watkins,** is a fluent Spanish speaker who can translate outreach and meeting materials, attend events as a translator, and help us better connect with Blair's Hispanic population.

PUBLIC OUTREACH METHODS

We use a variety of tools to gather public input, including open houses, pop-up events, surveys, and social media. A broad range of outreach methods can be deployed to promote these engagement opportunities

to the public. We recommend:

- Paid newspaper ads in the Washington County Enterprise and Blair Today
- Press releases
- Website content and updates
- Radio announcements on FM 94.7 Blair Radio
- Postcards, emails, flyers, and social media posts

These tools would be used at major milestones such as project kickoff, public open houses, and the final plan stage. HDR will provide Spanish-language materials and in-person interpretation services as needed.

PUBLIC OPEN HOUSES

We recommend multiple in-person open houses with optional virtual self-guided components to reach the widest audience. Materials will help community members understand project goals, needs, and proposed solutions, including why certain solutions are recommended and how to navigate proposed conditions.

- **Early Public Meetings:** To collect safety concerns and introduce the project to the public
- **Later Public Meetings:** To present and gather comments on the draft plan and energize community safety champions

ENGAGEMENT BOOTHS

Pop-up engagement booths at festivals, fairs, and community events will help us gather real-time feedback from Blair residents. HDR will coordinate with the City's Public Safety & Communications Coordinator and Public Works and Community Development staff to identify ideal opportunities, such as Blair Cruise Night or the Blair Farmer's Market.

DIGITAL ENGAGEMENT

A strong project website is essential. We recommend incorporating online surveys to gather feedback from a wide range of residents and adding a translation widget on both the website and survey for additional languages. Paper surveys can also be placed at the Blair Public Library & Technology Center, City Hall, and the Blair Family YMCA.

The survey can be promoted at open houses, stakeholder meetings, and engagement booths. Social media posts can be translated into Spanish and used to drive traffic to the website and survey.

Safety Data & Equity Analysis

Existing Conditions & Historical Trends

HDR will work with NDOT to acquire historic crash data from 2015–2024 using the new AASHTOWare portal. All crashes will be gathered and reviewed, with the evaluation focusing on fatal and serious injury crashes. Our existing conditions analysis will rely on maps and poignant data summaries to make safety trends impactful rather than feeling like textbook statistics. Based on discussions with City of Blair staff about community transportation needs, we have identified key multimodal safety issues shown in **FIGURE 6**, including fatal and serious injury crashes. Safety conditions will also factor in high-volume corridors, heavy freight areas, at-grade crossings, high-activity locations in the community, and the trail network.

Location Analysis

HDR will work with the City to compile available roadway geometric data, such as number of lanes, lane widths, intersection control types, pedestrian accommodations, and access density. Our analysis will be tailored to the data available and supplemented with desktop-level review. The study team may also conduct select field observations to confirm these findings and to understand conditions from the perspective of different modes at various locations.

We will conduct a multimodal crash analysis to generate insights into high-risk roadway features and crash locations on both state- and locally-owned roadways. The geospatial crash analysis will include both the total number and rate of crashes, with a focus on fatal and serious injury crashes. This work will support development of a High Injury Network (HIN), identifying roadway segments and intersections prone to severe crashes.

Systemic Safety Needs Analysis & Risk Mitigation Strategies

Cities the size of Blair, with low- to moderate-volume roadways, often experience isolated fatal or serious injury crashes

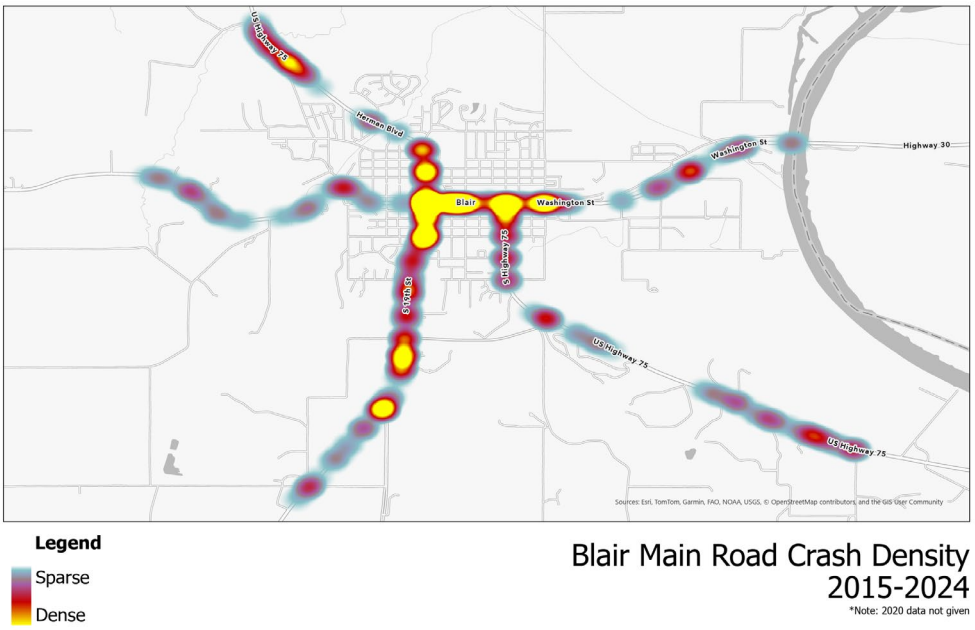
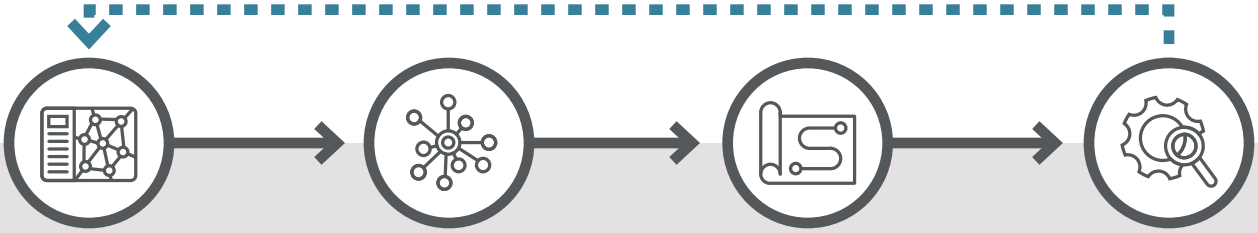


FIGURE 6: PRELIMINARY BLAIR CRASH DENSITY REVIEW – MAIN ROADS, HDR, MARCH 2026

FIGURE 7: HDR SYSTEMIC CRASH RISK ANALYSIS TOOL PROCESS



GEODATABASE
Compilation of crash, roadway segment, and neighborhood data

CALCULATION
Relative crash rates by roadway configuration & context elements to evaluate relative risk by feature

MAPPING
Identify risk factors & combine with crash rate analysis to map low-moderate-high risk road segments

IDENTIFICATION
High Risk Network (HRN) segments

along arterials and highways. Enhancing historical crash analysis with a systemic safety assessment provides a holistic approach aligned with FHWA's Safe System Approach by focusing on roadway characteristics where fatal and severe injury crashes disproportionately occur, even if that facility does not yet have a crash history in Blair. This proactive approach helps identify other locations with similar characteristics that may also be prone to severe crashes. To determine prominent risk factors (systemic needs), we will consider using HDR's proprietary systemic crash tree tool (**FIGURE 7**), designed to effectively and efficiently links crash patterns across typically unrelated components to identify needs for tailored safety strategies.

For each prominent risk factor, and the highways, streets, and intersections characterized by high-priority risks, we will develop one or more specific countermeasures. For example, if high-volume, multi-lane intersections are a key risk factor, safety countermeasures proven to address these risk factors will be proposed. Consistent with the Safe System Approach, countermeasures may include physical infrastructure improvements as well as non-infrastructure strategies such as targeted education campaigns.

Within the jurisdiction, the team will develop safety improvement projects addressing the highest-ranking segments, corridors, and intersections identified through the safety analysis task, incorporating input from government officials, stakeholders, and the public.

The team will provide project descriptions, locations, and conduct evaluation and prioritization. We will also prepare conceptual planning cost estimates, safety benefit estimates, and other information needed for a subset of projects for the City to pursue for implementation funding, including USDOT discretionary grant funding. For this subset, we will provide project examples, images, typical sections, and other supporting documentation drawn from key safety sources such as FHWA's Proven Safety Countermeasures and Safe System Roadway Design Hierarchy, and NHTSA's Countermeasures That Work.

Equity Analysis

Equity is a key consideration in safety efforts. Race and ethnicity are important factors in equity, but not the only ones. In the CSAP context, equity relates to available modes of travel and creating a plan to provide safe and equal opportunities for mobility regardless of residence, age, income, race, ethnicity or ability.

HDR will leverage its national transportation equity expertise to deliver an equity and needs-based traffic safety analysis for the City and its stakeholders while monitoring changes in Federal regulations surrounding the use of equity in communication. The project will work toward fair treatment of all users. We will work with you during scope development to incorporate changes in Federal guidelines and their impact on creating a compliant CSAP.

Crash Dashboard

Our team plans to leverage a crash dashboard for the City of Blair. This dashboard will be a collaborative space where anyone on the project can sort/filter crashes by type, location, or view the temporal distribution of crashes to quickly spot trends in the data. Our team incorporated this into the Highway 75 study in north Omaha to aid in the development of existing conditions.



Action Plan & Program Projects

Using the findings from stakeholder and public engagement, along with the safety data and equity analysis, HDR will develop a CSAP aligned with the Safe System Approach that clearly outlines the recommended actions for the City to reduce fatal and serious injury crashes. HDR will identify opportunities to strengthen City policies, plans, and guidelines, as well as ways the City can advocate for similar improvements with partner agencies such as NDOT.

Each proposed action to improve these policies, plans, or guidelines will include a timeline, responsible party, and potential funding sources to support the action.

The CSAP will also include a program of projects addressing the highest-ranking segments, corridors, and intersections, along with priorities identified through stakeholder and public input. These projects may involve reconstruction at specific locations or deployment of systemic safety countermeasures, such as traffic calming or signing improvements, across identified high-priority areas in the community. HDR will also identify systemic safety strategies that can be incorporated into existing City maintenance and preservation activities to reduce overall implementation cost and effort.

The action plan will prioritize crash mitigation strategies using resources such as benefit-cost analysis. Strategies will include an estimated cost range and will consider all elements of the Safe System Approach shown in **TABLE 3**. The action plan will also outline recommended leading and lagging performance measures to help the City independently evaluate mitigation effectiveness and continue refining future safety strategies. Leading measures may include the number of safety projects installed (roundabouts, signing improvements, etc.), miles of safety features installed (cable barrier, rumble strips), or the number of road safety audits completed. Lagging measures may include the number or rate of fatal and serious injury crashes, or intersection/segment risk ratings.

DRAFT & FINAL CSAP

The CSAP will be developed to be comprehensive of all SS4A required components while remaining flexible, accessible, and easy for stakeholders to understand. **Our goal is for the CSAP to tell a compelling story that builds momentum toward implementation.**

Drawing from past experience, we begin plan development with the final product in mind. The intent is for key safety implementors to regularly reference sections of the plan to support education, engineering, enforcement, and post-crash care. While we will create a cohesive document, discussions throughout plan development will focus on tailoring the CSAP to the context and needs of the Blair community.

A key part of plan acceptance is obtaining and publicizing official commitments from elected or appointed officials. These commitments support the Leadership Commitment and Goal Setting requirements. From project kickoff, our team will emphasize the importance of leading through action and statements, and of building broad support among agency leaders and elected officials. When local leaders' passion for safety is captured, the plan gains meaningful traction.

The previously outlined work will allow the team to compile our prior results and analysis and use them to draft each plan section. We will share drafts with relevant stakeholders for review and comment, then prepare the final CSAP consistent with SS4A requirements and compliant with the current administration. This will position Blair to complete the Self-Certification Eligibility Worksheet. Once the plan is finalized, we will prepare presentation materials to share the CSAP with the public, stakeholder groups, and community members who will help implement it.

HDR's approach to safety strategies helps build safety into city practices and smaller projects in addition to identifying major projects.



TABLE 3: SAFE SYSTEM APPROACH ELEMENTS BY STRATEGY TYPE

	ELEMENTS				
STRATEGY	SAFE ROADS	SAFE SPEEDS	SAFE ROAD USERS	SAFE VEHICLES	POST-CRASH CARE
Infrastructure Improvements	✓	✓			
Roadway Planning & Design	✓	✓			
Education & Community Outreach			✓		
Enforcement of Traffic Laws		✓	✓		
New Vehicle & Transportation Related Technology				✓	
Emergency Response					✓
Safety Polices	✓	✓	✓	✓	✓

Proposed Schedule

Our team recognizes that developing an approved SS4A plan is the first step toward defining the City's top safety priorities and enabling future SS4A implementation grant funding. Our team also recognizes that an SS4A plan is stronger when built through a community-focused and transparent process. As such, our approach is structured so that, within a few months of Notice to Proceed, we complete the Safety Analysis and then focus the remaining planning effort on safety solutions targeting the City's priority safety concerns. In the subsequent months, we will work with the City to recommend and validate a plan of projects, a range of strategies that align with the Safe System Approach, and updates to policies and guidance documents that form the core of the draft plan.

At key phases, we will gather stakeholder and public input on safety needs and later on plan recommendations. We will keep the plan progressing by sharing draft technical memorandums or components of the plan for City staff review and comment as they are completed. A draft plan will be completed and approved by City staff in January 2027, and it will be posted to the project website prior to the plan adoption date.

With this schedule, City staff will know by the end of 2026 what budgetary items may be needed for grant match in 2027 or to complete low-cost proactive safety implementations. The plan document will also be complete and approved by Council in advance of the traditional Spring or Summer timing of the SS4A grant program. As we have done with many communities, we will help the City meet the deadlines and reporting requirements associated with the SS4A grant funding the project.

TABLE 4: PROPOSED PROJECT SCHEDULE

	2026								2027			
Task	**May**	**June**	**July**	**Aug**	**Sep**	**Oct**	**Nov**	**Dec**	**Jan**	**Feb**	**Mar**	**Apr**
Project Management	✓ **Kick-Off**											
Stakeholder & Public Engagement			👥	👥						👥		
Safety Data & Equity Analysis												
Projects & Strategies												
Safety Action Plan									✓ **Draft Plan**		✓ **Final Plan**	

LEGEND: ✓ Milestone 👥 Public Meeting

References & Conflict of Interest and Disclosures

References

Rick Bogus
City Engineer
City of Columbus
SS4A Safety Action Plan
402.562.4235
rick.bogus@columbusne.us

Jim Boerner
Transportation Planner
MAPA
SS4A Comprehensive Safety Action Plan & Public Outreach
402.444.6866 ext. 3231
jboerner@mapacog.org

Damion Pregitzer
Traffic Engineering Manager
Ames Area MPO
Comprehensive Safety Action Plan & 2050 Metropolitan Transportation Plan
515.239.5275
damion.pregitzer@cityofames.org

Conflict of Interest

We are not aware of any projects or relationships that would cause a conflict-of-interest on this project. We have a strong set of protocols and guidelines in place if possible conflicts of interest arise.

Debarment/Suspension Status

HDR confirms that it is not currently debarred, suspended, or otherwise excluded from participation in any governmental contracting programs. If any issue were to arise in the future, we would immediately inform the City.

Relevant Litigation/Contract Terminations

HDR has no relevant litigation or contract terminations to disclose. Should any issue arise in the future, we will promptly inform the City.

1917 S. 67th Street
Omaha, NE 68106
402.399.1000

hdrinc.com

We practice increased use of sustainable materials and reduction of material use.

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Response to Request for Qualifications for

Safe Streets for All Comprehensive Safety Action Plan

City of Blair | March 13, 2026



JEO CONSULTING GROUP, INC.
11213 Davenport Street, Suite 200
Omaha, NE 68154

Alyssa Vaughan
Project Manager
p. 402.964.3965
e. avaughan@jeo.com

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March 13, 2026

City of Blair
Attn: Mr. CJ Heaton
218 S 16th Street
Blair, NE 68008

RE: Safe Streets for All Comprehensive Safety Action Plan | City of Blair, Nebraska

Dear Mr. Heaton and Selection Committee Members:

JEO Consulting Group, Inc. (JEO), in partnership with WSP USA (WSP), is excited to submit our statement of qualifications to support the City of Blair (the City) in developing a Comprehensive Safety Action Plan (CSAP) consistent with the Safe Streets for All (SS4A) Grant awarded by USDOT. We look forward to working in partnership with the City to help create a culture of safety throughout the community and leverage these grant funds to provide a safer transportation network for all road users.

Our team is well-positioned to complete the work and implement a CSAP that is community-driven, focused on measurable outcomes, and moves the needle on reducing and eliminating severe crashes throughout the transportation network in Blair. Staff assigned to this project are leaders in the safety-related planning, evaluation, implementation, and community engagement industry. We have assembled proven practitioners passionate about multimodal safety and developing a systemic safety improvement plan that Blair can implement.

JEO is uniquely qualified to perform this project and has the experience and expertise in project-focused and programmatic-related safety solutions that will make this plan successful:

Safety Action Plan and Vision Zero Experience. With a strong track record of delivering SS4A and Vision Zero plans throughout the Midwest, our team offers proven expertise and practical insight to advance Blair's safety and planning objectives. Our experience spans a diverse portfolio of Safety Action Plans across communities in Nebraska, Kansas, and South Dakota, including Beatrice (the first approved SS4A plan in Nebraska), Lincoln and Omaha, Nebraska, and El Dorado, Kansas, among others. This work has provided us with firsthand knowledge of local and regional safety challenges. This breadth of work enables us to tailor strategies that are locally responsive while fully aligned with federal priorities, positioning City officials to proceed with confidence, efficiency, and a solid foundation for securing future funding and successful implementation.

Key team partnerships. To achieve the best outcome for Blair and the SS4A CSAP, our team has joined forces with WSP. We view this as a key partnership that highlights the strengths and abilities of both of our teams as transportation safety experts. As a global leader in road safety, WSP has played a major role in reducing fatalities worldwide. Having completed previous Safety Action Plans in Greeley, Colorado; and Leavenworth and Olathe, Kansas; and teaming with JEO on Vision Zero projects for Lincoln and Omaha, Nebraska, Tim Adams and his WSP team bring an added depth of transportation safety experience to this project. Together, this partnership creates a team with national crash data analysis and Safety Action Plan expertise, ready to serve the City on this project.

One team, two plans. The JEO and WSP team also submitted our qualifications for the Comprehensive Plan Consulting Services RFQ. By selecting one integrated team for both efforts, the City will benefit from coordinated data collection, streamlined engagement, and aligned policy direction, providing a holistic approach that keeps both community-driven plans in mind.This approach provides efficiency and cost savings to the City, while also allowing each plan the dedicated attention it deserves.

The JEO team is uniquely qualified and extremely motivated to support the City of Blair on this positive community-altering project. Feel free to contact me at 402.964.3965 or avaughan@jeo.com with any questions you may have.

Sincerely,

ALYSSA VAUGHAN
Project Manager
JEO Consulting Group, Inc.

VIV NOVOTNY
Client Liaison
JEO Consulting Group, Inc.

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General Information

Firm Organization

At JEO Consulting Group, Inc., we help communities thrive.

Since 1937, we've built a reputation on forging lasting partnerships with clients to help them—and our communities—succeed.

Today, JEO is an S-Corporation with more than 400 people in 16 offices, and after almost 90 years, we're still known for treating our clients and employees like family.

Through engineering, architecture, surveying, planning, community engagement, environmental sciences, funding, and construction services, we excel in providing long-term solutions for our clients.



- Aquatics and Recreation
- Architecture
- Construction Services
- Environmental Science
- Funding Support
- GIS Mapping
- Landscape Architecture
- Planning and Engagement
- Power and Electric
- Project Visualization
- Site Civil
- Surveying and Geospatial
- Traffic and Technology
- Transportation
- Water and Wastewater
- Water Resources

CORPORATE OFFICE
JEO Consulting Group, Inc.
1937 N Chestnut Street
Wahoo, NE 68066

PRIMARY CONTACT
Alyssa Vaughan - Project Manager
p. 402.964.3965
e. avaughan@jeo.com

Project Subconsultant

WSP USA Inc. is one of the world's leading professional services consulting firms, providing services designed to transform the built environment and restore the natural one. As a global leader in road safety, WSP has played a major role in the reduction of collisions worldwide.

Their firm has a long history with the development of Vision Zero projects in Sweden. The success of Vision Zero projects in Sweden has spurred a global movement that has spread across borders to the rest of Europe, Canada, the United States, Australia, South Africa, and Asia. Since their early work with Vision Zero, WSP has partnered with agencies around the world for "zero-focused" safety initiatives including Towards Zero Deaths and Road to Zero. WSP's strength lies in the diversity of their talented professionals working together to achieve a common goal, in this case, developing the roadmap to reduce and eliminate roadway fatalities and serious injuries for all roadway users, including people walking, biking, rolling, driving, and using transit or school transportation.

WSP experts leverage existing relationships nationwide and locally to:

- Develop an SS4A CSAP
- Help identify safety concerns on transportation networks
- Analyze safety data and prioritize improvements
- Conduct Highway Safety Manual analyses and implement countermeasures
- Guide research into the safety performance of different countermeasures
- Lead data collection efforts to enhance decision-making capabilities
- Perform engineering tasks such as traffic studies and road safety audits
- Provide guidance on best practices and emerging research for improving safety



PARTNERSHIP SET FOR SUCCESS

The JEO and WSP team submitted on the Comprehensive Planning Support Services RFQ – same project manager, same community engagement support, same subconsultant team.

Providing a consistent team to the City means a more efficient process and one-stop shop for two of the City's guiding planning documents.

Organizational Chart

Our team has been assembled to provide the expertise and availability required to support the successful delivery of Blair's CSAP. Each team member has a proven track record of delivering successful projects, as they understand the importance of exceeding client expectations. The current and planned workload of the proposed team members will enable them to devote immediate and sustained attention to your project. The proposed organizational chart for this project is below, along with resumes of team members on the following pages, showcasing their experience.

CITY OF BLAIR



Client Liaison
Viv Novotny



Project Manager
Alyssa Vaughan



Quality Assurance/Quality Control
Mark Lutjeharms, PE, PTOE

KEY TEAM MEMBERS

Task 1: Stakeholder and Public Engagement
Alyssa Vaughan
Kristen Ohnoutka, AICP, CNU-A
Samantha Huebner, PMP

Task 2: State of Practice, Policy, and Data Review
Tim Adams, PE, PTOE, RSP1[1]
Anthony Kohel, AICP

Task 3: Crash and Safety Analysis
Austin Rose, RSP1[1]
Steven Buckley, PE[(KS)]

Task 4: Countermeasures and Strategy Development
Tim Adams, PE, PTOE, RSP1[1]
Steven Buckley, PE[(KS)]
Jacob Thiele, EI

Task 5: Implementation Plan and Programs
Kevin Carder, AICP[1]
Steven Buckley, PE[(KS)]
Jacob Thiele, EI

Task 6: Draft and Final Comprehensive Safety Action Plan
Alyssa Vaughan
Kristen Ohnoutka, AICP, CNU-A
Anthony Kohel, AICP
Lauren Brown, EI[(KS)1]
Kari Slattery

Task 7: Executive Summary/ Fact Sheet
Alyssa Vaughan
Kristen Ohnoutka, AICP, CNU-A
Kari Slattery

Task 8: Project Closeout and Data Transfer
Alyssa Vaughan
Tim Adams, PE, PTOE, RSP1[1]
Mark Lutjeharms, PE, PTOE

Note: Professionals are registered in the State of Nebraska unless otherwise noted.
Subconsultant
1: WSP

Team Availability

Our philosophy is to commit our project managers, technical experts, and subconsultants to an active role on each project. This approach provides our clients with an engaged and responsive project team. **Deltek Vantagepoint is used to plan the workload of team members, which results in the appropriate resources dedicated to your project for the duration of the contract. The staffing plan below confirms the availability of our team to complete your project.**

Team Member	Project Role	Availability from 4.1.2026 through 4.1.2027	
Alyssa Vaughan	Project Manager, Tasks 1, 6, 7, & 8	**25%**	
Viv Novotny	Client Liaison	**75%**	
Mark Lutjeharms, PE, PTOE	QA/QC & Task 8	**10%**	
Kristen Ohnoutka, AICP, CNU-A	Tasks 1, 6, & 7	**50%**	
Samantha Huebner, PMP	Task 1	**40%**	
Tim Adams, PE, PTOE, RSP1[1]	Tasks 2, 4, & 8	**40%**	
Anthony Kohel, AICP	Tasks 2 & 6	**45%**	
Austin Rose, RSP1[1]	Task 3	**70%**	
Steven Buckley, PE[(KS)]	Tasks 3, 4, & 5	**40%**	
Jacob Thiele, EI	Tasks 4 & 5	**55%**	
Kevin Carder, AICP[1]	Task 5	**50%**	
Lauren Brown, EI[1]	Task 6	**70%**	
Kari Slattery	Tasks 6 & 7	**25%**	

Note: Professionals are registered in the State of Nebraska unless otherwise noted.

Subconsultant 1: WSP

Time available

Time planned for other projects

FIRM RESILIENCE

Our firm's resilience when faced with a challenge, such as the unexpected unavailability or departure of a key team member, is bolstered by the direct involvement of multiple senior team members. **We prioritize a culture of shared knowledge and collaborative problem-solving, so one individual's unavailability will not jeopardize a successful project delivery.** This culture of empowerment results in the ability to shift responsibilities while minimizing disruptions and maintaining our high standards for performance.

STRATEGIC STAFFING PLAN

Creating an effective staffing plan for a project requires a thorough understanding of the project's scope, schedule, and specific skill requirements. **We leverage our expertise to align individuals with their appropriate ability and availability, so each role is filled by a team member whose skills and experience best suit the task.** Throughout this process, we also consider team size, striking a balance between redundancy and operational agility. This results in a staffing plan that is tailored to the project's needs.

Resumes



Alyssa Vaughan

avaughan@jeo.com
Omaha, Nebraska

Alyssa has extensive experience serving as a senior public involvement specialist on a wide range of projects, from high-profile transportation construction to municipal quality of life improvements. With her communication-focused education and extensive industry experience, Alyssa can accurately communicate complex projects in a relatable way to the general public and uses her skillset to coordinate and cultivate public outreach teams to positively build relationships among technical staff, clients, stakeholders, and community leaders.

PROJECT EXPERIENCE

Vision Zero Omaha Action Plan, Omaha, Nebraska
Alyssa assisted the City of Omaha in developing the Omaha Vision Zero Action Plan. Alyssa, the lead community engagement specialist, was responsible for developing the Vision Zero branding, managing local outreach initiatives, creating the plan document, and collaborating with City staff to integrate Vision Zero with Public Works child brands like Keep Omaha Moving, Omaha Stormwater, and Park Omaha. The goal of this plan was to maximize the City's potential to reduce the number of fatalities and severe injuries down to zero for drivers, walkers, and bicyclists alike.

ConnectOmaha: Active Mobility Plan, Omaha, Nebraska
The ConnectOmaha: Active Mobility Plan plan built upon past planning efforts, public input, safety analysis, and a detailed assessment of facility opportunities and needs to develop a community-wide prioritized project list. JEO was a subconsultant to Landis-Evans for the project. As the community engagement lead, Alyssa assisted in creating a public involvement action plan, designed public meeting collateral, executed public meetings, and hosted many pop-up events to connect with the public.

ADDITIONAL EXPERIENCE

- Ames Avenue Safety Project, Omaha, NE
- US85 Corridor Study, I-90 to Deadwood, SDDOT, Spearfish/Deadwood, SD
- US14A/SD34 Corridor Study, SDDOT, Sturgis, SD
- Downtown Infrastructure Reconstruction Master Plan, Sioux City, IA

PROJECT ROLE
Project Manager
Tasks 1, 6, 7, & 8

SPECIALTY
Public Engagement

EDUCATION
M.P.S., Strategic Public Relations, 2018
George Washington University

B.A., Communications-Radio/TV, 2011
Stephen F. Austin State University

TRAINING
International Association of Public Participation (IAP2)

Technology of Participation

INDUSTRY TENURE
13 Years

JEO TENURE
6 Years



Mark Lutjeharms

PE, PTOE

mlutjeharms@jeo.com

Lincoln, Nebraska

Mark has 32 years of experience in traffic engineering and transportation planning/design projects. During his career, he has worked on numerous diverse projects focused on enhancing transportation safety and operations of multimodal systems. These projects have ranged from single intersection projects and corridor studies for rural communities and larger municipalities. Mark is an ongoing advocate for the application of safe intersection treatments, such as roundabouts and reduced conflict intersections, in lieu of traditional intersection treatments.

PROJECT EXPERIENCE

SS4A Safety Action Plan, Beatrice, Nebraska

Mark was the project manager for the JEO team who assisted the City of Beatrice with a community-wide SS4A CSAP. This project involved gathering and analyzing data on the safety of Beatrice's streets for multimodal transportation alternatives and developing a comprehensive, well-defined strategy to reduce roadway fatalities and serious injuries in the City of Beatrice. As part of the existing crash analysis conditions and data review, several analytics were developed and mapped to illustrate crash patterns for vehicular and vulnerable road users. In addition to infrastructure-related projects, a series of policies and programs were developed to enhance the future of transportation safety in the community. The City approved the plan in March 2025, positioning Beatrice to apply for federal grants to implement key recommendations.

Vision Zero Omaha Action Plan, Omaha, Nebraska

Mark served as the traffic safety engineer for the plan, which outlined a bold new strategy for addressing safety issues, with equity at the forefront, within 30 years in Omaha. The plan identified over $1 billion in projects forecasted to reduce fatal and serious injury crashes by up to 80% in the City. This project relied on input at dozens of public meetings, online engagement, a technical advisory committee with 30+ members, and an executive committee.

ADDITIONAL EXPERIENCE

- Safe Streets Lincoln - Vision Zero Action Plan, Lincoln, NE
- Lincoln Street Corridor Study, Beatrice, NE
- NDOT On-Call Traffic Engineering Analysis and Design, NDOT, Statewide, NE

PROJECT ROLE

Quality Assurance/
Quality Control & Task 8

SPECIALTY

Traffic and Safety

EDUCATION

M.S., Civil Engineering, 1996
University of Nebraska

B.S., Civil Engineering, 1994
University of Nebraska

REGISTRATION

Professional Engineer:
NE, IA, KS, MO, SD

Professional Traffic Operations Engineer

INDUSTRY TENURE

32 Years

JEO TENURE

5 Years



Kristen Ohnoutka

AICP, CNU-A

kohnoutka@jeo.com

Lincoln, Nebraska

Kristen is a dedicated planner with over six years of transportation, safety, and community engagement experience. She has played a key role in helping communities develop transportation and safety plans that prioritize accessibility, efficiency, and long-term vision. In her previous SS4A experience, Kristen has developed a deep understanding of transportation safety and how best to engage the community on such an important topic. Kristen's background in communications enhances her ability to engage stakeholders, facilitate productive conversations, and deliver planning solutions rooted in community needs and industry best practices. Her passion lies in building strong relationships and guiding communities toward safer, more connected transportation systems.

PROJECT EXPERIENCE

SS4A Safety Action Plan, Beatrice, Nebraska

Kristen led the community engagement portion for the JEO team who assisted the City of Beatrice with a community-wide SS4A CSAP. This project involved gathering and analyzing data on the safety of Beatrice's streets for multimodal transportation alternatives and developing a comprehensive, well-defined strategy to reduce roadway fatalities and serious injuries in the City of Beatrice. As part of the existing crash analysis conditions and data review, several analytics were developed and mapped to illustrate crash patterns for vehicular and vulnerable road users. In addition to infrastructure-related projects, a series of policies and programs were developed to enhance the future of transportation safety in the community. The City approved the plan in March 2025, positioning Beatrice to apply for federal grants to implement key recommendations.

SS4A Safety Action Plan, Fremont, Nebraska

Kristen is leading the community engagement portion of Fremont's SS4A project which includes data gathering and analysis of the safety of Fremont's streets for multimodal transportation alternatives and developing a holistic, well-defined strategy to reduce roadway fatalities and serious injuries in the City. It will also include planning, designing, and implementing a demonstration project, which will be included as part of the safety action plan.

ADDITIONAL EXPERIENCE

- SS4A Safety Action Plans, Gering, NE and Sturgis, SD
- Transportation Master Plan, Ankeny, IA

PROJECT ROLE

Tasks 1, 6, & 7

SPECIALTY

Community Engagement and Planning

EDUCATION

Master of Community and Regional Planning, 2021
University of Nebraska

B.S., Communications, 2018
Wayne State College

CERTIFICATION

American Institute of Certified Planners

Congress for the New Urbanism Accreditation

INDUSTRY TENURE

6 Years

JEO TENURE

4 Years



Tim Adams

PE, PTOE, RSP1

Timothy.Adams@wsp.com

Omaha, Nebraska

Tim is an engineer, transportation professional, and safety leader. He is passionate about creating streets and spaces that increase the quality of life, economic vitality, and safety of those living along them. Tim is a safety and traffic subject matter expert in Nebraska and beyond. He has worked on many projects, from corridor traffic studies to city-wide safety plans, and his experience includes working in both the public and private sectors. Tim is committed to working with communities to develop transportation systems that meet their unique needs and help them achieve their goals.

PROJECT EXPERIENCE

Safe Streets Lincoln - Vision Zero Action Plan, Lincoln, Nebraska
Tim was the data and plan development lead for the Lincoln Vision Zero Action Plan. The City of Lincoln has embraced the Vision Zero initiative, a global movement to eliminate all traffic fatalities and severe injuries. This project integrated comprehensive data analysis and local policy insights to tailor safety improvements that resonate with Lincoln's unique challenges and landscapes.

MAPA Safe Streets for All, Omaha, Nebraska
The Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA) contracted WSP to conduct public outreach and develop the regional CSAP. Tim was the project manager for this plan which included Douglas and Sarpy Counties in Nebraska, as well as the Cities of Council Bluffs, Carter Lake, Crescent, and McClelland in Iowa. MAPA has set a goal of ending traffic fatalities by 2040. The plan provides strategies across the region and aligns projects that will be eligible for implementation funding.

Thriving Communities Complete Transit Oriented Neighborhoods, USDOT, Omaha, Nebraska
Tim was the project manager who led meetings with project and community partners to understand the community's needs and tailor contextual solutions to enable residents to thrive. This project provided planning and technical assistance to help build capacity and solutions in Omaha's underserved North Omaha neighborhood, specifically around historic disinvestments and impact of the North Freeway built.

ADDITIONAL EXPERIENCE

- Olathe Safety Action Plan, Olathe, KS
- Greeley Vision Zero Plan, Greeley, CO

PROJECT ROLE
Tasks 2, 4, & 8

SPECIALTY
Transportation

EDUCATION
M.S., Civil Engineering, 2019
University of Nebraska

B.S., Civil Engineering, 2016
University of Nebraska

REGISTRATION
Professional Engineer:
NE

Professional Traffic Operations Engineer

Roadway Safety Professional - Level 1

INDUSTRY TENURE
10 Years

WSP TENURE
4 Years



Steven Buckley

PE *(KS)*

sbuckley@jeo.com

Topeka, Kansas

Steven brings more than three decades of traffic and safety engineering experience to his projects. He provides expert solutions in the arenas of traffic operations, safety studies, and safety planning. Prior to JEO, he was the State Highway Safety Engineer at the Kansas DOT where he managed the Traffic Safety Section (TSS). The TSS included the Highway Safety Unit responsible for development of the Kansas Strategic Highway Safety Plan, the Traffic Safety Unit which served as the Governor's Highway Safety Office and managed behavioral safety programs, and the Crash Data Unit responsible for compiling and reporting on over 60,000 crashes annually in Kansas. Steven specializes in traffic operations, safety studies, safety planning, and designing street and intersection improvements to improve mobility and safety.

PROJECT EXPERIENCE

SS4A Safety Action Plan, Beatrice, Nebraska

Steven contributed to developing the City of Beatrice's community-wide safety action plan, assisting with the state of the practice and data review. His work involved reviewing programs and activities to address national, state, and local transportation safety. The information served as a resource for developing the Beatrice plan. He also reviewed all available data sources that should be considered when developing a Safety Action Plan, including crash, transportation, land use, and demographic data.

SS4A Comprehensive Safety Action Plan, Waverly, Nebraska

Steven contributed to JEO's development of the City of Waverly's CSAP, aimed at eliminating fatal crashes and significantly reducing severe injuries across the community's transportation network. Crash data analysis and community engagement were conducted to identify high-priority safety locations, including the Cannongate and Amberly intersection, key segments of Hwy 6, and railroad-adjacent areas. The Safe System Approach was applied to recommend targeted improvements such as enhanced pedestrian crossings, traffic-calming strategies, expanded trail connections, improved sidewalks and ramps, and multimodal accommodations on the existing bridge over Hwy 6 and the railroad. A land use and vulnerable user analysis was integrated to highlight safety gaps near schools, parks, and retirement facilities, and incorporated stakeholder and public feedback to develop a prioritized, actionable plan supporting future SS4A Implementation Grant opportunities.

ADDITIONAL EXPERIENCE

- SS4A Safety Action Plan, Eureka, KS
- SS4A Safety Action Plan, El Dorado, KS

PROJECT ROLE

Tasks 3, 4, & 5

SPECIALTY

Traffic and Safety

EDUCATION

B.S., Civil Engineering, 1989
University of Kansas

REGISTRATION

Professional Engineer:
KS

INDUSTRY TENURE

35 Years

JEO TENURE

4 Years



Anthony Kohel

AICP

Anthony is a planner with extensive experience in final plan development for community development, GIS mapping, and data analysis. He excels in using qualitative and quantitative methodologies to inform decision-making, with a strong focus on integrating stakeholder input into actionable plans. Anthony plays a pivotal role in stakeholder engagement, and managing meeting preparation, facilitation, and follow-up, so diverse perspectives are incorporated into project outcomes.

PROJECT EXPERIENCE

- SS4A Safety Action Plan, Fremont, NE
- SS4A Comprehensive Safety Action Plan, Waverly, NE
- Pedestrian Master Plan, Metropolitan Topeka Planning Organization, Topeka, KS

PROJECT ROLE
Tasks 2 & 6

SPECIALTY
Community Planning

EDUCATION
Master of Community and Regional Planning, 2020
University of Nebraska

B.S., Business Administration, 2011
University of Nebraska

CERTIFICATION
American Institute for Certified Planners

TENURE
Industry: 10 Years
JEO: 6 Years

OFFICE LOCATION
Lincoln, Nebraska



Jacob Thiele

EI

Jacob is a traffic engineer who focuses on traffic data collection, signal optimization, and design projects, all emphasizing improving roadway safety and efficiency. Jacob has experience in varied traffic engineering disciplines, including traffic operations analysis, safety assessments, crash data reviews, and traffic impact studies. He has also supported the deployment of Miovision cameras to collect safety and operational data in the field. He is well-versed in Synchro applications, including the modeling of signalized intersections and corridor safety improvements.

PROJECT EXPERIENCE

- SS4A Comprehensive Safety Action Plan, Waverly, NE
- Urban Core Street Reconfiguration, Omaha, NE
- SS4A Safety Action Plan, Gering, NE
- Columbus Casino and Racetrack Traffic Impact Study, Columbus, NE

PROJECT ROLE
Tasks 4 & 5

SPECIALTY
Traffic

EDUCATION
B.S., Civil Engineering, 2020
University of Nebraska

REGISTRATION
Engineer in Training: *NE*

TENURE
Industry: 7 Years
JEO: 5 Years

OFFICE LOCATION
Omaha, Nebraska



Austin Rose

RSP1

Austin is a data-driven transportation professional with expertise in applying advanced analytics to roadway safety and planning. Austin specializes in leveraging big data, crash analysis, and predictive modeling to identify high-risk corridors and develop actionable strategies aligned with the Safe System Approach. Austin has worked with data integration, risk-based prioritization, and visualization tasks for multiple Vision Zero and SS4A Safety Action Plans, supporting evidence-based decision-making for speed management, traffic calming, and multimodal improvements. Prior to WSP, Austin worked as the business intelligence lead for a software company focused on transit ridership.

PROJECT EXPERIENCE

- Safety Action Plan, Sturgis, SD
- Ames Avenue Corridor Study, Omaha, NE
- Safe Streets Lincoln - Vision Zero Action Plan, Lincoln, NE
- SS4A Safety Action Plan, Weld County, CO

PROJECT ROLE
Task 3

SPECIALTY
Transportation

EDUCATION
M.S., Data Science, 2026 (est.)
University of Nebraska

B.S., Actuarial Sciences, 2018
University of Nebraska

CERTIFICATION
Roadway Safety Professional - Level 1

TENURE
Industry: 8 Years
WSP: 1 Year

OFFICE LOCATION
Omaha, Nebraska



Kevin Carder

AICP

Kevin is a transportation planning lead with expertise in Complete Streets, active transportation, and the Safe System Approach to roadway safety. He is passionate about fostering thriving neighborhoods and public spaces stitched together with safe and connected networks for all modes of transportation. Kevin has led the plan development and project prioritization task for multiple roadway safety and Vision Zero plans. Prior to WSP, Kevin worked for the City of Omaha for seven years, focusing on bicycle and pedestrian projects and programs, serving as the coordinator of the City's annual update to its Capital Improvement Program, and supporting various other long range planning initiatives.

PROJECT EXPERIENCE

- Safe Streets Lincoln - Vision Zero Action Plan, Lincoln, NE
- SS4A Safety Action Plan, Weld County, CO
- MAPA Safe Streets for All, Omaha, NE

PROJECT ROLE
Task 5

SPECIALTY
Transportation

EDUCATION
M.S., Urban and Regional Planning, 2016
University of Colorado

B.A., Political Science & Economics, 2014
University of Nebraska

CERTIFICATION
American Institute for Certified Planners

TENURE
Industry: 10 Years
WSP: 2 Years

OFFICE LOCATION
Omaha, Nebraska



Lauren Brown

EI *(KS)*

Lauren is a researcher, engineer, and an avid walker who is passionate about transportation safety and accessibility. Prior to her time with WSP, Lauren conducted research on artificial intelligence methods in transportation, digital twins, and smart cities. With WSP, she has focused her time on safety-oriented projects, including SS4A Action Plans. Lauren's biggest motivator as a traffic engineer is to make communities safer places to be, regardless of what mode of transportation people choose.

PROJECT EXPERIENCE

- Safe Streets Lincoln - Vision Zero Action Plan, Lincoln, NE
- SS4A Safety Action Plan, Weld County, CO
- MAPA Safe Streets for All, Omaha, NE
- Olathe Vision Zero Action Plan, Olathe, KS
- SS4A Grant Assistance, Multiple Clients Throughout the U.S.

PROJECT ROLE
Task 6

SPECIALTY
Transportation

EDUCATION
M.S., Dual Master's Program in Smart Cities, 2023
University of Texas at El Paso and Czech Technical University

B.S., Civil Enginering, 2021
University of Texas at El Paso

REGISTRATION
Engineer in Training: *KS*

CERTIFICATION
Road Safety Assessments Training

TENURE
Industry: 5 Years
WSP: 3 Years

OFFICE LOCATION
El Paso, Texas



Samantha Huebner

PMP

Samantha is a community engagement specialist and planner with extensive experience working with communities on design and planning projects. She thrives on collaboration and is guided by a passion for authentic connection, working to build trust and strengthen relationships. Samantha develops and facilitates outreach strategies tailored to what works best for both the community and the specific project, aligning each effort with the community's unique character, priorities, and communication style, as well as the project's goals and requirements. Her inclusive and adaptable approach facilitates meaningful participation, fosters engagement, and supports informed, community-driven decision-making.

PROJECT EXPERIENCE

- SS4A Comprehensive Safety Action Plan, Waverly, NE
- SS4A Safety Action Plan, Beatrice, NE
- Safe Streets Lincoln - Vision Zero Action Plan, Lincoln, NE

PROJECT ROLE
Task 1

SPECIALTY
Community Engagement

EDUCATION
Master of Community and Regional Planning, 2020
University of Nebraska

Graduate Certificate, Public Management

B.S., Design, 2013
University of Nebraska

CERTIFICATION
Project Management Professional Certification

TENURE
Industry: 10 Years
JEO: 1 Year

OFFICE LOCATION
Lincoln, Nebraska



Kari Slattery

Kari is an information and graphics designer with 18 years of experience in the engineering and finance industries. She has a wide range of skills that include print and digital design, data visualization, illustration, branding, video editing, and animation. She has an artistic eye and a passion for organization, efficiency, and attention to detail, and has a talent for problem-solving and processing information into visually effective communications. Throughout her past work experience, Kari has been a graphic designer, a multimedia specialist, and a creative manager, allowing her to be a versatile creative asset to project teams.

PROJECT EXPERIENCE

- Vision Zero Omaha Action Plan, Omaha, NE
- Long-Range Transportation Plan, Topeka, KS
- MoPac East Trail Connection Study, Cass County, NE
- Public Involvement, 2020 Construction Project Engineering, Lincoln, NE

PROJECT ROLE
Tasks 6 & 7

SPECIALTY
Graphic Design

EDUCATION
B.A., Graphic Design and Art, 2007
Briar Cliff University

TENURE
Industry: 18 Years
JEO: 5 Years

OFFICE LOCATION
Omaha, Nebraska

Qualifications and Relevant Experience

SS4A Action Plans/Safety Action Plans and Crash Analysis and Safe System Approach Experience

JEO has established itself as a trusted partner in advancing SS4A initiatives, bringing proven expertise in developing CSAPs across the Midwest. In 2023, our team successfully led Nebraska's first completed SS4A plan for the City of Beatrice, delivering a data-driven, equity-focused strategy to reduce roadway fatalities and serious injuries. This plan integrated crash analytics, multimodal safety evaluations, and policy recommendations to address both infrastructure and systemic safety challenges, especially in underserved communities.

More recently, JEO supported the City of Waverly in crafting a robust SS4A SAP, which is set to be adopted this spring. This effort includes detailed crash data analysis, identification of safety gaps for vulnerable users, and the development of targeted countermeasures and policies aligned with the Safe System Approach. Community input is central to the process, so the final plan reflects local values and equity considerations.

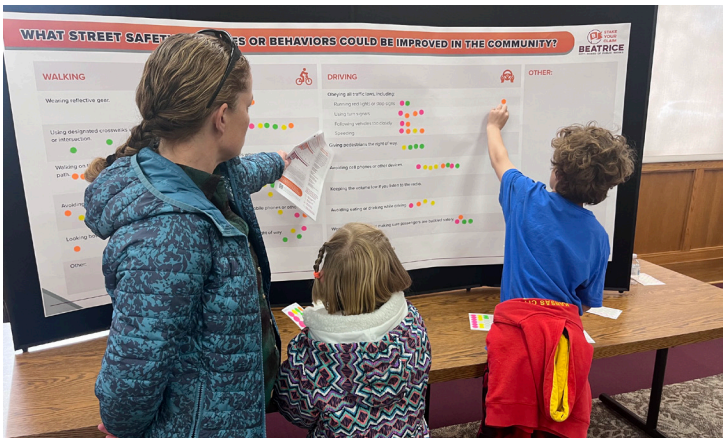
Building on this momentum, JEO was selected to lead SS4A projects in Gering and Fremont, Nebraska; Eureka, Kansas; and Sturgis, South Dakota. Our growing portfolio demonstrates a strong track record in delivering actionable, community-centered safety strategies that improve mobility and save lives.

JEO's SS4A and Vision Zero experience includes:

- Vision Zero Omaha Action Plan, Omaha, NE*
- SS4A Safety Action Plan, Beatrice, NE
- SS4A Comprehensive Safety Action Plan, Waverly, NE*
- Safe Streets Lincoln - Vision Zero Action Plan, Lincoln, NE*
- SS4A Comprehensive Safety Action Plan, Gering, NE
- SS4A Safety Action Plan, Fremont, NE
- SS4A Safety Action Plan, Eureka, KS
- SS4A Safety Action Plan, El Dorado, KS
- SS4A Safety Action Plan, Sturgis, SD*

**JEO/WSP team*







SS4A Safety Action Plan

Beatrice, Nebraska



The JEO team assisted the City of Beatrice with a community-wide Safety Action Plan funded with SS4A planning grant dollars from the USDOT. This project involved gathering and analyzing data on the safety of Beatrice's streets for multimodal transportation alternatives and developing a comprehensive, well-defined strategy to reduce roadway fatalities and serious injuries in the City of Beatrice.

As part of the existing crash analysis conditions and data review, several analytics were developed and mapped to illustrate crash patterns for vehicular and vulnerable road users.

In addition to infrastructure-related projects, a series of policies and programs were developed to enhance the future of transportation safety in the community. The City approved the plan in March 2025, positioning Beatrice to apply for federal grants to implement key recommendations. This SS4A plan was the first approved SS4A plan in Nebraska.

CHECK IT OUT!

Learn more about the City of Beatrice's SS4A Safety Action Plan:

https://www.beatrice.ne.gov/street/page/safe-streets-all-ss4a-safety-action-plan

REFERENCE

City of Beatrice
Tobias Tempelmeyer
City Administrator
p. 402.228.5211
e. ttempelmeyer@beatrice.ne.gov

RELEVANCE

- SS4A Safety Action Plan
- Crash Analysis and Safe System Approach
- Community Engagement with Small-to-Mid-Sized Communities

Vision Zero Omaha - Action Plan

Omaha, Nebraska









JEO and WSP worked with the City of Omaha to develop the Vision Zero Omaha - Action Plan. Omaha is one of a handful of Midwestern cities taking the bold step forward to develop and implement a Vision Zero plan with the goal of significantly reducing the number of fatalities and severe injury crashes for drivers, pedestrians, and bicyclists alike.

JEO was heavily involved with the plan development and led the extensive community engagement efforts, including surveys, workshops, and pop-up public meetings to gather local residents' and organizations' input and feedback. This community input informed the final plan's development, helping it reflect the needs and priorities of Omaha's diverse communities. In addition, JEO team members led the facilitation of several interdepartmental discussions within the City to engage and recommend policy and program changes, and infuse transportation safety into capital projects and priorities city-wide.

Omaha was the first Nebraska city to receive SS4A Implementation funding.

CHECK IT OUT!

View the Vision Zero Omaha - Action Plan website:

www.omahavisionzero.com

REFERENCE

City of Omaha

Jeff Riesselman, PE, PTOE

City Traffic Engineer

p. 402.444.5924

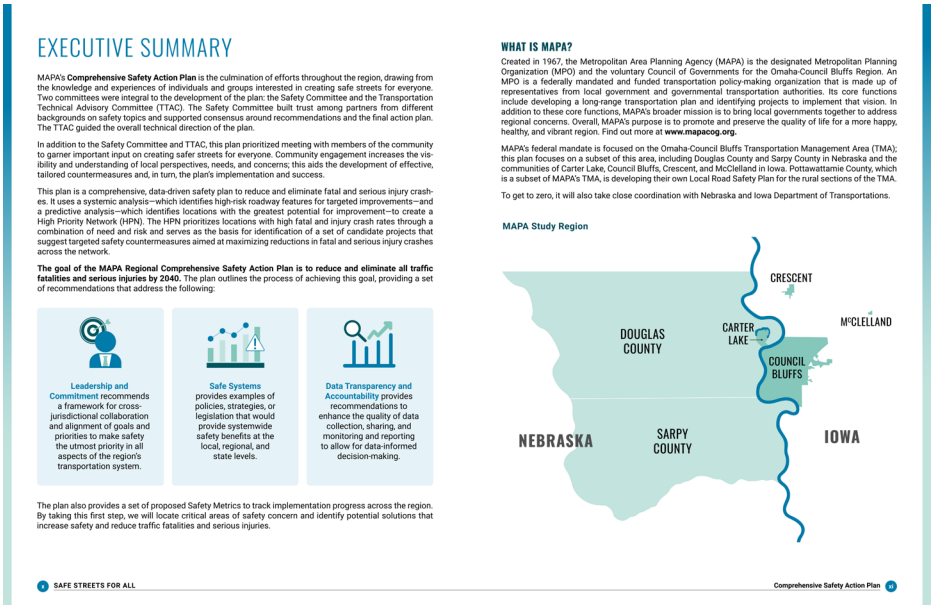
e. jeffrey.riesselman@cityofomaha.org

RELEVANCE

- SS4A Safety Action Plan
- Crash Analysis and Safe System Approach

MAPA Comprehensive Safety Action Plan

Nebraska



EXECUTIVE SUMMARY

MAPA's **Comprehensive Safety Action Plan** is the culmination of efforts throughout the region, drawing from the knowledge and experiences of individuals and groups interested in creating safe streets for everyone. Two committees were integral to the development of the plan: the Safety Committee and the Transportation Technical Advisory Committee (TTAC). The Safety Committee built trust among partners from different backgrounds on safety topics and supported consensus around recommendations and the final action plan. The TTAC guided the overall technical direction of the plan.

In addition to the Safety Committee and TTAC, this plan prioritized meeting with members of the community to garner important input on creating safer streets for everyone. Community engagement increases the visibility and understanding of local perspectives, needs, and concerns; this aids the development of effective, tailored countermeasures and, in turn, the plan's implementation and success.

This plan is a comprehensive, data-driven safety plan to reduce and eliminate fatal and serious injury crashes. It uses a systemic analysis—which identifies high-risk roadway features for targeted improvements—and a predictive analysis—which identifies locations with the greatest potential for improvement—to create a High Priority Network (HPN). The HPN prioritizes locations with high fatal and injury crash rates through a combination of need and risk and serves as the basis for identification of a set of candidate projects that suggest targeted safety countermeasures aimed at maximizing reductions in fatal and serious injury crashes across the network.

The goal of the MAPA Regional Comprehensive Safety Action Plan is to reduce and eliminate all traffic fatalities and serious injuries by 2040. The plan outlines the process of achieving this goal, providing a set of recommendations that address the following:

Leadership and Commitment recommends a framework for cross-jurisdictional collaboration and alignment of goals and priorities to make safety the utmost priority in all aspects of the region's transportation system.

Safe Systems provides examples of policies, strategies, or legislation that would provide systemwide safety benefits at the local, regional, and state levels.

Data Transparency and Accountability provides recommendations to enhance the quality of data collection, sharing, and monitoring and reporting to allow for data-informed decision-making.

The plan also provides a set of proposed Safety Metrics to track implementation progress across the region. By taking this first step, we will locate critical areas of safety concern and identify potential solutions that increase safety and reduce traffic fatalities and serious injuries.

SAFE STREETS FOR ALL

Comprehensive Safety Action Plan

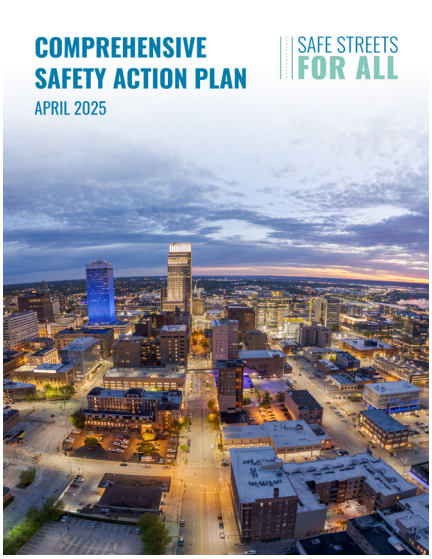
WHAT IS MAPA?

Created in 1967, the Metropolitan Area Planning Agency (MAPA) is the designated Metropolitan Planning Organization (MPO) and the voluntary Council of Governments for the Omaha-Council Bluffs Region. An MPO is a federally mandated and funded transportation policy-making organization that is made up of representatives from local government and governmental transportation authorities. Its core functions include developing a long-range transportation plan and identifying projects to implement that vision. In addition to these core functions, MAPA's broader mission is to bring local governments together to address regional concerns. Overall, MAPA's purpose is to promote and preserve the quality of life for a more happy, healthy, and vibrant region. Find out more at **www.mapacog.org.**

MAPA's federal mandate is focused on the Omaha-Council Bluffs Transportation Management Area (TMA); this plan focuses on a subset of this area, including Douglas County and Sarpy County in Nebraska and the communities of Carter Lake, Council Bluffs, Crescent, and McClelland in Iowa. Pottawattamie County, which is a subset of MAPA's TMA, is developing their own Local Road Safety Plan for the rural sections of the TMA.

To get to zero, it will also take close coordination with Nebraska and Iowa Department of Transportations.

MAPA Study Region



WSP was selected by MAPA to develop a regional CSAP to reduce fatalities and serious injuries across 15 communities (ranging in size from 150 to 500,000 residents) in three counties in Nebraska and Iowa. The WSP team, supported by HDR, worked with the core team, the data team, the safety committee, the transportation technical advisory committee, and the public on the following tasks: selecting focus areas based on a five-year data analysis; developing a countermeasures toolbox tailored to rural, urban, and transitional areas; identifying priority projects tailored to each community; and providing recommendations and safety metrics to keep the region on track to achieving zero fatalities and serious injuries.

CHECK IT OUT!

View the MAPA Comprehensive Safety Action Plan website:

https://mapacog.org/reports/csap/

REFERENCE

Metropolitan Area Planning Agency
Jim Boerner
Transportation Planner
p. 402.444.6866
e. jboerner@mapacog.org

RELEVANCE

- SS4A Safety Action Plan
- Crash Analysis and Safe System Approach

Project Understanding and Approach

PROJECT UNDERSTANDING

At JEO, transportation safety isn't just part of our work; it's a deeply personal commitment. We understand that every intersection, crosswalk, and roadway we help design has a direct impact on the daily lives of real people—families walking their kids to school, commuters heading to work, and neighbors biking to local parks. That's why we approach every project with the mindset that safety isn't negotiable; it's a responsibility. We live in the same kinds of communities we serve, and we understand the importance of feeling secure while navigating your neighborhood. Safety, to us, represents more than physical protection. It reflects dignity, peace of mind, and the preservation of what matters most. We're proud to stand alongside our clients in building transportation systems that support safer, healthier, and more connected communities.

Challenges

In initial review of the crash data, some challenges include:

- Behavioral changes, such as work zone safety and road sharing.
- Addressing high rate of state infrastructure crashes vs. local road crashes.

Additionally, in our experience, we've seen the challenge of engaging the community around the concept of transportation safety and have learned how to best acquire meaningful feedback through the planning process.

Opportunities

Through both the CSAP and Comprehensive Plan Update, JEO can link two critical infrastructure plans for the City to provide safer transportation assets for all road users. This includes reviewing trails throughout the city and working with NDOT to address the high rate of highway crashes within City limits.

Priorities

Understanding Blair's priorities starts at the kickoff meeting. JEO will facilitate a conversation to better understand the goals for the plan, public engagement expectations, and look ahead to implementation priorities. This helps us set expectations with the community and ensures all parties are aligned in values and goals.

Understanding Crash Trends in Blair

According to the Nebraska Department of Transportation's Crash Analysis Portal, from January 2011 through December 2020, crash statistics for the City of Blair include:



PROJECT APPROACH

In our experience, the SS4A planning process is community led, not engineering led. Safety is a personal topic to everyone–we all know someone, or ourselves, who have been impacted by a crash of some kind. That shared experience is at the core of why and how we'll approach this plan. Our robust and inclusive stakeholder engagement process follows three key phases, and runs in tandem with the planning process:

PHASE 1: ASSESS AND INFORM

Our first step is understanding community values and priorities, while also educating the public on the Safe System Approach and methodology. By learning from the community what their values are and initial safety concerns, this provides a baseline for our technical approach and helps create alignment on priorities for both City staff and residents. We'll gather this information through pop-up events, a transportation safety survey, steering committee meetings, social media, and launching a dedicated project webpage. We will also identify disproportionately impacted communities within Blair and work with them to understand their safety concerns. This phase will also include the proposed transportation focus group as part of the Comprehensive Plan Update engagement process, using the opportunity to better understand transportation sentiments for both planning efforts.



Within this phase, our technical experts will complete a full review of Blair's transportation system; local, state and regional policy; and assess available data for quality and completeness. This will assist our team in identifying areas where improvements might be needed to incorporate the final plan's recommended strategies and safety solutions. We will create a comprehensive toolkit of evidence-based countermeasures tailored to address specific safety challenges identified through the data analysis. This toolkit will include a range of engineering, enforcement, emergency services, and educational strategies aimed at mitigating risks and enhancing overall safety.

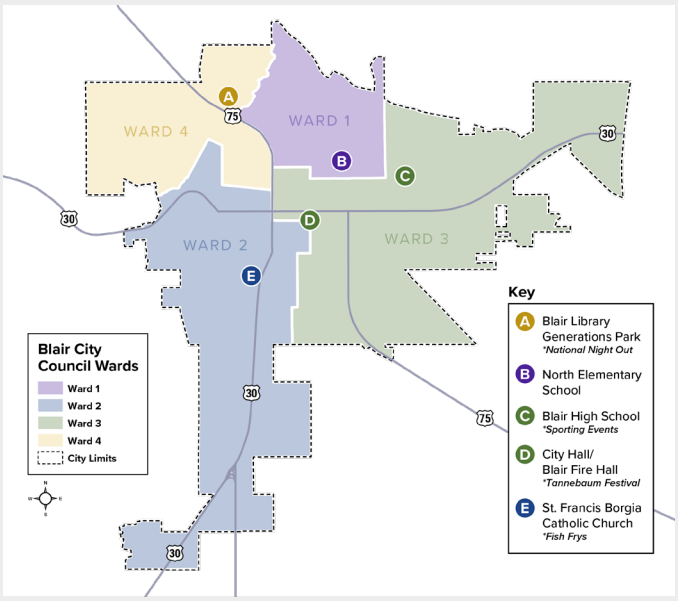
Our team will conduct a comprehensive review of transportation safety conditions in the City of Blair to establish a clear understanding of current conditions and identify areas of greatest need. This will include:

- **Crash Data Review:** Analysis of crash records (past 10 years is recommended), traffic volumes, roadway characteristics, enforcement activity, and other contributing factors.
- **High-Injury Network (HIN) Identification:** Geospatial analysis to pinpoint high-risk intersections, corridors, and railroad crossings, along with trends and contributing factors for motorists, pedestrians, cyclists, and transit users.
- **Active Mobility Infrastructure:** Evaluation of the pedestrian and bicycle network, including sidewalks, trails, crossings, and ADA accessibility. Particular attention will be given to high-pedestrian-traffic areas such as schools, churches, downtown, parks, and key commercial corridors.
- **Data and Reporting Practices:** Review of crash reporting, safety data quality, and collection procedures to identify gaps and opportunities for stronger future analysis.

This structured yet holistic process will verify recommendations are evidence-based, practical, and impactful across the entire network. The data reviewed and collected during this task would also be incorporated into the City of Blair Comprehensive Update as part of our one team, two plans support.

SS4A Pop-up Success

In our experience on SS4A and Vision Zero plans, there is stronger public understanding and feedback return when we meet people where they are by hosting pop-up events versus traditional public open houses. For example, during the Omaha Vision Zero Action Plan, JEO and WSP staff participated in 12 pop-up events over seven months, hearing from more than 450 attendees and receiving more than 580 comments. We recommend using community events, such as the Gateway to the West Days and the Tannenbaum Festival, as opportunities to gather feedback on both the CSAP and Comprehensive Plan Update.







Accessibility Considerations

A fair evaluation of the entire community will be a guiding principle throughout every stage of the CSAP. To achieve this, our team will incorporate inclusive engagement strategies into our public involvement plan to ensure underserved and historically disadvantaged community populations have an equal opportunity to share their voices throughout the planning process. Supplemented by data analysis, we will also be able to identify disparities in transportation safety and accessibility, allowing us to focus on countermeasures where they are most needed. With the support of community partners and stakeholders, we will verify potential accessibility impacts of proposed projects and strategies to promote fairness, address existing inequities, and improve safety for all users, especially those who have been disproportionately affected by past transportation decisions.



PHASE 2: INTEGRATE

Following initial outreach in Phase 1, we'll combine our public responses with technical information, data, and research. This allows for comprehensive and timely updates to the public, including the steering committee. Outreach tactics during this phase may include, but are not limited to, steering committee meetings, additional pop-ups, and website and social media updates.

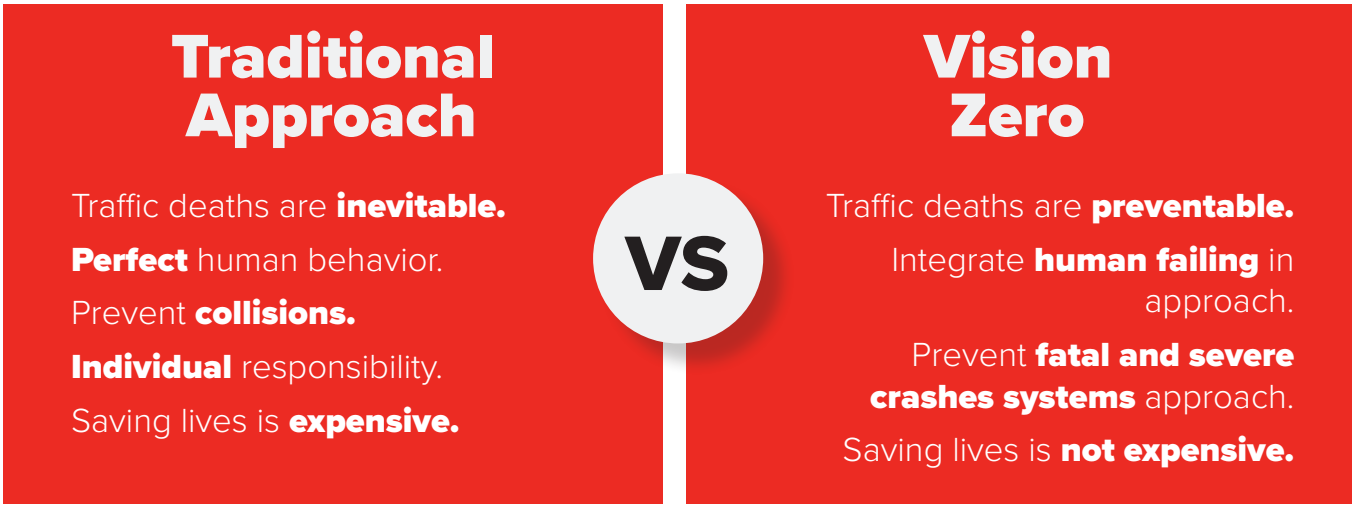
As part of the Integrate phase, the JEO team will develop a comprehensive set of strategies and projects grounded in crash data analysis, best practices, and meaningful community input. This process will include:

- **Toolkit of Countermeasures** – A suite of evidence-based solutions addressing infrastructure, behavioral, and operational needs (e.g., traffic calming, pedestrian crossings, education and enforcement programs, signal timing, and lighting enhancements).
- **Project Alternatives and Concepts** – Identification of corridor and site-specific projects to improve pedestrian, bicycle, and vehicular safety, with attention to current trip patterns, future growth areas, and emerging mobility needs.
- **Evaluation and Prioritization** – Systematic assessment of strategies based on impact, feasibility, cost, and alignment with community goals, producing a prioritized list of short-, mid-, and long-term improvements with order-of-magnitude cost considerations. We can help identify safety-focused projects that will lead to successful implementation funding opportunities, prioritizing other key transportation projects that could be mentioned in the Comprehensive Plan Update and supported with a future sales tax initiative.
- **Funding and Implementation Pathways** – Guidance from JEO's funding specialists to identify viable funding sources, including federal and state grants, to advance priority projects.
- **Performance Measures** – Establishment of clear, understandable metrics to track implementation; measure safety outcomes; and communicate progress with residents, stakeholders, and agency partners.

Our knowledge of the implementation funding process, as well as working on implementation projects, allows the JEO team to set the City of Blair up for long-term success. These strategies and countermeasures focus on the Safe System Approach, effective interventions, and consider multidisciplinary activities. This structured process will equip Blair with a practical, prioritized, and fundable roadmap of safety strategies and projects, to provide meaningful progress toward eliminating fatalities and serious injuries.

USDOT Safe System Approach

The transportation community has embraced the Safe System Approach as an effective means to address and mitigate the risks inherent in our enormous and complex transportation system. It works by building and reinforcing multiple layers of protection to both prevent crashes from happening in the first place and minimize the harm caused to those involved when crashes do occur. It is a holistic and comprehensive approach that provides a guiding framework to make places safer for people.



This is a shift from a traditional safety approach because it recognizes human mistakes and vulnerability and designs a system with many redundancies to protect everyone. A Safe System Approach incorporates the following principles:

Death and Serious Injuries are Unacceptable	A Safe System Approach prioritizes the elimination of crashes that result in death and serious injuries.
Humans Make Mistakes	People will inevitably make mistakes and decisions that can lead to or contribute to crashes. Still, the transportation system can be designed and operated to accommodate certain types and levels of human mistakes and avoid death and serious injuries when a crash occurs.
Humans are Vulnerable	Human bodies have physical limits for tolerating crash forces before death or serious injury occurs. Therefore, it is critical to design and operate a human-centric transportation system that accommodates physical human vulnerabilities.
Responsibility is Shared	All stakeholders, including government at all levels, industry, non-profit/ advocacy, researchers, and the general public, are vital to preventing fatalities and serious injuries on our roadways.
Safety is Proactive	Proactive tools should be used to identify and address safety issues in the transportation system rather than waiting for crashes to occur and reacting afterward.
Redundancy is Crucial	Reducing risks requires strengthening all parts of the transportation system so that if one component fails, the others still protect people.

Making a commitment to zero deaths means addressing every aspect of crash risks through the five elements of a Safe System Approach. These layers of protection and shared responsibility promote a holistic approach to safety across the entire transportation system. The key focus of the Safe System Approach is to reduce deaths and serious injuries through design that accommodates human mistakes and injury tolerances.



Source: USDOT

Safer Vehicles

Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.

Safer Speeds

Promote safer speeds in all roadway environments through thoughtful, equitable, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.

Safer People

Encourage safe, responsible driving and behavior by people who use our roads and create conditions prioritizing their ability to reach their destination unharmed.

Post-Crash Care

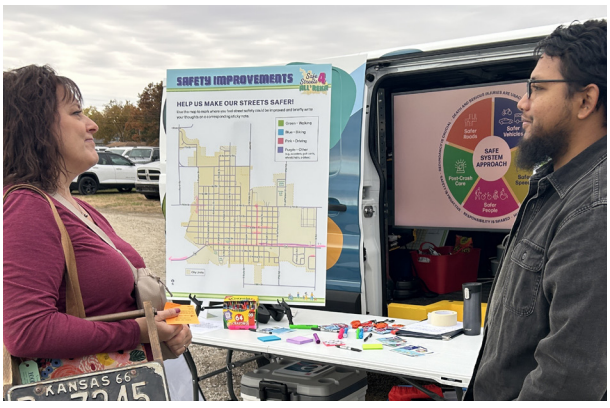
Enhance the survivability of crashes through expedient access to emergency medical care while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

Safer Roads

Design roadway environments to mitigate human mistakes, account for injury tolerances, encourage safer behaviors, and facilitate safe travel by the most vulnerable users.

Whereas traditional road safety strives to modify human behavior and prevent all crashes, the Safe System Approach refocuses transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.





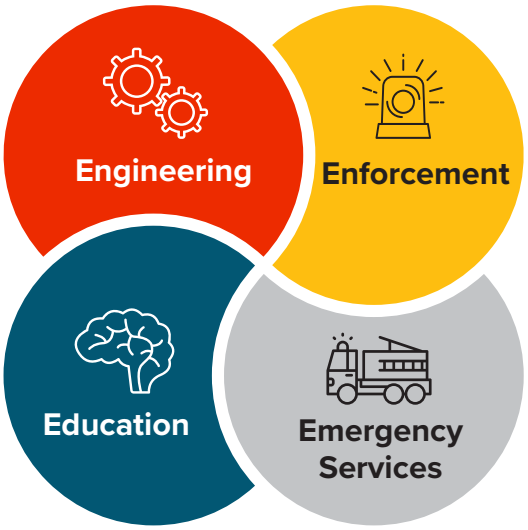
PHASE 3: ACTIVATE

This final engagement phase closes the feedback loop between the planning team and the Blair community, providing an opportunity to review and gauge buy-in on proposed countermeasures and strategies, as well as ensuring feasibility. This phase includes the final rounds of steering committee meetings, website and social media updates, and a public open house.

Following the open house, the SS4A initiative will culminate in the development of a detailed CSAP that clearly outlines conclusions, recommendations, community goals, implementation steps, timelines, responsibilities, and resources needed to execute the plan effectively. The plan will also identify specific programs and initiatives to advance countermeasures and track their progress over time.

Preliminary and draft final plans will be prepared and submitted to City staff in advance of City Council meetings to allow for review, comments, and revisions. The final CSAP will be submitted electronically, and editable source files will be provided to City. The final project deliverables, such as all related task memos, summaries, Executive Summary, and project data package, will be scoped and detailed to meet all the requirements of a CSAP as outlined by the SS4A grant program, enabling the City to pursue SS4A implementation funding.

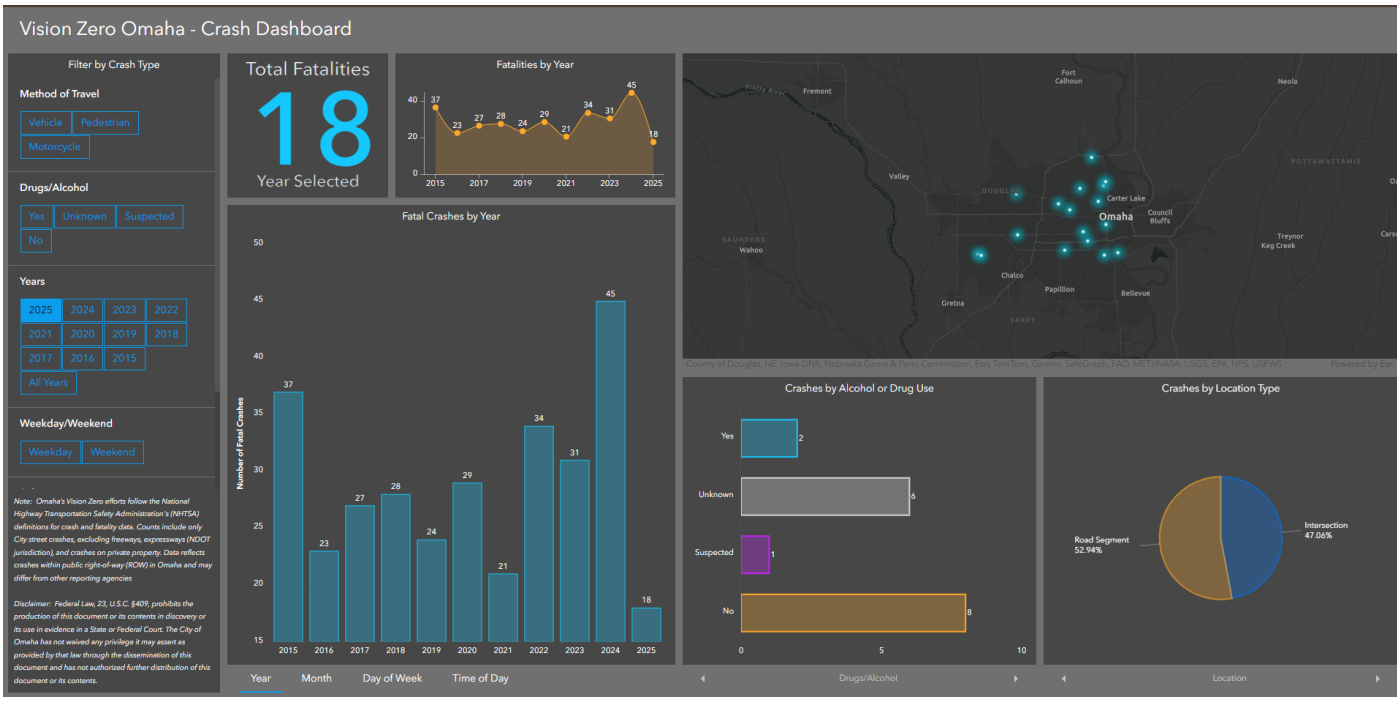
Four Es of Transportation Safety



The plan will be organized to be consistent with the Safe System Approach and address the four Es of transportation safety.

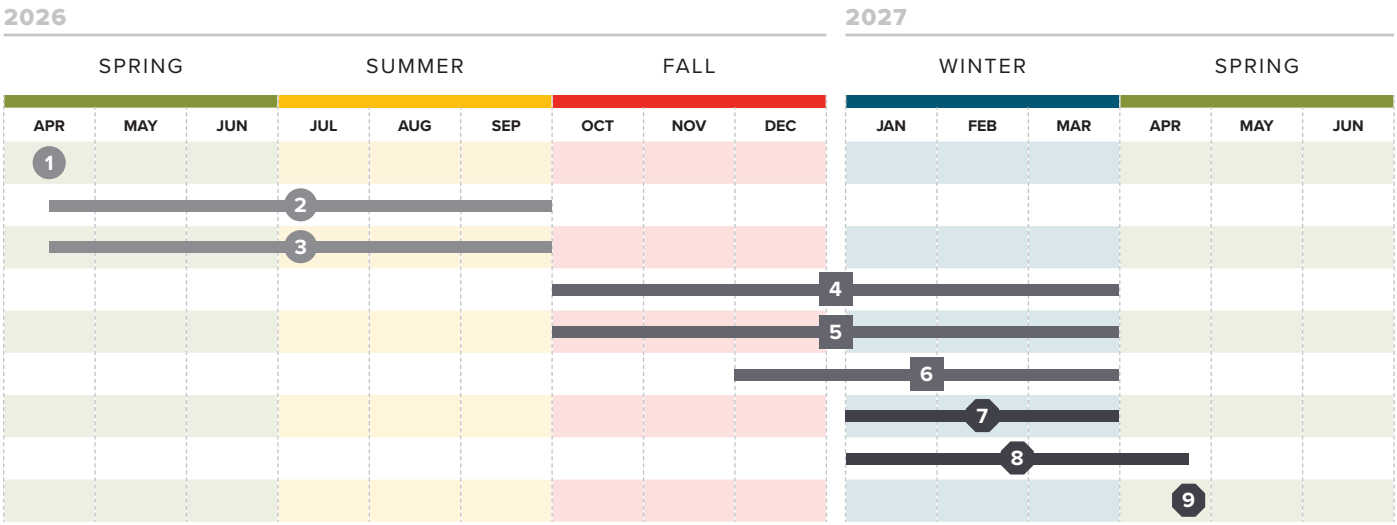
Data Sources, Tools, and Expected Outputs

Our approach to implementation utilizes GIS-based technologies to allow for real-time tracking and progress reporting of safety conditions and improvements. The JEO team proposes developing a Safety Dashboard to not only serve as a tool for City of Blair staff to implement the recommendations of this plan, but will also serve as a public-facing resource for the community to stay informed and interact with. This innovative approach brings safety to the forefront of everyday City operations, continuing the City's commitment to building a culture of safety within Blair for years to come. This needs-based approach will also support the City as it applies for implementation grants following the plan's adoption. This tool will be a shared resource between the CSAP and the Comprehensive Plan Update.



Proposed Schedule

Our proposed schedule has been thoughtfully crafted to allow for meaningful community input, in conjunction with the Comprehensive Plan update, and provide ample time for technical review and approval by City Council. Upon selection, we will immediately collaborate with the City of Blair to develop a revised, feasible project schedule that supports timely completion and eligibility for SS4A implementation funds in summer 2027. We have experience successfully amending SS4A agreements and will work closely with the City and FHWA to do so as needed.



PHASE 1: INTEGRATE

1. **Notice to Proceed and Kickoff Meeting**
2. **Practice, Policy and Data Review + Crash and Safety Analysis**
3. **Engagement**
   - Includes first round of steering committee meetings and pop-up events and transportation safety survey
     - » Coincides with Comprehensive Plan engagement efforts, specifically the transportation focus group

PHASE 2: ACTIVATE

4. **Drafting Countermeasures and Strategy Development**
5. **Second Public Engagement and Participation**
   - Coincides with Comprehensive Plan efforts
6. **Plan Implementation and Recommendations**
   - Priority project identification + timelines
   - Funding plan developed

PHASE 3: ACTIVATE

7. **Open House and Plan, Executive Summary/Fact Sheet Development**
   - Ensure public support for plan recommendations
8. **Plan Presentation to Council**
9. **Final Plan**

References

Below are clients for whom our team has delivered SS4A projects. Additional details about each project can be found in the project sheets on pages 13-15. We encourage you to contact these references to learn more about their experience working with our team.

TOBIAS TEMPELMEYER
City Administrator
Beatrice SS4A Safety Action Plan
p. 402.228.5211
e. ttempelmeyer@beatrice.ne.gov

JEFF SOBCZYK
City of Omaha Public Works - Traffic Division
Omaha Vision Zero Action Plan
p. 402.444.5237
e. Jeff.Sobczyk@cityofomaha.org

ROBERTO PARTIDA
Transportation Planner, LTU Traffic Engineering Division
Safe Streets Lincoln - Vision Zero Action Plan
p. 402.440.7239
e. RPartida@lincoln.ne.gov

WHAT OUR CLIENTS ARE SAYING

"Thought I would share the extremely high praise you received after our short coordination meeting yesterday. Everyone was super impressed with how you ran that meeting. It was smooth, on time, and straight to the point. Keep up the good work!"

JEFF SOBCZYK
Vision Zero Action Plan Coordinator
City of Omaha Public Works - Traffic Division

Conflict of Interest, Debarment/Suspension, and Litigation or Terminations Disclosure

JEO, in partnership with WSP, affirms that no actual, potential, or perceived conflicts of interest exist in relation to this project. Neither firm has any financial interests, contractual relationships, or other affiliations that would compromise our ability to provide objective, independent, and unbiased services to the City of Blair.

Additionally, neither firm has been subject to any debarment or suspension within the past seven years, nor are there any relevant litigation matters or contract terminations that would impact our ability to perform the services described herein. Should any potential conflict arise during the course of this engagement, JEO and WSP commit to promptly disclosing it to the City and taking appropriate steps to address it in accordance with all applicable laws and professional standards.

Insurance Requirements

ACORD®

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 8/22/2025

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER INSPRO, a Marsh & McLennan Agency LLC, Company 4000 Pine Lake Road Lincoln NE 68506	**CONTACT NAME:** Amanda J. White **PHONE (A/C, No, Ext):** 402-607-0012 **FAX (A/C, No):** **E-MAIL ADDRESS:** Amanda.J.White@MarshMMA.com
INSURED JEOINC JEO, Inc. 1937 N. Chestnut Street Wahoo NE 68066	**INSURER(S) AFFORDING COVERAGE** / **NAIC #** **INSURER A :** Phoenix Insurance Company 25623 **INSURER B :** Travelers Indemnity Company 25658 **INSURER C :** Travelers Property Casualty Co 25674 **INSURER D :** Travelers Indemnity Company of 25682 **INSURER E :** Travelers Casualty and Surety 31194 **INSURER F :**

COVERAGES **CERTIFICATE NUMBER:** 956887180 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X **COMMERCIAL GENERAL LIABILITY** [ ] CLAIMS-MADE [X] OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: [ ] POLICY [X] PRO-JECT [ ] LOC [ ] OTHER:			630382R7536	9/1/2025	9/1/2026	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG $	$ 1,000,000 $ 300,000 $ 10,000 $ 1,000,000 $ 2,000,000 $ 2,000,000 $
B	**AUTOMOBILE LIABILITY** X ANY AUTO [ ] OWNED AUTOS ONLY [ ] SCHEDULED AUTOS X HIRED AUTOS ONLY X NON-OWNED AUTOS ONLY			8104N178342	9/1/2025	9/1/2026	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident) $	$ 1,000,000 $ $ $ $
C	X **UMBRELLA LIAB** [ ] OCCUR **EXCESS LIAB** [ ] CLAIMS-MADE [ ] DED X RETENTION $ 10,000			CUP7J603455	9/1/2025	9/1/2026	EACH OCCURRENCE AGGREGATE $	$ 10,000,000 $ 10,000,000 $
D	**WORKERS COMPENSATION AND EMPLOYERS' LIABILITY** Y / N ANYPROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBEREXCLUDED? [ ] **(Mandatory in NH)** If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		UB4J623381	9/1/2025	9/1/2026	X PER STATUTE [ ] OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 1,000,000 $ 1,000,000 $ 1,000,000
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DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

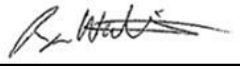
CERTIFICATE HOLDER

For Proposal Purposes Only

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE



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Statement of Qualifications for

SAFE STREETS FOR ALL COMPREHENSIVE SAFETY ACTION PLAN

City of Blair
March 13, 2026







olsson

March 13, 2026

C.J. Heaton, Deputy City Administrator of Public Works
City of Blair
218 S. 16th Street
Blair, NE 68008

RE: Statement of Qualifications for Safe Streets for All (SS4A) Comprehensive Safety Action Plan

Dear Mr. Heaton and selection committee members:

The City of Blair's vision for a safer, more connected community, particularly for its active transportation network and school-aged children, resonates deeply with Olsson. By starting with safety, which will lead to enhancing local amenities and gathering places, Blair can become an even more vibrant destination where people choose to connect, relax, and support local businesses.

OUR TEAM HAS THE MULTIDISCIPLINARY EXPERIENCE NEEDED TO MEET THE CITY'S NEEDS.

Olsson's team offers extensive, cross-disciplinary experience in both planning and engineering, enabling us to provide a clear understanding of the safety planning process, meaningful engagement, and implementation plans grounded in sound planning and engineering expertise. Having these resources in-house helps facilitate seamless coordination and timely plan completion. Our team's roadway safety planning experience spans the national, state, regional, and local level, including development of Vision Zero and Comprehensive Safety Action Plans throughout the region as part of the SS4A program. Our team includes experts who have a particular focus on active transportation safety and equity and have led safety planning efforts and educational workshops nationwide, as well as specialists in stakeholder and public engagement, crash and safety analysis, and implementation planning.

WE HAVE A PROVEN TRACK RECORD WITH COMMUNITIES JUST LIKE YOURS.

Olsson has a strong history in community planning, transportation, community engagement, and communications, delivering comprehensive, people-first solutions. Our approach is defined by our understanding that adapting to each community's unique needs is what leads to success. We have successfully worked on numerous Comprehensive Safety Action Plans and comprehensive transportation plans for communities such as Norfolk (NE), West Plains (MO), Bennet (NE), Lawrence (KS), and Mayes County (OK). This experience provides a deep understanding of federal requirements and best practices.

WE KNOW SUCCESS STARTS WITH LISTENING.

We believe meaningful change starts with a good conversation. Olsson's engagement strategy is designed to reach every part of the community, using creative tools like pop-up events, engaging websites, and compelling visual stories to spark dialogue and bring people together. We make an effort to meet individuals right where they are—be it at a friendly town hall, a bustling farmers' market, or conveniently online—all to help community members shape their own future. We are passionate about helping communities thrive, and that starts by thoughtfully engaging with its inhabitants and stakeholders.

We will deliver a Comprehensive Safety Action Plan that is implementable, accessible, and based in your community's values. Should you have any questions, please contact me at 402.341.1116 or at crolling@olsson.com.

Sincerely,



Chris Rolling, P.E.
Olsson Project Manager
402.341.1116
crolling@olsson.com

CONTENTS

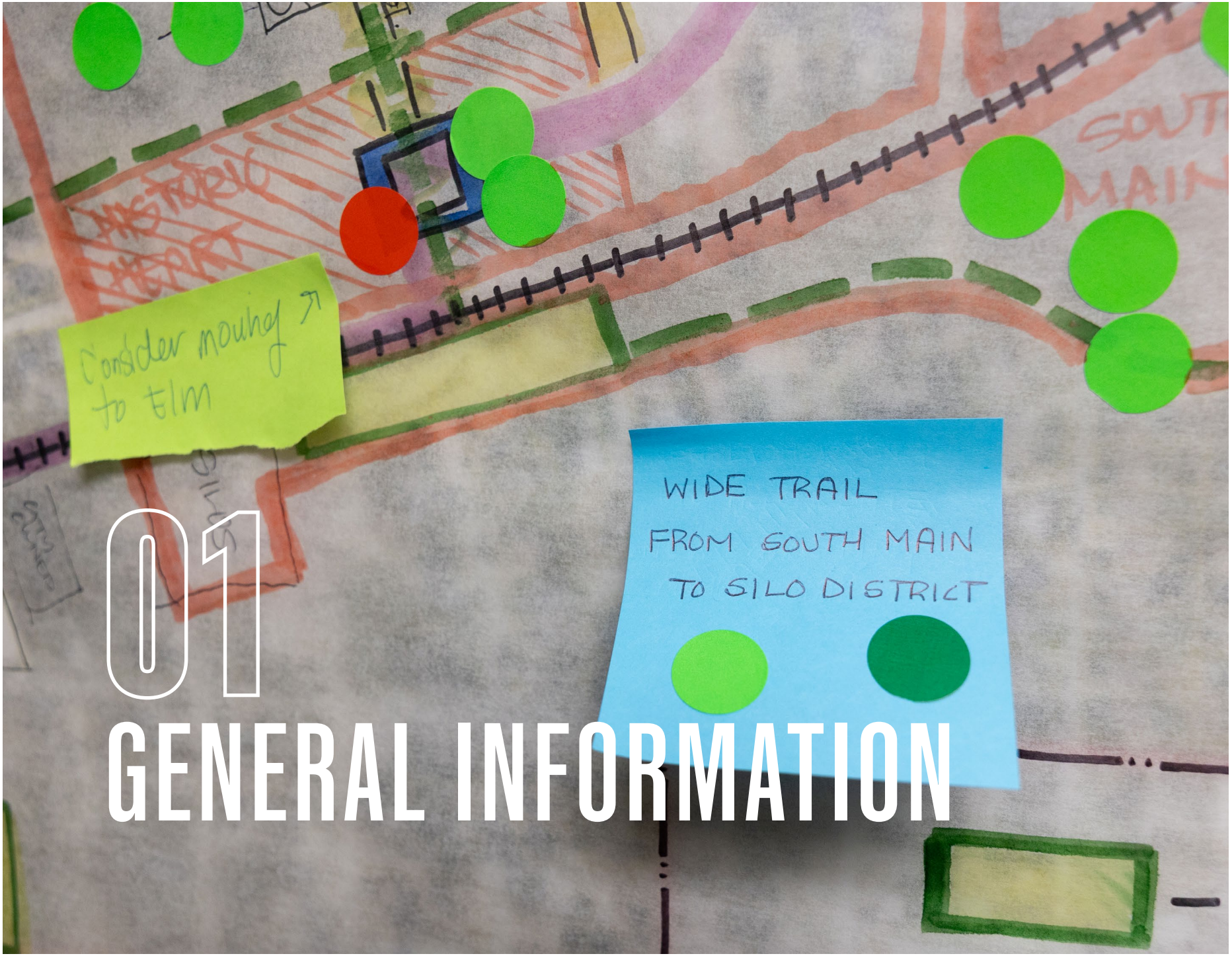
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01 GENERAL INFORMATION



OLSSON'S PLANNING & ENGAGEMENT TEAM

PURPOSE

Our team's mission extends beyond individual projects.

Olsson's Planning and Engagement team is united by a shared purpose: to make a positive impact in every community we serve through creative design, authentic engagement, and meaningful partnerships. We offer the collaborative spirit required to align perspectives and aspirations with practical and innovative possibilities.

We exist to generate ideas, balance perceptions, be a trusted advisor, and offer design guidance. Our work is grounded in the belief that meaningful planning starts with people. We aim to build local capacity, inspire partnerships, and foster social capital so communities can thrive long after our work is done.

WHAT SETS US APART

Innovation

We passionately solve problems with our deep commitment to making communities better and approach every challenge with curiosity and confidence. Our team has a reputation for delivering excellence, and we aim to solve today's challenges and spark long-term opportunities that transform how communities grow and connect.

Resources

Olsson offers a unique mixture of expertise and creativity, combining planning, design, and technical knowledge into a cohesive process. Our internal resources – engineering, science, design, and technical disciplines – allow us to deliver advanced innovations and realistic solutions.

Outcomes

With a proven track record in community planning, transportation, community engagement, and communications, Olsson offers unmatched experience crafting comprehensive, people-first solutions. Whether tackling complex challenges or celebrating shared successes, we bring energy, vision, and results to every partnership. Olsson's approach is defined by our people-first mindset, multidisciplinary expertise, and proven ability to adapt to each community's unique needs.

HEADQUARTERS ADDRESS

Olsson, Inc.
601 P. Street, Suite 200
Lincoln, Nebraska 68508

OFFICE TO PERFORM SERVICES

2111 S. 67th Street, Suite 200
Omaha, Nebraska 68106

PRIMARY CONTACT

Chris Rolling, P.E. | Project Manager
402.341.1116
crolling@olsson.com

OLSSON STAFF & YEARS IN BUSINESS

We are Olsson, a people centric engineering and design firm focused on improving the world around us. We are known for our work, but we will be remembered for the impact it has on the communities we serve.

Founded in 1956, Olsson ranks No. 74 on Engineering News Record's Top 500 Design Firms list. Today, more than 2,000 professionals across 11 states and remote locations provide advisory, planning, engineering and design, field, and environmental services to clients throughout the United States.

Years in Business: 70 years

Total Staff: 2,292 people

OUR EXPERTISE

TRANSPORTATION PLANNING

Public space networks make up a vast portion of cities and deeply influence how residents, businesses, and visitors experience a place. We offer a comprehensive approach to transportation planning, leveraging a depth of experience in innovative multimodal solutions designed to meet the needs of all people and their modalities of movement. We establish balanced transportation plans that prioritize safe, accessible, and sustainable designs for all modes of transportation and acknowledge the critical relationship between the quality and function of public space with future land use outcomes.

COMMUNITY PLANNING

We help communities grow with purpose and take a holistic approach to planning, no matter the scale or context. Our approach establishes an intentional framework for economically, socially, and environmentally sustainable growth that reflects community consensus. We offer strategies to guide the long-term evolution of a community to enhance vitality, placemaking, and quality of life. Our plans are deliberately action-oriented and people-focused; we tailor strategies to a community's unique context and goals.

COMMUNITY ENGAGEMENT AND COMMUNICATIONS

Planning fundamentally involves engaging various stakeholders that sometimes have competing interests. We commit to a meaningful outreach process that allows all voices to be heard, expands collective knowledge, and builds toward consensus. Our creative outreach strategies foster authentic dialogue and trust so the process can lead to positive outcomes. We leverage the best tools and the wisdom of our clients to craft a nuanced engagement approach that fits the unique needs of the communities we work with.



COMMUNITY AND TRANSPORTATION PLANNING

- Comprehensive Planning
- Transportation Planning and Design
- Downtown and Small Area Planning
- Community and Neighborhood Revitalization
- Strategic Planning and Visioning
- Urban Design and Placemaking
- Parks and Recreation Master Planning
- Campus Master Planning
- Corridor Planning
- Transit-Oriented Development Planning
- Transit Operations Planning and Management
- Trails System Master Planning and Design
- Active Transportation System Planning and Design
- Grant Writing and Funding Strategies
- Resiliency and Climate Change Action Planning

COMMUNITY ENGAGEMENT AND COMMUNICATIONS

- Planning and Design Charrettes
- In-Person Open Houses/Town Halls
- Virtual Open Houses/Town Halls
- Focus Groups/Stakeholder Interviews
- Visioning and Strategic Planning Workshops
- Pop-up Events
- Custom Project Websites
- Community Surveys and Polls
- Social Media Content and Management
- Local Media Engagement
- Fact Sheets and Mailings
- News Releases
- Media Plans





WHAT SETS US APART

Innovation. We passionately solve problems with our deep commitment to making communities better and approach every challenge with curiosity and confidence. Our team has a reputation for delivering excellence, and we aim to solve today's challenges and spark long-term opportunities that transform how communities grow and connect.

Resources. Olsson offers a unique mixture of expertise and creativity, combining planning, design, and technical know-how into a cohesive process. Our vast internal resources – engineering, science, design, and technical disciplines – allow us to deliver advanced innovations and realistic solutions.

Outcomes. With a proven track record in transportation, community planning, and community engagement and communications, Olsson offers unmatched experience crafting comprehensive, people-first solutions. Whether tackling complex challenges or celebrating shared successes, we bring energy, vision, and results to every partnership. Olsson's approach is defined by our people-first mindset, multidisciplinary expertise, and proven ability to adapt to each community's unique needs.

ORGANIZATIONAL CHART



PROJECT MANAGER
CHRIS ROLLING, P.E.



Deputy Project Manager
KYLE MCLAUGHLIN, AICP

STAKEHOLDER & PUBLIC ENGAGEMENT



Stacey Roach, MPA
Lead



Gabby Hogan

SOP, POLICY, & DATA REVIEW



Kyle McLaughlin, AICP

CRASH & SAFETY ANALYSIS



Adji Witjaksono, P.E., PTOE

COUNTERMEASURES & STRATEGY DEVELOPMENT



Chris Rolling, P.E.
Lead



Adji Witjaksono, P.E., PTOE



Kyle McLaughlin, AICP

BRANDING



Taylor Plummer, AICP

IMPLEMENTATION PLAN & PROGRAMS



Chris Rolling, P.E.
Lead



Adam Rankin

DRAFT & FINAL CSAP



Shelby Ferguson
Lead



Taylor Plummer, AICP



CHRIS ROLLING, P.E.

Project Manager | Countermeasures & Strategy Development Lead | Implementation Plan & Programs Lead | 40 Percent Availability

EXPERIENCE SUMMARY

As a group leader for Transportation Planning within Olsson's Planning and Engagement Team, Chris oversees project management, quality control, and project execution within his group to confirm the successful completion of transportation projects. With a background in traffic management and roadway design and an emphasis on multimodal transportation, he solves transportation challenges from the perspective of multiple users and engineering disciplines. His background includes arterial street widening projects, interchange justification reports, traffic impact studies, corridor studies, walkability studies, bike facility design, and traffic signal design.

With his diverse experience, Chris brings a unique perspective that lends to the development of integrated and creative solutions to transportation challenges. He has worked with many municipalities and state agencies across the country, giving him a wide sampling of diverse approaches, standards, and political climates.

EDUCATION

- B.S., Civil Engineering, University of Nebraska-Omaha

PROFESSIONAL REGISTRATIONS

- Professional Engineer (P.E.): CO, NE, WY

YEARS WITH OLSSON

- 21 years

YEARS OF EXPERIENCE

- 21 years

AWARDS

- Bellevue Comprehensive + Transportation Plan, Daniel Burnham Comprehensive Plan Award, Nebraska Planning & Zoning Association (2025)

RELEVANT EXPERIENCE

- City of Bellevue, Comprehensive Plan Update and Long-Range Transportation Plan; Bellevue, NE
- Mayes County, Safety Action Plan; Mayes County, OK
- City of Norfolk, Safety Action Plan; Norfolk, NE
- City of West Plains, Safety Action Plan; West Plains, MO
- City of Lawrence, Vision Zero: Safety Action Plan; Lawrence, KS
- City of Colorado Springs, Safe Streets and Roads for All (SS4A) Action Plan; Colorado Springs, CO
- City of Fort Collins, 2024 SS4A Planning and Demonstration Grant Application Assistance; Fort Collins, CO
- City of Bennet, Safety Action Plan; Bennet, NE
- NDOT, Vulnerable Road Users Assessment; Statewide, NE
- City of Omaha, Midtown Medical Center Bikeway Connection Transportation Alternatives Program (TAP) Grant Application ($15 Million); Omaha, NE
- City of Omaha, 13th Street Walkability Study; Omaha, NE
- MAPA, 24th Street Multimodal Transportation Study, from Cass to Mason Streets; Omaha, NE



KYLE MCLAUGHLIN, AICP

Deputy Project Manager | State of Practice, Policy, & Data Review Lead | Countermeasures & Strategy Development | 45 Percent Availability

EXPERIENCE SUMMARY

Kyle is a senior regional planner, specializing in transportation and mobility along with land use and corridor planning. His expertise spans a variety of communities, from metropolitan areas to distinct tribal groups. His portfolio includes projects for small area plans and comprehensive city-wide multi-modal strategies. Kyle is a strong advocate for sustainable, resilient, and equitable planning. His primary goal is to enhance the quality of life for residents. His plans strive to integrate aspects of connectivity, resource allocation, and climate resilience, making them strategic road maps for the future.

A firm believer in public engagement, he makes sure that community voices are heard and incorporated into every plan, fostering a sense of ownership and shared vision among residents. His work is more than a profession; it's his contribution to a better tomorrow.

EDUCATION

- M.C.R.P., Community and Regional Planning, University of Nebraska-Lincoln
- M.S., Civil Engineering, University of Nebraska-Lincoln
- B.S., Civil Engineering, University of Nebraska-Lincoln

CERTIFICATIONS/TRAINING

- American Institute of Certified Planners (AICP)
- FEMA Mitigation Planning for Local and Tribal Communities

YEARS WITH OLSSON

- 5 years

YEARS OF EXPERIENCE

- 10 years

AWARDS

- Bellevue Comprehensive + Transportation Plan, Daniel Burnham Comprehensive Plan Award, Nebraska Planning & Zoning Association (2025)

RELEVANT EXPERIENCE

- City of Bellevue, Comprehensive Plan Update and Long-Range Transportation Plan (LRTP); Bellevue, NE
- City of Excelsior Springs, Comprehensive Plan; Excelsior Springs, MO
- City of Norfolk, Comprehensive Safety Action Plan; Norfolk, NE
- City of Bennet, Transportation Safety Action Safe Streets and Roads for All; Bennet, NE
- City of West Plains, Safety Action Plan; West Plains, MO
- City of Omaha, Complete Streets Phase 2; Omaha, NE
- City of Omaha, Revolutionizing Roadway Safety and Efficiency in the Omaha Metro Area, Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Application; Omaha, NE
- City of Colorado Springs, ConnectCOS Transportation Master Plan; Colorado Springs, CO
- City of Broomfield, Comprehensive Plan and Transportation Mobility Plan; Broomfield, CO
- City of Lincoln, Downtown Principal Corridors; Lincoln, NE
- City of Louisville, Trail Master Plan; Louisville, NE
- City of Ozark, Onward Ozark Corridors Plan; Ozark, MO



STACEY ROACH, MPA

Stakeholder & Public Engagement Lead | 40 Percent Availability

8 YEARS WITH OLSSON
24 YEARS OF EXPERIENCE

EXPERIENCE SUMMARY

Stacey leads public engagement at Olsson, specializing in strategic communications and stakeholder collaboration. She has experiencing managing on-call public engagement contracts, ensuring appropriate firm resources are dedicated to her projects. Stacey is trained through the International Association for Public Participation (IAP2) and has developed and executed strategic engagement plans for multiple project types of varying scales across the country. Stacey is thoughtful in her approach and is energized by building and maintaining community relationships to inform decision making.

RELEVANT EXPERIENCE

- City of Bellevue, Comprehensive Plan Update and Long-Range Transportation Plan (LRTP); Bellevue, NE
- City of Norfolk Transportation Safety Action Plan; Norfolk, NE
- City of York, Project Access - Pedestrian Safety Infrastructure; York, NE
- City of Omaha, 13th Street Walkability Study; Omaha, NE
- City of Omaha, 108th Street/Decatur to Burt Streets Roadway Design; Omaha, NE

EDUCATION

- Master of Public Administration, University of Nebraska-Omaha
- B.S., Education & Human Sciences, University of Nebraska-Lincoln

AWARDS

- Bellevue Comprehensive + Transportation Plan, Daniel Burnham Comprehensive Plan Award, Nebraska Planning & Zoning Association (2025)

PROFESSIONAL REGISTRATIONS

- International Association for Public Participation (IAP2), Planning and Techniques for Effective Public Participation Certificate



ADJI WITJAKSONO, P.E., PTOE

Crash & Safety Analysis Lead | Countermeasures & Strategy Dev. | 50 Percent Availability

2 YEARS WITH OLSSON
7 YEARS OF EXPERIENCE

EXPERIENCE SUMMARY

Adji is a skilled associate engineer with a strong background in traffic engineering and intelligent transportation systems. He develops designs and conducts analyses to improve multi-modal accessibility, safety, and operations. Adji is proficient at using traffic analysis tools, including Synchro, VISSIM, SIDRA, Rodel, HCS, and TransCAD, to evaluate intersection capacity, corridor capacity, roadway levels of service, and traffic calming solution feasibility.

RELEVANT EXPERIENCE

- City of West Plains, Safety Action Plan; West Plains, MO
- City of Colorado Springs, Safe Streets and Roads for All (SS4A); Colorado Springs, CO
- City of Colorado Springs, West Colorado Avenue Striping Plans and Analysis; Colorado Springs, CO
- Arkansas Department of Transportation, ARDOT Highway 270 Highway 70 Interchange Study Update; Hot Springs, AR
- City of Manhattan KS, Traffic Systems Masterplan; Manhattan, KS

EDUCATION

- B.S., Civil Engineering, Colorado State University

PROFESSIONAL REGISTRATIONS

- Professional Engineer: CO

AFFLIATIONS

- Insitute of Transporation Engineers (ITE)



SHELBY FERGUSON

Draft & Final Comprehensive Safety Action Plan Lead | 45 Percent Availability

4 YEARS WITH OLSSON
17 YEARS OF EXPERIENCE

EXPERIENCE SUMMARY

Shelby is an experienced planner and public engagement specialist who has worked on planning and infrastructure projects with communities throughout the United States. As an accomplished engagement facilitator, she engages diverse sectors of the population to confirm all voices are not only heard, but also incorporated into plan outcomes. As part of the team on this project, Shelby will support the community planning process and aid lead staff as otherwise needed.

RELEVANT EXPERIENCE

- City of West Plains, Safety Action Plan; West Plains, MO
- City of Lawrence, Safety Action Plan; Lawrence, KS
- City of West Plains, Comprehensive Plan; West Plains, MO
- City of Excelsior Springs, Comprehensive Plan; Excelsior Springs, MO
- City of Liberty, Comprehensive Plan; Liberty, MO
- City of Nixa, Comprehensive Plan; Nixa, MO
- Clay County, Comprehensive Plan; Clay County, MO

EDUCATION

- B.A., Urban Planning & Design, University of Missouri-Kansas City
- B.S., Housing & Design, Missouri State University

AWARDS

- Outstanding Plan for West Plains, Missouri, Connect West Plains Comprehensive Plan, American Planning Association (APA) Missouri (2023)

PROFESSIONAL REGISTRATIONS

- American Planning Association (APA)



TAYLOR PLUMMER, AICP

Draft & Final Comprehensive Safety Action Plan | Branding | 50 Percent Availability

10 YEARS WITH OLSSON
11 YEARS OF EXPERIENCE

EXPERIENCE SUMMARY

Taylor is a certified planner, project manager, and public outreach professional who understands the shifting needs of livable communities. She is IAP2-trained and leads public and stakeholder engagement activities including the following: developing brand campaigns, writing public engagement plans, facilitating consensus-building sessions, and leading virtual and in-person public open houses. Taylor has managed 25-plus community plans in Arizona, Colorado, Kansas, Missouri, Nebraska, and Oklahoma.

RELEVANT EXPERIENCE

- City of Bellevue, Comprehensive Plan Update and Long-range Transportation Plan (LRTP); Bellevue, NE
- City of Colorado Springs, Safe Streets and Roads for All (SS4A) Action Plan; Colorado Springs, CO
- City of Fort Collins, Transportation Capital Project Prioritization Study; Fort Collins, CO

EDUCATION

- M.U.P., Sustainable Land Use Planning and Housing and Community Development, University of Kansas
- B.S., Environmental Science, Policy and Society Track, Legal Studies Minor, Creighton University

CERTIFICATIONS/TRAINING

- American Institute of Certified Planners (AICP)
- International Association of Public Participation (IAP2) Foundations and Methods Training

AWARDS

- Bellevue Comprehensive + Transportation Plan, Daniel Burnham Comprehensive Plan Award, Nebraska Planning & Zoning Association (2025)



ADAM RANKIN

Implementation Plan & Programs
| 60 Percent Availability

4 YEARS WITH OLSSON
5 YEARS OF EXPERIENCE

EXPERIENCE SUMMARY

Adam is a land-use and community planner with experience in research, policy analysis, and the development of planning recommendations. He brings experience assessing community needs, evaluating local strengths and challenges, conducting site visits and stakeholder interviews, and synthesizing technical information into clear, actionable planning concepts. He has also assisted with large-group facilitation, guiding stakeholders and community members through decision-making exercises to best understand unique community values.

RELEVANT EXPERIENCE

- City of Bellevue, Comprehensive Plan Update and Long-range Transportation Plan (LRTP); Bellevue, NE
- City of Colorado Springs, Safe Streets and Roads for All (SS4A) Action Plan; Colorado Springs, CO
- City of Lawrence, Vision Zero Safety Action Plan; Lawrence, KS
- Town of Kersey, Transportation Safety Action Plan; Kersey, CO

EDUCATION

- Master of Urban Planning, Housing Development and Transportation Planning, University of Kansas
- B.A., French, Biology Minor, International Studies Minor, Washburn University

AWARDS

- Bellevue Comprehensive + Transportation Plan, Daniel Burnham Comprehensive Plan Award, Nebraska Planning & Zoning Association (2025)



GABBY HOGAN

Stakeholder & Public Engagement
| 60 Percent Availability

1 YEAR WITH OLSSON
4 YEARS OF EXPERIENCE

EXPERIENCE SUMMARY

Gabby brings a passion for public engagement and a strong background in community relations to Olsson. With a foundation in political science, Gabby specializes in building connections between stakeholders, clients, and the public. She's skilled at developing and leading volunteer programs, managing large-scale events, and fostering relationships with corporate and community partners. Her experience includes coordinating initiatives and managing in-kind donations and intern engagement programs.

RELEVANT EXPERIENCE

- City of Bellevue, 36th Street Sheridan-Platteview Construction Engineering and Inspection; Bellevue, NE
- City of Bennet, Transportation Safety Action Safe Streets and Roads for All (SS4A); Bennet, NE
- City of Omaha, Midtown Medical Center Bikeway Connection; Omaha, NE
- City of Omaha, 13th Street Walkability Study Update; Omaha, NE
- City of Lincoln, Downtown Principal Corridors Phase 1 Design; Lincoln, NE

EDUCATION

- B.A., Political Science, University of Nebraska-Lincoln



02 QUALIFICATIONS & RELEVANT EXPERIENCE





CSAP, SAFE ROUTES TO SCHOOLS PLAN & BIKE-PED PLAN

Mayes County, Oklahoma

Mayes County, awarded SS4A funding in the 2022 funding cycle, proposed a hybrid approach to preparing the County's Safety Action Plan in their SS4A application. This hybrid approach entails not only the preparation of the Safety Action Plan but also leveraging the data and results from the CSAP into two additional documents: a County-wide Bicycle and Pedestrian Master Plan and a County-wide Safe Routes to School Plan. Mayes County boasts one of the nation's largest industrial parks – MidAmerica Industrial Park, spanning 9,000 acres with an employment base exceeding 4,500.

Moreover, five of the County's School Districts actively participated in the planning process, culminating in a unique, targeted SAP that addresses safe routes to schools and county-wide bicycle and pedestrian recommendations. These efforts were aimed at promoting safe multimodal transportation options for the residents of Mayes County. Olsson worked with the county to help bring this plan to fruition.

DATES

2023 — 2025

SERVICES

- Transportation Planning
- Public Engagement

RELEVANCE

- SS4A Safety Action Plan
- Equitable Engagement
- Small/Mid-Sized Community

PROJECT REFERENCE

Arianna Derr
Executive Director, Mayes County HOPE Coalition
918.409.8875
arianna@mchope.org

Key Personnel



CHRIS ROLLING, PE | Kyle McLaughlin





COMPREHENSIVE SAFETY ACTION PLAN

West Plains, Missouri

The City of West Plains identified a critical need to improve community safety by addressing high injury crash locations and creating a comprehensive roadway safety strategy. In response, Olsson partnered with the City to develop the West Plains Safety Action Plan with an ambitious Vision Zero approach - aiming to eliminate fatal and serious injury crashes within a specific timeframe. Our team provided multidisciplinary expertise including crash data analysis, equity considerations, active transportation integration, and stakeholder engagement. As prime consultant, Olsson managed all aspects of the project from steering committee facilitation to implementation planning, developing targeted strategies based on evidence-based practices.

Working with limited existing data, Olsson created a High Injury Network by analyzing five years of crash data using geospatial mapping to identify priority corridors and intersections. Our team integrated proven transportation solutions and fostered robust public engagement through in-person and virtual meetings. The resulting Safety Action Plan delivered actionable policy recommendations, cost-effective infrastructure projects, and an online dashboard for tracking progress. By incorporating prioritizing fatal and injury crashes, especially those affecting vulnerable road users, the plan helps West Plains create safer streets for all residents while positioning the city to qualify for federal Safety Action Plan (SS4A) funding opportunities that support roadway safety improvements.

DATES

2024 — 2026

SERVICES

- Transportation Planning
- Public Engagement

RELEVANCE

- SS4A Safety Action Plan
- Crash Analysis
- Equitable Engagement
- Small/Mid-Sized Community

PROJECT REFERENCE

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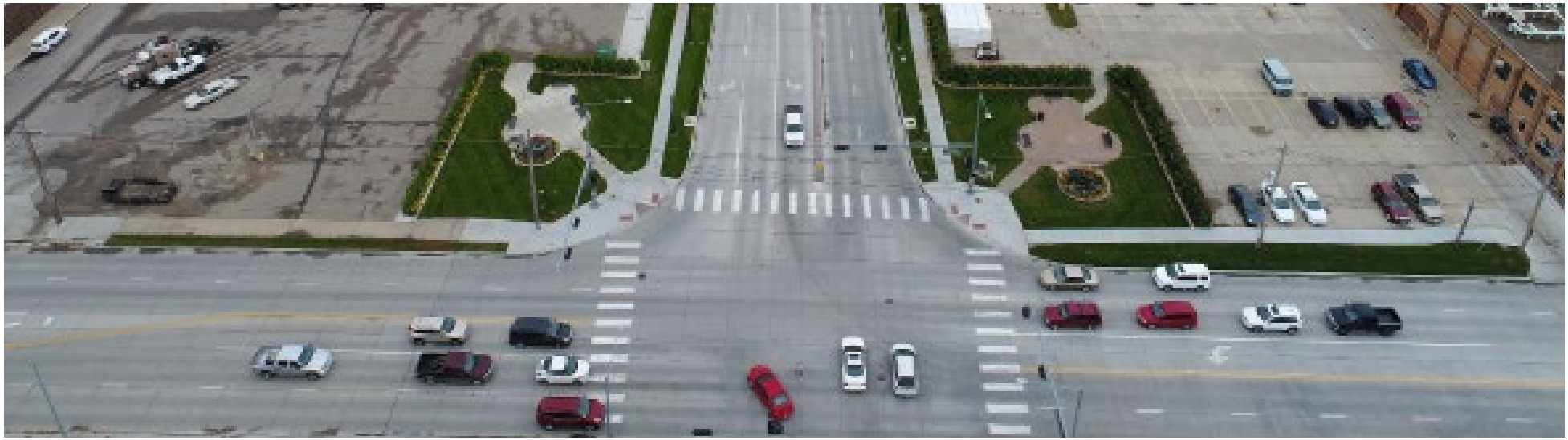
Key Personnel



CHRIS ROLLING, PE

Kyle McLaughlin
Adji Witjaksono
Taylor Plummer

Shelby Ferguson



COMPREHENSIVE SAFETY ACTION PLAN

Norfolk, Nebraska

Olsson was a subconsultant to Toole Design on the Norfolk Comprehensive Safety Action Plan in Norfolk,Nebraska, where we supported community engagement efforts that connected directly with residents and the Implementation Plan that gave city officials the roadmap to meeting their safety goals. Our team organized virtual stakeholder meetings, coordinated public events, and conducted walking tours to gather authentic local input. We also provided technical expertise through site visits at priority locations and developed practical cost estimates for safety improvements along key corridors and intersections.

The project helped Norfolk create a safer transportation system for everyone, with special focus on pedestrians and cyclists. Through our community-centered approach and technical analysis, we delivered recommendations that will help the city reduce traffic incidents while improving mobility options for all residents.

DATES

2024 — 2025

SERVICES

- Transportation Planning
- Public Engagement

RELEVANCE

- SS4A Safety Action Plan
- Equitable Engagement
- Crash Analysis
- Small/Mid-Sized Community

PROJECT REFERENCE

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Key Personnel



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COMPREHENSIVE SAFETY ACTION PLAN

Bennet, Nebraska

The Bennet, Nebraska Safety Action Plan (SS4A) is a forward-thinking initiative designed to enhance transportation safety for all residents and visitors in the city. Supported by a Safe Streets and Roads for All (SS4A) Action Plan Grant, this project focuses on identifying and addressing critical safety needs across Bennet's transportation network, with special attention to safe pedestrian access to Bennet Elementary School and the city park.

Bennet's rapid growth, fueled by its proximity to Lincoln and increasing residential development, has brought new opportunities and challenges for the community's transportation system. The Safety Action Plan aims to help achieve a safer, more efficient, and sustainable network by evaluating current conditions, engaging with local and regional partners, and prioritizing improvements that benefit all road users—drivers, cyclists, and pedestrians alike.

The planning process was rooted in the Federal Highway Administration's Safe System Approach and incorporated equity considerations outlined by the U.S. Department of Transportation. The plan explored how transportation improvements can support local businesses, expand access, and foster economic growth, while also gathering meaningful input from residents, schools, and underrepresented groups. Collaboration with Lancaster County, the Nebraska Department of Transportation, and local school districts was central to the plan's success.

DATES

2025 — 2026

SERVICES

- Transportation Planning
- Public Engagement

RELEVANCE

- SS4A Safety Action Plan
- Equitable engagement
- Small/Mid-Sized Community

PROJECT REFERENCE

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Key Personnel



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PROJECT PLANNING EXPERIENCE

YEAR COMPLETED	PLAN TYPE & LOCATION	POPULATION (ROUNDED)	Visioning Workshop	Planning and Design Charrette	Marketing / Social Media	Public Survey	In-Person / Virtual Open Houses	Focus Groups / Stakeholder Interviews	Short Story / Videography	Pop Up Events / Microengagement	Future Land Use / Community Character	Transportation & Mobility	Housing	Infrastructure & Utilities	Economic Development	Recreation & Open Space	Agricultural, Natural, and Cultural Resources	Environmental / Resiliency	Public Facilities	Urban Design / Placemaking	Capital Improvement Planning	Intergovernmental Cooperation	Sub Area / Neighborhood Planning	Market / Economic Strategic Plan	Implementation Plan	Development Regulations / Design Standards	Funding Tools / Economic Resources	Dashboard / Online Monitoring
TRANSPORTATION & SAFETY																												
Ongoing	Dodge City Corridor Plan, Dodge City, KS	28,000			X	X	X	X			X	X		X	X			X	X									
Ongoing	Colorado Springs Safety Action Plan, Colorado Springs, CO	489,000	X		X		X	X		X		X		X					X		X	X			X		X	X
2026	Bennet Safety Action Plan, Bennet, NE	1,100	X		X	X	X	X		X		X			X				X		X	X			X		X	
2026	JATSO Metropolitan Transportation Plan, Joplin, MO	52,000			X	X	X	X		X		X		X	X	X		X	X		X	X			X		X	
2026	West Plains Transportation Safety Action Plan, West Plains, MO	13,000	X		X	X		X		X		X		X					X			X	X		X		X	X
2026	Kersey Safety Action Plan, Kersey, CO	1,600	X		X	X		X		X		X		X					X		X	X			X		X	X
2025	Lawrence Vision Zero Transportation Safety Action Plan, Lawrence, KS	97,000	X		X	X		X		X		X		X					X		X	X			X		X	
2025	Broomfield Transportation Safety Action Plan, Broomfield, CO	79,000	X		X	X		X		X		X		X					X		X	X			X		X	X
2025	Mayes County, Safety Action Plan, Mayes County, OK	40,000	X	X	X	X		X		X		X		X		X			X		X	X			X		X	
2025	Norfolk Safety Action Plan, Norfolk, NE	25,000	X		X	X	X	X		X		X			X				X		X	X			X		X	
2025	Onward Ozark Corridor Plan, Ozark, MO	22,500	X	X	X	X	X	X			X	X		X	X	X	X	X	X	X	X	X	X	X	X		X	
2022	Platte Avenue Corridor Study, Colorado Springs, CO	489,000	X	X	X	X	X	X			X	X		X	X	X			X	X			X		X		X	
2021	Connect COS Transportation Master Plan, Colorado Springs, CO	489,000	X	X	X	X	X	X		X	X	X		X	X	X		X	X	X	X	X	X		X		X	
2022	Joplin Connected Active Transportation Plan, Joplin, MO	52,000	X		X	X	X	X	X			X		X	X	X		X	X		X	X			X		X	
2022	Merriam Connected Corridor Plan, Merriam, KS, Kansas City, KS, and Overland Park, KS	363,000	X	X	X	X	X	X	X		X	X	X	X	X	X		X	X	X	X	X	X	X	X		X	
2022	Loveland Citywide Roadway Safety Study, Loveland, CO	77,500			X	X	X	X		X		X		X	X	X		X	X		X				X		X	X
2021	Cornhusker Highway Corridor Enhancement Plan, Lincoln, NE	293,000	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
2021	Eastman Park Drive Corridor Plan, Windsor, CO	36,000	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
2023	NDOT Vulnerable Road Users Assessment	Statewide				X	X	X				X		X									X			X			



03 PROJECT UNDERSTANDING & APPROACH



PROJECT UNDERSTANDING

To meet USDOT Safe Streets and Roads for All (SS4A) program requirements and position Blair for future implementation funding, the city must develop a Comprehensive Safety Action Plan (CSAP) based on the Safe System Approach. The plan should feature robust data analysis, targeted stakeholder and public engagement, and clear strategies. A primary goal is to improve Blair's transportation network by enhancing infrastructure for driving, walking, biking, and rolling, especially for school-aged children. One specific example of where we can draw our attention is to affirm safer travel up to and across Highway 30 and Highway 75, which divide the city for pedestrians and cyclists. The CSAP should prioritize safer crossings and improved connections to create a more accessible, secure environment for all road users.

Blair's transportation system, featuring a pair of major state highways, school and park travel demands, new trail connections, and daily commute patterns caused by thousands of people both leaving and coming into the city, presents unique safety challenges. The city must address these changes for all users by creating a practical, defensible plan tailored to local conditions and ready for implementation.

Meaningful stakeholder and public engagement are essential. The city should coordinate with local departments, emergency responders, schools, NDOT, and community groups to identify safety concerns and constraints. Engagement should be pointed and meaningful, while leveraging other planning efforts, like the Comprehensive Plan, to maximize participation and encompass any populations facing disproportionate crash risk or participation barriers. Input should inform technical analysis, prioritization, and strategy development.

The plan requires thorough technical analysis through reviewing current policies, crash data, roadway features, traffic volumes, and demographics to identify high-risk areas and vulnerable users. From this, the city will develop context-sensitive countermeasures and strategies, including quick-build options and long-term investments, addressing safe roads, speeds, users, vehicles, and post-crash care. A transparent project prioritization process based on safety, feasibility, accessibility, and cost should phase recommendations into near-, mid-, and long-term actions supporting progress toward zero fatalities and serious injuries.

To establish and maintain accountability, the CSAP must set measurable safety targets, benchmarks, and performance measures, using tools like GIS dashboards for tracking. All plan materials must be accessible for all the public, with executive summaries for outreach. Upon completion, the city must retain all materials for future updates and ongoing participation in federal funding programs. This approach aligns with FHWA requirements, affirming Blair's plan meets FWHA standards and delivers measurable safety improvements.

Our CSAPs align directly with the key policy points outlined in the SS4A action plan program. The following table illustrates how each requirement is addressed through our safety action plan approach.



Addressing SS4A Program Requirements

FHWA REQUIRED COMPONENT	FHWA EXPECTATION	OLSSON APPROACH / DEMONSTRATION OF COMPLIANCE	KEY DELIVERABLES
Leadership Commitment and Goal Setting	Formal leadership commitment to eliminate roadway fatalities and serious injuries with defined goals and timelines.	Olsson supports jurisdictions in establishing a documented Vision Zero or equivalent commitment with measurable targets aligned to FHWA guidance.	Draft Vision Zero policy statement; Leadership commitment resolution language; Safety goal framework with target year and interim targets
Planning Structure	Defined governance structure overseeing plan development, implementation, and monitoring.	Olsson establishes a multi-disciplinary steering committee and technical working groups with clear roles and decision-making authority.	Steering Committee and Technical Working Group charters; Roles and responsibilities matrix; Performance tracking dashboards and data
Safety Analysis	Data-driven analysis of fatal and serious-injury crashes, trends, risk factors, and high-risk locations.	Olsson conducts systemwide safety analysis resulting in a defensible High-Injury Network to guide prioritization.	Crash trends technical memo; Systemic risk analysis; High-Injury Network map and methodology; Safety emphasis area summary
Engagement and Collaboration	Robust engagement with the public, stakeholders, and partner agencies, with documented incorporation of feedback.	Olsson leads inclusive, multi-modal engagement and integrates community and stakeholder input directly into plan recommendations.	Stakeholder and public engagement plan; Meeting materials and summaries; Engagement findings memo
Equity Considerations*	Identification of disparities in safety outcomes and integration of equity throughout analysis, engagement, and prioritization.	Olsson embeds equity using data-driven methods and community input to address safety disparities.	Equity analysis methodology; Identification of underserved areas; Equity-informed prioritization criteria
Policy and Process Changes	Identification of policy and procedural changes needed to institutionalize the Safe System Approach.	Olsson evaluates existing policies and recommends practical, implementable safety-focused reforms.	Policy and plan review matrix; Recommended policy and process changes; Implementation roadmap
Strategy and Project Selections	Prioritized strategies and projects aligned with the Safe System Approach.	Olsson develops an evidence-based, equity-informed portfolio of strategies and projects positioned for implementation funding.	Safe System strategy framework; Prioritized project list with cost ranges; Project selection methodology
Progress and Transparency	Performance measures, monitoring processes, and public reporting framework.	Olsson establishes a performance management framework supporting transparency and continuous improvement.	Performance measures framework; Monitoring and data update protocols; Public reporting and update strategy

*Needs consideration for reviewers



PROJECT APPROACH

Olsson will prepare a CSAP for the City of Blair that fully satisfies the requirements of the USDOT Safe Streets and Roads for All (SS4A) program and positions the city to compete successfully for future implementation funding. This will position Blair to acquire SS4A Implementation funds or any other number of safety related grants like HSIP or TAP. The plan will be grounded in the USDOT Safe System Approach and informed by robust data analysis, meaningful stakeholder and public engagement, and an implementation focused framework that translates analysis into action.

Blair's transportation system reflects both its role as a growing community and its regional connectivity within the Omaha metropolitan area. A state highway that bisects the community, school and park oriented travel demand, emerging trail connections, and daily commuter patterns all influence safety outcomes for people walking, biking, driving, and rolling. Olsson's approach fits these conditions and is focused on delivering a plan that is defensible, practical, and ready to implement.

Team Approach: By team approach, we mean not only the consultant team with the technical expertise in various substantive elements that comprise a Safety Action Plan, but also the appointed and elected officials, staff, and the numerous civic organizations and individuals concerned about the community.

Public Involvement: A structured approach to public involvement is required to effectively involve civic organizations and individual citizens in the planning process and make them a part of the planning team.

Data-Informed Planning: These plans are opportunities to amass and organize useful data that you can use to inform decisions about improving traffic safety. Our approach includes consolidating and scrubbing your existing data, that from third-party data providers, and collecting data with our team to fill in the remaining gaps.

Problem Solving Orientation: Our approach to the development of Blair's Safety Action Plan will be problem-solving-oriented. We will seek to understand your issues and concerns and develop solutions specifically to connect and implement a safe and efficient multimodal transportation network.

Project Management

The success of the project will depend on strong communication and project management. With almost two decades of managing the planning, design, and implementation processes for multimodal transportation projects, Chris Rolling will manage this project from start to finish using the tools and resources available from Olsson. Our approach follows the industry standards laid out by the Project Management Institute (PMI), and we manage the key elements of a project purposefully throughout the project's life cycle (shown below). At the onset of the project, a Project Management Plan (PMP) will be developed in coordination with the city project manager. Through this PMP, Chris will identify a communication plan and quality control plan that meets your preferences and expectations to deliver an SS4A compliant Plan within the expected time frame.

At a minimum, the communication plan will include the following elements:

1.Monthly Progress Reports: These will detail information regarding scope, schedule, budget compliance and labor and expense detail required to satisfy your federal reporting requirements.

2.Monthly Progress Meetings: Whether used for simple check-ins or comprehensive reviews of deliverables and city comments, these meetings will be regular touchpoints for us to communicate progress and ask questions of us.

PROJECT HIGHLIGHT

Olsson performed targeted outreach to communities in southeast Colorado Springs as part of the Safety Action Plan. This area was chronically underrepresented in city-wide outreach efforts, so our plan made a specific effort to reach them by attending community events in the area.



Task 1: Stakeholder and Public Engagement

One key distinguishing factor of a comprehensive safety action plan is a strong emphasis on public and stakeholder engagement. Data analysis can only reveal so much. To truly understand causes and impacts of traffic crashes, we must meet with the people who are directly affected by them. We will accomplish this through a series of public, stakeholder, and steering committee engagement events.

STEERING COMMITTEE

A key requirement is that these plans be realized. One of the ways we do this is to assemble a Steering Committee that will not only help shape the plan through an integral feedback process but be responsible for carrying forward actions that are recommended from this plan. This begins by working with you to determine who will be most appropriate individuals from your community to bring into the group and then extending invitations to them. In this step, it is essential that we define the responsibilities of those committee members and communicate that to them.

Committee members will be asked to be involved with three meetings throughout the plan development. These generally coincide with the following milestones:

- **Visioning and Data Gathering:** During this phase, committee members have a chance to shape the defining characteristics of the plan and what the community will accomplish with it. We also encourage them to share their lived experience of traffic safety as well as initiatives or projects they are doing or plan to do that can help achieve the common goal.
- **Action Plan Development:** As we complete data analysis and preliminary recommendations, we take the chance to hear directly from you and the key members of your community that are on the Steering Committee as to the importance or priority of several potential solutions that we have identified. It is critical that we garner buy-in and consensus among committee members as they will be partly responsible for implementing the plan.
- **Final Plan Presentation and Handoff:** The third and final meeting is an opportunity to present the final plan, confirming with the committee that what they have told us is included in the plan. It is the stage where we will make the formal handoff to the committee to accept the responsibility to begin completing the consensus-built action items.

To support plan development and long term implementation, Olsson will work with the city to establish a Steering Committee representing key departments, partners, and community interests. The Steering Committee will provide guidance throughout plan development, review technical findings and draft recommendations, and help build consensus around priority actions. Importantly, the committee will play a central role in transitioning the CSAP from planning to implementation by championing adopted strategies, supporting coordination across agencies, and maintaining momentum following plan adoption.

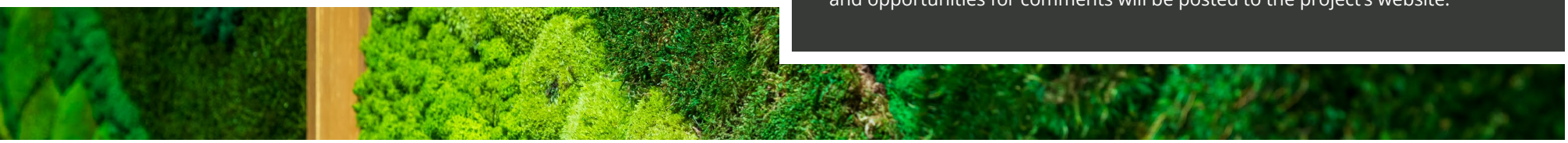
PUBLIC ENGAGEMENT

The public engagement strategy involves three rounds of targeted outreach, with smaller activities in between. To reach and represent all types of citizens within the city, it's important that we offer people a range of methods and opportunities to communicate their desires, questions, and ideas to our team. To do this, we will not only use various methods (e.g., written survey, focus groups, online questionnaire, etc.), but we will also ask the same question in different ways. This iterative process will paint a clearer picture of the region's vision, goals, and preferred outcomes for the plan.

Community Meeting No. 1 - Education and Input: The first round of public engagement is aimed at educating the residents about the Safe Systems Approach, Vision Zero, and existing traffic safety conditions. We will also collect feedback about the safety concerns and challenges people face as users of the network (whether they drive, bicycle or walk).

Community Meeting No. 2 - Existing Conditions and Review of Data Analysis: This round will inform residents of Blair of the transportation network's existing conditions and the result of Olsson's data analysis. This information will indicate a variety of ways in which the plan's safety recommendations could be framed. Information gathered from the public will help direct and shape the plan's final recommendations.

Community Meeting No. 3 - Reviewing the Draft Plan: The third round of engagement will occur once the plan is drafted before being finalized. At this point, we will host a round of public open houses to gather input regarding the draft plan and recommended action for implementation. The open house style meeting format allows for multiple stations, each one addressing different plan-related topics such as data analysis and findings, initial public and stakeholder feedback, recommended actions, and implementation timeline. This format also provides an opportunity to collect additional input on the draft plan and recommendations. For those unable to attend in person, similar materials and opportunities for comments will be posted to the project's website.



CITY LEADERSHIP MEETINGS

We understand communicating with your city leaders is a powerful way to gain advocates that can help promote the vision, goals, and recommendations of this plan. That's why each of our plans includes at least one meeting with city council, mayor, city administrator, or similar. We will discuss with you the format of the meeting(s) so you can use them most effectively. This typically looks like presentations at City Council, meeting with City Council during their study session, or one-on-one meetings with mayors or city administrators.

POP-UP MEETINGS

During the project, we propose conducting at least two (2) pop-up meetings to provide additional education and outreach opportunities. Pop-up meetings could be Farmers Markets, Community Festivals, Bicycling Events, Streets Alive Festivals, Cultural Events, and similar events that are typically annual events that draw attendees.

WEBSITE

A project website is recommended to provide additional information gathering opportunities and for updates to the plan to be posted for public review and input. The website is recommended to be a page on the city's existing website. A summary of all public outreach activities and input obtained during the plan development process will be incorporated into the plan.



COMMUNICATIONS & BRANDING

The power of a strong brand and communication strategy cannot be underestimated when it comes to creating a culture of change. Our team has experience in corporate, programmatic, and project-specific branding and communications. Our approach to branding the plan will be eye-catching and vibrant, conveying the Safe System Approach that this is important and people should take notice. The plan brand package will use simple icons and graphics to share critical pieces of information and be consistent and recognizable across multiple communication platforms. The team assembled for this project knows safety planning processes. We have worked on state, regional, and local safety plans, studies, and programs. What we have learned through these efforts is that the process alone doesn't save lives, but the conversations about leadership, safety culture, institutional change, funding, equity, and other topics build momentum to ignite change. Combined with the federal funding available through SS4A, this plan can be a generational opportunity to help pave the way to substantively change throughout the City of Blair. Our team will utilize the Safe System Approach that will meet the federal SS4A requirements that will allow communities within the region to apply for funding in the future.

DEVELOP VISION & GOALS

The city must identify their vision of traffic safety and their goal they can realistically achieve. It is important to provide education on the vision and goal of this process, as well as to answer questions that can help bring people along. To do that, we will use the input from stakeholders and the public to establish a framework of goals to lay the foundation of the plan and review how the goals align with existing national, state, regional and local visions, missions, goals and objectives.

Relative to satisfying all requirements of the SS4A program, an important step in visioning is to establish the city's explicit goal to reach zero traffic deaths and serious injuries. This step will allow us space to decide what your comfort level is with when you can reach these goals. Furthermore, this will be when we decide who will be among the city's leadership who will sign the letter of commitment which will go in the final adopted plan.



Task 2: State of Practice, Policy, and Data Review

Olsson will conduct a comprehensive review of existing policies, plans, and data to establish a clear baseline for the CSAP. This effort will include a review of relevant local, regional, and state plans and policies related to transportation, land use, trails, and safety. Current SS4A guidance, Safe System principles, and peer community safety action plans will be reviewed to identify best practices applicable to Blair. We will leverage our familiarity with the Metropolitan Area Planning Agency (MAPA) Safety Action Plan and the Nebraska Department of Transportation (NDOT) Strategic Highway Safety Plan Vulnerable Road Users Assessment to jump start our policy review. Available datasets, including crash records, roadway characteristics, traffic volumes, and demographic information, will be compiled and assessed to confirm data quality and coverage. This task will affirm the CSAP builds on prior investments, aligns with adopted policies, and meets all SS4A eligibility requirements.

Task 3: Crash and Safety Analysis

To complete this Plan within the nine to twelve-month time frame, you need a partner that can get started with the data analysis right away. Determining hot spots of fatal and serious injury crashes, safety-related risk factors, and vulnerable communities are necessary to meet federal requirements and assess the areas of greatest need. The Olsson team not only has a thorough understanding of the necessary analysis, but also of the data necessary to conduct the analysis in the study area.

We have a strategic four-step approach to provide the delivery of a comprehensive regional crash trend analysis. The four-step approach is summarized as follows:

1. CRASH DATA ACQUISITION

Olsson will acquire the most recent five years of crash data from NDOT as the foundation for the safety action plan. Safety Action Plans rely on more contextual analysis of what causes crashes, though. Therefore, our team gathers asset and demographic data as well. We also gather information from third party data partners, lean on AI applications to process aerial imagery, and when needed send staff to the field for targeted collection. Together these sources help us understand the full picture of what causes crashes.

2. CRASH DATA CLEANSE

Critical to the efficacy of the existing safety analysis is the crash data scrubbing, standardizing, and where needed joining data. Crash data can be incongruent, both in the individual fields and overall format, thus hindering the analysis. Upon acquisition of the crash data, we will conduct an extensive data review to verify consistency and completeness of the data, with specific focus on crash type, contributing factors (e.g., what caused the crash), location of the crash, and narrative.

3. CRASH DATA ANALYSIS

The third step of the existing safety analysis is the crash data analysis. We will use the cleaned crash data, in conjunction with the other data sources mentioned above, to evaluate patterns and correlations between crash types, crash modes, crash locations, crash time periods, crash severities, and crash causations.

PROJECT HIGHLIGHT

The City of Omaha requested help developing a Complete Streets Design Guide (CSDG). Foremost among the challenges to complete this task was to review the city's various codes and standards into and create unified document with consistent messaging and intent. Olsson performed a comprehensive review of the municipal code, standard specifications, various urban plans, and many others to create a synthesized document reflecting the goal creating of complete streets moving forward.

Overall Safety Performance

The first part of the crash analysis will be a comprehensive review of relevant attributes such as contributing factors, weather conditions, temporal analyses, traffic attributes, and roadway attributes. This is intended to understand if these factors influence the occurrence of fatal or serious injury crashes. These factors are generally considered individually but will be reviewed specifically for vulnerable road user crashes.

Spatial Analysis

To facilitate an understanding of the physical environment surrounding crashes, we will input the crash data into a Geographic Information System (GIS) platform to map the crashes and their attributes to other special data like demographics, roadway attributes, and traffic volume and speeds. These maps will be utilized to identify problematic locations, summarize correlations between crashes and the existing network, and identify solutions.

In addition to evaluating historical crash patterns and systemic risk factors, Olsson will conduct a transportation equity analysis consistent with SS4A requirements and federal guidance. Using U.S. Census and American Community Survey data, we will evaluate demographic characteristics such as income, age, race, disability status, and access to transportation to identify Historically Disadvantaged Communities as defined by the SS4A program. These areas will be spatially overlaid with the High Injury Network and systemic risk factors to assess whether fatal and serious injury crashes disproportionately impact specific populations. The results of this analysis will directly inform project prioritization and strategy development to affirm safety investments advance equitable outcomes.



4. CRASH DATA SUMMARY

Finally, the crash data summary which provides a large-scale overview of the safety narrative. We will develop a formal narrative of the safety conditions, which will be an understanding of the existing conditions with both textual and figural (e.g., histograms, charts, and maps) outputs. Both outputs will help summarize the conditions throughout Blair and will help identify the problems and their related solutions.

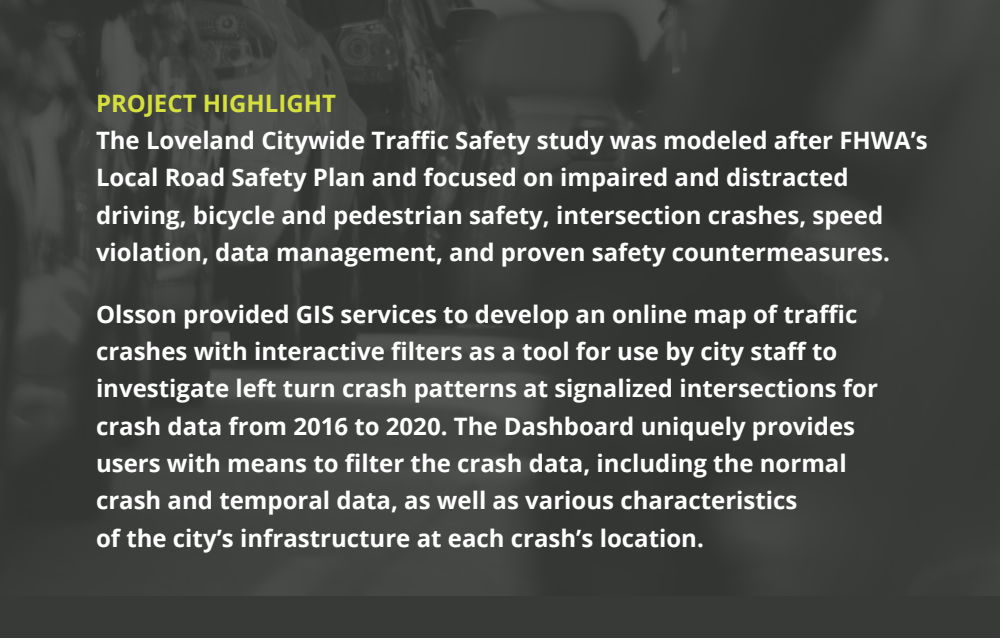
HIGH INJURY NETWORK ANALYSIS

The High Injury Network (HIN) analysis will review all roads that experience serious injury, fatal, or vulnerable road user (VRU) crashes. They are analyzed segment by segment ranking each based on their crash occurrence, assigning additional weight to those experiencing fatal and serious injury crashes. The segments are then symbolized based on their rank, pinpointing the most dangerous road segments, allowing for targeted interventions to improve road safety.

HIGH RISK NETWORK ANALYSIS

While historical crash data and the High Injury Network give insight into safety concerns, they only tell a portion of the narrative. Because crashes can be random, it is important to evaluate factors that are known to be well correlated with safety. Posted speed limit, shoulder width, medians, intersection type, lighting, and presence of bicyclist and pedestrian accommodations are factors that can give indication of safety risk. This is following the systemic safety analysis approach, which is not only a SS4A requirement, but an effective way to achieve the overall goals for the City of Blair.

Systemic safety analysis helps proactively identify risks within the roadway network and prioritize locations based on both historical crash data and its likelihood of future crashes based on risk presence. Using outputs of this analysis, we use spatial analysis to overlay them and determine which roadway segments have the relatively highest numbers of associated risk factors. This constitutes the High-Risk Network which, when combined with the High Injury Network, will be powerful reference for where to apply systemic safety treatments or prioritize individual safety projects.



PROJECT HIGHLIGHT

The Loveland Citywide Traffic Safety study was modeled after FHWA's Local Road Safety Plan and focused on impaired and distracted driving, bicycle and pedestrian safety, intersection crashes, speed violation, data management, and proven safety countermeasures.

Olsson provided GIS services to develop an online map of traffic crashes with interactive filters as a tool for use by city staff to investigate left turn crash patterns at signalized intersections for crash data from 2016 to 2020. The Dashboard uniquely provides users with means to filter the crash data, including the normal crash and temporal data, as well as various characteristics of the city's infrastructure at each crash's location.

EQUITY ANALYSIS

An important aspect of developing a Safety Action Plan, consistent with federal requirements for SS4A and National Vision Zero best practices, is consideration of equity. It is well documented that fatal and serious injury crashes can be correlated with areas of low income where people have fewer transportation options.

We will conduct an equity analysis using census data such as gender, race, age, income, and disability. These characteristics are often used to identify underserved communities, which are specifically defined through the federal SS4A program. The current SS4A requirements refer to the federally defined Historically Disadvantaged Communities designation, which will be utilized in the analysis. Understanding the equity impacts of our transportation network is key to beginning to redress the disproportionate harm experienced by certain neighborhoods.

Once identified, underserved community areas will be overlayed with the High Injury Network and High Risk Network to help prioritize safety treatments.

Task 4: Countermeasures and Strategy Development

COUNTERMEASURE TOOLBOX

An essential component of your CSAP will be a comprehensive menu of options designed to address safety concerns as they occur. We will develop a countermeasure toolbox that consolidates various safety treatments and provides detailed guidance for their application. This approach affirms you have immediate access to effective solutions without the need to consult multiple manuals or sources, as all relevant information is conveniently centralized.

PROJECT DEVELOPMENT

A crucial series of action items will pertain to infrastructure improvements. These items that are location specific will also be identified as potential projects that will meet criteria for SS4A funding eligibility. Two tiers of projects will also be considered in the recommendation of these infrastructure projects where appropriate using a benefit-cost approach consistent with FHWA guidelines. For instance, low-cost countermeasures such as traffic control devices may be beneficial for a roadway corridor until funding becomes available for more thorough safety improvements.

Our Actions Plans emphasize identification of projects that will be most effective at addressing apparent traffic safety issues as well as ones that will be competitive for future grant applications. We use a three-phase approach, leveraging systemic safety analyses, including the following:

1. Identification of Crash Causes: Our team understands crashes are not only a result of driver behavior, but built infrastructure, traffic control devices, and environmental conditions. As such, we will use results of the data analysis to focus on the locations within the city that have a higher propensity for crashes and the highest potential for safety improvement.

2. Screening of Candidate Sites and Risk Identification: Post identification of the crash locations and their respective characteristics, our team will facilitate a screening of candidate sites. We will screen candidate sites to determine and inventory risk factors that are present such as traffic control devices, geometric design of interchanges, and environmental conditions. This risk-inventory will be used to determine contextual causes of traffic safety issues.



3. Countermeasure Selection: Post completion of screening candidate sites and identifying critical risk factors, our team will compile a framework that will identify countermeasures based on facility type and risk factor presence. We envision the countermeasure framework to be both intuitive and simplistic, but useful in providing short-term, mid-term, and long-term solutions to alleviate the crashes evaluated. Furthermore, low-cost countermeasures that can be implemented systemically on roadways that fit certain criteria or risk factors will be identified as appropriate.

STRATEGIES

To realistically achieve a long-lasting impact, a holistic, multimodal approach is needed around the Safe System Approach framework. Strategies are needed that address not just infrastructure or engineering improvements, but also maintenance, operations, culture, policies, procedures, and partnerships. We will identify strategies in close coordination with the city and the steering committee that are based on best practices, practical, and realistically implementable in the near term.

Once strategies are developed, we will recommend action items for each in close coordination with the core group and the steering committee. The action items will be **SMART - Specific, Measurable, Achievable, Relevant,** and **Time- based**. Action items that pertain to policies, procedures, and guidelines that are not infrastructure specific for instance—will be based on a gap analysis that assess current local and regional documents and compares them to best practices. This assessment is important to not only meet SS4A requirements but also to provide a roadmap for the city to consider future action.

Task 5: Implementation Plan and Programs

Consistent with SS4A requirements, the CSAP will establish an explicit Vision Zero goal to eliminate traffic fatalities and serious injuries on Blair's roadway network. Olsson will work with city leadership and stakeholders to define measurable, time based safety targets, including interim benchmarks that track progress toward this goal. These targets will be informed by historical crash trends and forecasted performance to demonstrate the safety impacts of action versus inaction. Establishing clear targets will support accountability, guide investment decisions, and strengthen Blair's competitiveness for future SS4A implementation funding.

LOCATION PRIORITIZATION

Using the crash data and potential for improvement, intersections and segments will be prioritized. To identify priorities, we will collaborate with City of Blair staff to identify performance measures that will help us identify poor-performing locations where safety investments should be prioritized. A variety of performance measures may be applicable, from simple metrics such as number of crashes and percentage of severe crashes, to more complex, predictive methodologies laid out in the Highway Safety Manual. The complete network screening results will be mapped with the top locations documented in a table and highlighted on a map.



POLICIES, PROGRAMS, AND PARTNERSHIPS

An integral component of a community's CSAP is the thorough review of the community's existing documents and their associated policy statements to guide implementation of the community's development. For the City of Blair, this review includes emergency response policies, Zoning Ordinance, Subdivision Regulations, and coordination with the ongoing Comprehensive Plan. Each of the documents presents policy and process procedures that will need updating to reflect the safety actions and approaches required by the SS4A program. From these, we will develop a set of policies, programs, and partnerships that can be implemented with the infrastructure improvements to fortify the layered philosophy that underscores the Safe System Approach.

TARGET AND GOAL SETTING

Using the crash analysis results, we will establish specific and achievable safety goals and forecasts for roadway fatalities and serious injuries and non-motorized fatalities and serious injuries. As much as this analysis is a review of the historical crash data, it will also help determine forecasts for the city's safety performance and demonstrate the impacts of "doing nothing." Through this target and goal setting exercise, we will set interim targets that can be used to evaluate the area's performance towards eliminating fatalities and serious injuries. These targets will include specific reductions in a finite time frame.



Task 6: Draft and Final Comprehensive Safety Action Plan

At each step of the entire plan development process, we will submit preliminary findings through interim deliverables to the Action Plan Task Force for review and comment, which will help expedite the draft plan document.

The draft plan will be the compilation and formalization of the previously reviewed materials, utilizing graphics, images, tables, and charts to be publicly consumable and easy to follow.

Once comments are received from the core team, the steering committee, stakeholders, and the public, we will update and revise the plan into its final form and resubmit it to the core team and steering committee for final review by the executive committee. An executive summary will be provided.

REPORTING

To meet SS4A action plan requirements, it is essential to establish a system for long-term reporting of crash occurrences and progress toward safety goals. Our team has developed intuitive, GIS-based dashboards tailored to the reporting needs of communities of all sizes, with careful consideration of staff capacity for ongoing maintenance. These dashboards are accompanied by a standard operating procedure document that provides clear instructions for upkeep and troubleshooting.

In addition, Olsson will define performance measures aligned with the plan's safety objectives and create a structured framework for monitoring crash trends, project delivery, and progress toward established targets over time. This reporting framework will promote transparency, guide future investment decisions, and supply documentation required for ongoing participation in federal safety funding programs.



Task 7: Executive Summary / Fact Sheet

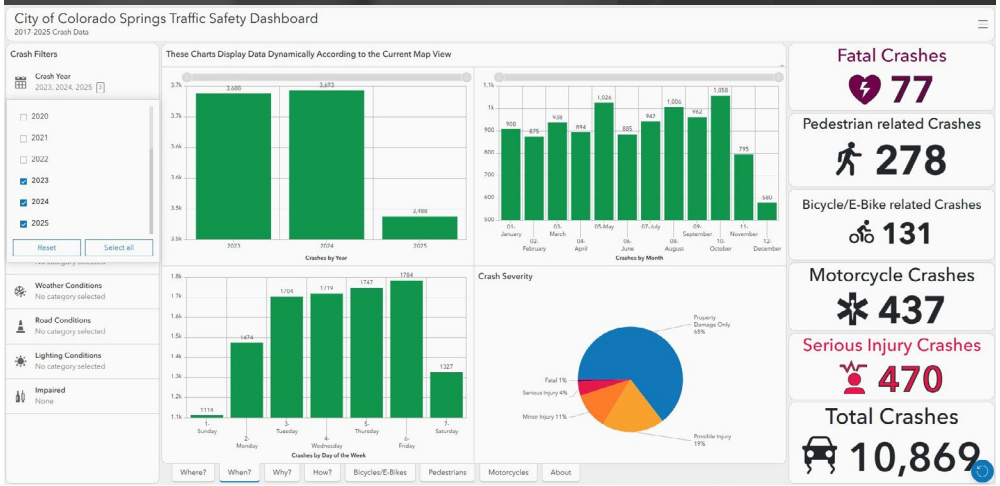
To support adoption and communication, Olsson will prepare an executive summary and fact sheet that concisely present the plan's purpose, key findings, and priority actions. These materials will be tailored for elected officials, partners, and the public and will support outreach and future grant applications.

Task 8: Project Closeout and Data Transfer

At project completion, Olsson will conduct project closeout and data transfer activities to affirm the city retains full access to all project materials. This will include transfer of GIS files, datasets, and supporting documentation, as well as a final coordination meeting to review next steps and implementation considerations. Materials will be archived to support future updates, reporting, and ongoing safety efforts.

PROJECT HIGHLIGHT

Olsson provided the City of Colorado Springs a comprehensive dashboard tool to be used for performance tracking and transparency to the public for their Safety Action Plan.





04 PROPOSED SCHEDULE

Proposed Schedule

Task #	Task Description	2026									2027		
		Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Task 0	Project Management	X	X	X	X	X	X	X	X	X	X	X	X
Task 1	Stakeholder and Public Engagement	X	X	X	X	X	X	X	X	X	X	X	X
Task 1.1	Steering Committee formation & kickoff	X	X										
Task 1.2	Steering Committee		Meeting #1 – Visioning & Data						Meeting #2 - Action Plan Development		Meeting #3 - Final Plan Presentation and Handoff		
Task 1.3	Communication & Branding	X	X										
Task 1.4	Develop Vision & Goals		X	X									
Task 1.5	Community Meetings			Meeting #1 – Education & Input			Meeting #2 – Existing Conditions				Meeting #3 – Draft Plan Review		
Task 1.6	Pop-up outreach & ongoing engagement			X	X	X	X	X	X				
Task 2	State of Practice, Policy, and Data Review	X	X	X	X								
Task 2.1	Collect & review plans, policies, datasets	X	X	X									
Task 2.2	SS4A & peer best-practice review		X	X	X								
Task 2.3	Baseline conditions memo			X	X								
Task 3	Crash and Safety Analysis	X	X	X	X	X	X						
Task 3.1	Crash data acquisition & cleansing	X	X	X									
Task 3.2	Crash trend & GIS spatial analysis			X	X	X							
Task 3.3	High Injury Network (HIN)				X	X	X						
Task 3.4	High Risk Network (systemic)				X	X	X						
Task 3.5	Equity & HDC analysis				X	X	X						
Task 3.6	Crash summary & findings memo					X	X						
Task 4	Coutermeasures and Strategy Development						X	X	X				
Task 4.1	Countermeasure toolbox development						X	X	X				
Task 4.2	Candidate site screening & risk factors						X	X	X				
Task 4.3	Draft strategies (Safe System)							X	X				
Task 5	Implementation Plan and Programs							X	X	X	X		
Task 5.1	Vision Zero goals & safety targets							X	X	X			
Task 5.2	Location prioritization framework							X	X	X			
Task 5.3	Policy, program & partnership actions								X	X	X		
Task 6	Draft and Final Comprehensive Safety Action Plan								X	X	X	X	
Task 6.1	Draft CSAP preparation								X	X	X		
Task 6.2	Final CSAP & executive summary											X	
Task 7	Executive Summary / Fact Sheet											X	
Task 7.1	Fact sheet & adoption materials											X	
Task 8	Project Closeout and Data Transfer												X
Task 8.1	GIS, data transfer & closeout meeting												X



05 REFERENCES & CONFLICT OF INTEREST AND DISCLOSURES

REFERENCES

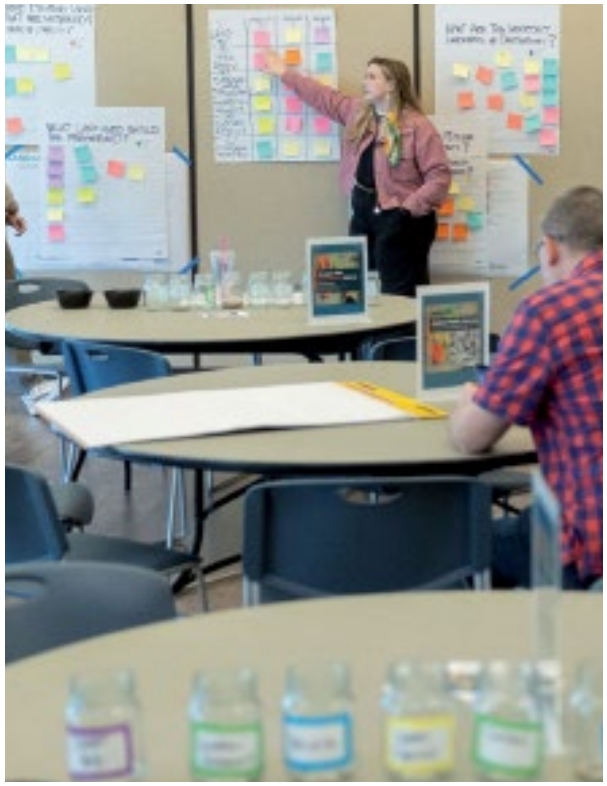
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CITY OF WEST PLAINS, MO
Emily Gibson
Planning Director
417.256.7176
emily.gibson@westplains.gov









CONFLICT OF INTEREST & DISCLOSURES

Olsson reviewed past and current work to identify any relationships that could be perceived as a conflict with the services requested by the City of Blair. Within the past five (5) years, Olsson has provided and continues to provide professional services to public and private sector clients with interests within the City of Blair. These services are unrelated to the scope of work requested under this solicitation and include:

- Calcium Products, for private development-related services.
- Roeslein & Associates, Inc. (Project Antelope), for private sector development services.
- Cargill, Inc., for private sector services within the city.
- Blair Airport Authority, including work for the fixed-base operator (FBO) at the Blair Municipal Airport, for more than eight (8) years.

Olsson has also performed or is performing a bike and pedestrian bridge study and a habitat project near the former Dana College campus, along with one additional private development project within the city. Additional details can be available upon selection.

Olsson has not been debarred or suspended within the past seven (7) years, nor been involved in litigation or contract terminations relevant to the services requested.

Olsson does not believe these relationships constitute a conflict of interest and affirms its ability to provide objective and independent services to the City of Blair. Olsson will document the final decision, and necessary actions will be provided to involved parties.

Olsson does not have any current litigation brought by or against the firm. Olsson carries professional and general liability insurance coverage with limits that management believes adequately protect the company from losses or liability that could threaten our financial viability. Coverage is maintained with insurance companies that maintain high ratings for claims paying ability. Our coverage and carriers are reviewed annually by our independent insurance consultant. While disputes and litigation are inherent in our industry, we consider the current and past claims as part of the ordinary course of business and not threatening to our ability to fulfill our commitments.

PROPOSAL FOR PROFESSIONAL SERVICES

Safe Streets for All (SS4A) and Comprehensive Safety Action Plan (CSAP)

Request for Qualifications

CITY OF BLAIR, NEBRASKA | MARCH 13, 2026







SEH

Building a Better World for All of Us®

Engineers | Architects | Planners | Scientists

March 13, 2026

CJ Heaton, Deputy City Administrator of Public Works
cheaton@blairne.gov

Building a Better World for All of Us®

RE: Safe Streets for All (SS4A) and Comprehensive Safety Action Plan (CSAP) Request for Qualifications

Dear Mr. Heaton and Members of the Selection Committee:

Safe Streets for All (SS4A) is about one simple idea: people should be able to get where they're going without fear of injury. It recognizes something many people already know from experience: our streets were mostly designed to move cars quickly, not to protect people walking, biking, riding transit, working roadside jobs, or even driving.

A Comprehensive Safety Action Plan (CSAP) is the roadmap communities use to address those challenges. It's how a city, county, or region looks at where people are getting hurt, why it's happening, and what to fix first. The City of Blair should be commended for undertaking this project, which will protect drivers, pedestrians, transit-users, and others through the development of this CSAP.

In order to deliver this project successfully, you need a consultant partner who is committed to working shoulder-to-shoulder with you to make this planning process thorough and implementable. **That's where Short Elliott Hendrickson Inc. (SEH®) comes in.**

Based on lessons learned through our work on similar SS4A programs and our ongoing conversations with you, we're committed to the following on this project:

Delivering an Actionable CSAP: Our team is built with the right blend of planners, engagement specialists, and engineers to look at the whole picture. That includes tailoring work to your community, from the need for robust citizen engagement, to addressing the challenges of semi-truck and freight traffic traveling down Washington Street. CSAPs are meant to drive near-, mid-, and long-term project development and grant applications. That means they need to be focused on implementation, offering actionable solutions in addition to noting previous issues.

Using Safe Travel to Drive Economic Growth: When streets are safer, people feel more comfortable living, working, shopping, and investing there. Safe streets bring foot traffic, and reducing crashes keeps more money in the local economy instead of draining it on medical bills, lost work time, insurance claims, and property damage. This CSAP will provide opportunities for the City to improve pedestrian and multimodal accessibility, an asset to the local economy.

Long-Term Partnerships with Your Community: With an office under an hour away in Omaha, we're in it for the long haul with communities like Blair. The City will not feel like one name among many on a long list of clients competing for our attention. We pay attention to the communities we serve. We put in the work. We're ready to be a steady partner working in lockstep with you, advocating for your best interests and helping your community reach its full potential.

We're excited for this opportunity to help you make Blair a safer place. If you have any questions, please feel free to contact Project Manager **Erin Jordan** at **651.256.1054** or **ejordan@sehinc.com**, or Client Service Manager **Brent Clark** at **402.807.1625** or **beclark@sehinc.com**.

We're ready to get to work!

Respectfully submitted:



Erin Jordan PE (NE)
Project Manager



Brent Clark
Client Service Manager

Engineers | Architects | Planners | Scientists
Short Elliott Hendrickson Inc., 15750 West Dodge Road, Suite 304, Omaha, NE 68118-2535
402.513.8200 | 888.908.8166 fax | **sehinc.com**
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The specific licenses and credentials of the team members are described in the personnel and/or resume section of this document.

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The information contained in this Proposal was prepared specifically for you and contains proprietary information. We would appreciate your discretion in its reproduction and distribution. This information has been tailored to your specific project based on our understanding of your needs. Its aim is to demonstrate our ideas and approach to your project compared to our competition. We respectfully request that distribution be limited to individuals involved in your selection process.

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BLAIC 190360

7.1 | General Information

As an employee-owned collective of engineers, architects, planners, and scientists, SEH is driven to provide technically advanced, sustainable solutions for government, commercial, and industrial partners nationwide.

About SEH

At Short Elliott Hendrickson Inc. (SEH®), our 900+ dedicated employee-owners are united by a shared vision to create positive, lasting change. We are deeply committed to fostering an equitable environment and building safer, more sustainable infrastructure for governments, industries, and businesses across the nation.

Our Core Purpose: **Building a Better World for All of Us®**

By embracing technology and delivering climate-sensitive design solutions, we strive to improve lives, enhance communities, and establish a legacy of positive change.

LOCAL PRESENCE, REGIONAL LEADERSHIP

SEH's Omaha office includes 11 professionals specializing in civil engineering, construction services, and architecture, providing Blair readily available technical and engagement support. Local staff, including Brent Clark and Jake Vasa, will assist with project delivery and community engagement. This local presence will foster responsive coordination and the ability to scale resources to meet the City's project goals.

SAFE STREETS PLANNING

Local transportation planning design and civil engineering are our firm's foundation and remain our core focus. SEH's interdisciplinary planning approach helps communities make decisions about shaping their future. We bring together planners, engineers, urban designers, and funding specialists to analyze issues and develop plans that help communities visualize and achieve their short- and long-term goals that improve safety, accessibility, and mobility for every user.

Our team has the right balance of funding and safe streets planning and engineering specialists who will help you develop **a CSAP for Blair that sets the stage to fund your future multimodal and transportation safety projects, improving safety and growing your local economy.**

SEH – Omaha Office
15750 West Dodge Road
Suite 304
Omaha, NE 68118-2535

Technical Project Manager
Erin Jordan, PE (NE)
651.256.1054
ejordan@sehinc.com

Local Client Service Manager
Brent Clark
402.807.1625
beclark@sehinc.com

SHORT ELLIOTT HENDRICKSON INC.
founded in
1927

WE PARTNER WITH CLIENTS
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WHO WORK TOGETHER TO SERVE
4 market areas: mobility, better places, clean water, and renewing infrastructure

AN IMPRESSIVE **80%**
of our clients are repeat customers

Project Organizational Chart

The SEH team members selected for Blair's CSAP development project bring a wide range of experience in the planning and design of safe, multimodal transportation solutions. They are **planners, engineers, and engagement specialists who understand SS4A program requirements and how to position your community for future funding to implement needed safety improvements.** Each individual offers a portfolio of similar work and the education, certification, and experience to guide the City through a successful process. These team leaders will be ultimately responsible for your project delivery. We are conscientious of balancing highly-experienced staff with affordability; as a result, this team is supported by a full-service group of professional staff who will help deliver this project in alignment with your proposed budget.



City of Blair

MANAGEMENT TEAM

Mark Nolan AICP
Quality Manager

Erin Jordan PE●
Project Manager

***Brent Clark**
Client Service Manager

PROJECT TEAM

Nate Day AICP, NCI
SS4A Advisor and Policy Lead

Chelsea Moore-Ritchie AICP
Safety Action Plan Lead

Krista Palmer PE
Safety Analysis Lead

Adrian Diaz AICP
Public Engagement Lead

Jonathon Green
GIS Analyst and Mapping

Justin Anibas PE, PTOE, RSP1
Traffic Engineer

***Jake Vasa** PE●
Engagement Support

* Omaha office
● Nebraska PE License

The specific licenses and credentials of the team members are described in the personnel and/or resume section of this document.

Project Manager



Erin Jordan PE

PROJECT MANAGER

Erin is a project manager and senior traffic engineer with extensive experience delivering multimodal safety projects for communities of all sizes. Her technical background includes crash and safety analysis, corridor studies, traffic operations, Complete Streets planning, school studies, and intersection control evaluations across urban and rural settings. Erin combines strong project leadership with a collaborative approach to public and stakeholder engagement, maintaining organized and inclusive project delivery. She applies a data-driven, Safe System approach to help communities prioritize effective strategies that reduce fatal and severe injury crashes.

11 YEARS OF EXPERIENCE

EDUCATION

Bachelor of Science
Civil and Environmental Engineering
University of Wisconsin-Madison

REGISTRATIONS/CERTIFICATIONS

Professional Engineer in NE, IA, MN, and WI

PROFESSIONAL ASSOCIATIONS

Institute of Transportation Engineers

Women's Transportation Seminar

AVAILABILITY

35%

SELECT PROJECT EXPERIENCE

- SS4A Comprehensive Safety Action Plan – City of Saint Louis Park, MN
- Comprehensive Safety Action Plan and Complete Streets Policy – City of Burnsville, MN
- SS4A Grant Application – City of Burnsville, MN
- Safe Routes to School (SRTS) Demonstration Projects (MnDOT) – Statewide, MN
- School Travel Safety Assessment (Dakota County) – West St. Paul and Vermillion, MN
- Downtown Mobility and Parking Study – City of White Bear Lake, MN
- Traffic Impact Study (Bennington Public Schools) – Bennington, NE
- Blondo Street Improvements (PEC LLC) – Omaha, NE

In addition to leading the tasks identified in the Project Approach, Erin will serve as Project Manager, overseeing project progress, budget, and schedule. She will act as a steady point of leadership – aligning expectations, anticipating needs, and guiding the project to successful outcomes for the City.

Safe Routes to School (SRTS) Demonstration Projects





Management and Project Team

TEAM MEMBER	ROLE AND BIOGRAPHY	FEATURED EXPERIENCE
 **BRENT CLARK** CLIENT SERVICE MANAGER/ ENGAGEMENT SUPPORT **18 years of experience** 40% availability	**Brent will be key to local public engagement efforts in Task 1: Stakeholder and Public Engagement. Additionally, as CSM, he will work closely with Erin to build a healthy relationship between SEH and the City.** As a previous public sector professional and City Administrator, Brent is experienced in leading initiatives that strengthened local infrastructure, enhanced community engagement, and fostered sustainable growth.	○ Downtown Revitalization – City of Valley Center, KS* ○ Comprehensive Plan – City of Broken Bow, NE* ○ Strategic Development Plan – City of Valley Center, KS* ○ Strategic Development Plan – City of Dakota City, NE* **Prior to joining SEH*
 **MARK NOLAN** AICP QUALITY MANAGER **30 years of experience** 15% availability	**Mark will provide overall QA/QC throughout the project, supporting Erin in project management and verifying the quality of our work and deliverables.** Mark possesses a wealth of expertise in grant writing and implementing transit and non-motorized transportation projects. He has led urban, suburban, and regional planning and design projects from the project need and conception phase through contract execution, meeting facilitation, and report preparation.	○ Downtown Mobility and Parking Study – City of White Bear Lake, MN ○ MN 36 Multimodal Planning Study (Minnesota Department of Transportation North Metropolitan District) – Roseville, Little Canada, and Maplewood, MN ○ MN 55 Multimodal Traffic Study and Visual Quality Photo Collection (Minnesota Department of Transportation West Metropolitan District) – Minneapolis, MN
 **NATE DAY** AICP, NCI SS4A ADVISOR AND POLICY LEAD **18 years of experience** 20% availability	**With SS4A experience spanning the nation, Nate will serve as an advisor throughout the SS4A process, and will lead Task 2: State of Practice, Policy, and Data Review.** Nate is a certified planner who has successfully delivered multiple land use studies, bike and pedestrian recommendations, recreation plans, project environmental documentation, and transportation plans.	○ SS4A Grant Assistance and Safety Action Plan Implementation – Kenosha County, WI ○ SS4A Grant Assistance and Safety Action Plan Implementation – City of East Chicago, IN ○ SS4A Grant Assistance – Town of Lee, FL ○ SS4A Grant Assistance – City of St. Louis Park, MN ○ SS4A Action Plan Development – Marinette County, WI
 **CHELSEA MOORE-RITCHIE** AICP SAFETY ACTION PLAN LEAD **11 years of experience** 40% availability	**Chelsea will guide the overall CSAP process, as well as lead Task 4: Countermeasures and Strategy Development, Task 6: Draft and Final Comprehensive Safety Action Plan, and Task 7: Executive Summary/ Fact Sheet. She will also support Task 5.** As a multimodal transportation planner, Chelsea has worked with cities, counties, and consulting firms to deliver quality analysis and recommendations on projects ranging from Safety Action Plans and research to large scale corridor studies in both urban and rural communities.	○ SS4A Comprehensive Safety Action Plan – City of Saint Louis Park, MN ○ Comprehensive Safety Action Plan and Complete Streets Policy – City of Burnsville, MN ○ Citywide Speed Study – City of St. Louis Park, MN ○ Citywide Speed Limit Research – City of St. Louis Park, MN ○ MN 36 Multimodal Planning Study – MnDOT Metro, MN

TEAM MEMBER	ROLE AND BIOGRAPHY	FEATURED EXPERIENCE
 **KRISTA PALMER** PE (MN) SAFETY ANALYSIS LEAD **12 years of experience** 35% availability	**Krista will lead Task 3: Crash and Safety Analysis.** Krista is a professional engineer with experience using a variety of data including crash data and traffic volume data to drive decision making and has performed benefit-cost analyses for use in federal grant applications. She has completed corridor and visioning studies to identify existing and future needs, evaluated alternatives, and provided recommendations to stakeholders.	○ SS4A Comprehensive Safety Action Plan – Kenosha County, WI ○ SS4A Comprehensive Safety Action Plan – City of St. Louis Park, MN ○ MN 36 Multimodal Planning Study (MnDOT North Metro District) – Roseville, Little Canada, and Maplewood, MN ○ Hwy 42 Visioning Study (Dakota County) – Apple Valley, Burnsville and Rosemount, MN
 **JUSTIN ANIBAS** PE TRAFFIC ENGINEER **11 years of experience** 30% availability	**Justin will support Krista on Task 3.** Justin is a professional engineer with experience in safety analysis, traffic operations analysis, and noise analysis. This specialized skill set has been a valuable asset in helping multiple communities plan for multimodal roadway network and capacity modifications.	○ SS4A Comprehensive Safety Action Plan – City of Saint Louis Park, MN ○ Comprehensive Safety Action Plan and Complete Streets Policy – City of Burnsville, MN ○ SS4A Comprehensive Safety Action Plan – Kenosha County, WI ○ SS4A Safety Action Plan –City of East Chicago, IN
 **JONATHON GREEN** GIS ANALYST AND MAPPING **4 years of experience** 30% availability	**Jonathon will support Tasks 3 and 5 via GIS analysis and mapping.** Jonathon is a transportation and environmental planner specializing in GIS for traffic, land use, and safety analysis. His work supports data visualization and mapping for planning and public engagement efforts.	○ SS4A Grant Application and Safety Action Plan – City of East Chicago, IN ○ SS4A Grant Application and Safety Action Plan – Kenosha County, WI ○ Comprehensive Safety Action Plan and Complete Streets Policy – City of Burnsville, MN ○ Whiting Rail Corridor Overpass Preliminary Design (City of Whiting Redevelopment Commission) – Whiting, IN
 **ADRIAN DIAZ** AICP PUBLIC ENGAGEMENT LEAD **12 years of experience** 50% availability	**A multilingual engagement and facilitation specialist, Adrian will work with Erin to lead Task 1: Stakeholder and Public Engagement.** Adrian is a transportation planner and engagement specialist who brings experience designing innovative and equity-focused engagement materials, facilitating in-person and virtual workshops, and leading large-scale communication efforts.	○ SS4A Comprehensive Safety Action Plan – City of Saint Louis Park, MN ○ SS4A Grant Assistance and Safety Action Plan Development – City of East Chicago, IN ○ Comprehensive Safety Action Plan and Complete Streets Policy – City of Burnsville, MN ○ SS4A Grant Application – City of Burnsville, MN
 **JAKE VASA** PE (NE, IA, KS, MO) ENGAGEMENT SUPPORT **20 years of experience** 10% availability	**Jake will support Adrian and Brent with local stakeholder engagement on Task 1.** A professional engineer with varied design and construction management experience, Jake takes a hands-on approach to engineering and uses visuals and real-world applications to develop creative solutions for project issues.	○ Sheridan Street Improvements – City of Blair, NE ○ East Seward Street Improvements – City of Seward, NE ○ Lakeside Drive Design (Prairie Queen LLC) – Papillion, NE ○ Wandering Oaks Development (BAB Capital) – Derby, KS

7.2 | Qualifications and Relevant Experience

In the section to follow, we have highlighted key aspects of our experience with SS4A programs and similar safety action plans. The experience is specifically broken into the following:

SS4A Action Plans/Safety Action Plans
Featured experience completing SS4A Action Plans or other Safety Action Plans with approaches and outcomes similar to the SS4A program. In addition to the projects featured in this section and on the resumes, our team is actively working on other SS4A projects across the country, including just-beginning SS4A Action Plan projects in Marinette County, WI and the Town of Lee, FL, and a SS4A Multimodal Design Consulting Services project with the City of Boulder, CO.

Crash Analysis and Safe System Approach
How our team integrates the five key elements of FHWA's Safe System Approach as a core practice across nearly all transportation and safety-related projects, including brief summaries of sample projects. In our approach, Safe System principles are integrated throughout planning, analysis, and design to understand where crashes occur, why they occur, and how system-level changes can reduce the risk of fatal and serious injury.

Equitable Engagement and Working with Small-to-Mid Sized Communities
Our experience supporting equitable, inclusive community engagement for small-to-mid sized communities across the Midwest. We tailor engagement approaches that are right-sized, accessible, and responsive to local context. This balanced approach supports transparent communication, builds trust, and leads to outcomes that align with both community needs and City expectations.

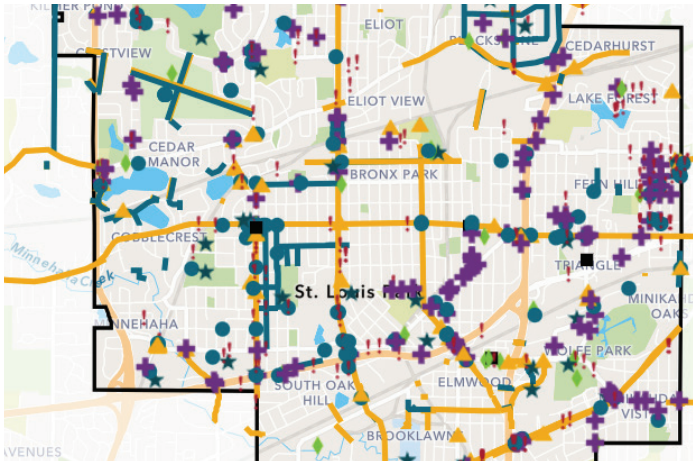
SEH
IN DEPTH
CLICK HERE to check out how SS4A funding can drive change



SS4A Action Plans/Safety Action Plans

SS4A COMPREHENSIVE SAFETY ACTION PLAN

ST. LOUIS PARK, MN



The SEH team developed an SS4A Comprehensive Safety Action Plan to reduce severe and fatal crashes in the City. **Using FHWA's Safe System Approach**, the plan prioritizes vulnerable road users and supports the City's work to reduce disparities by engaging historically disadvantaged communities disproportionately affected by crashes

A data-driven process was used to analyze crash trends, identify high-risk roadway features, and assess factors contributing to severe and fatal crashes. The project identifies a High Priority Safety Network and recommends strategies and projects including low-cost, high-impact safety treatments.

PROJECT RELEVANCE

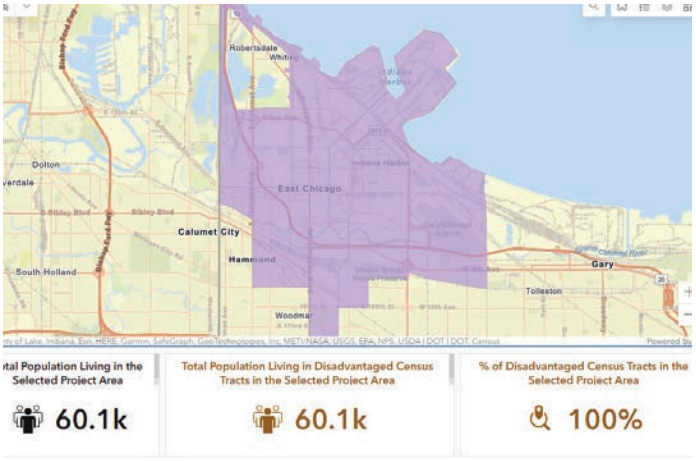
- Analysis of crash data and contributing factors
- HIN and priority areas for improvements
- Recommendations for low-cost, high-impact safety improvements
- Agency and stakeholder collaboration

TEAM MEMBERS

- Chelsea Moore-Ritchie
- Erin Jordan
- Nate Day
- Krista Palmer
- Adrian Diaz
- Justin Anibas

SS4A GRANT APPLICATION AND SAFETY ACTION PLAN

EAST CHICAGO, IN



The City of East Chicago first hired SEH's funding team to prepare an SS4A application in 2022. The team was successful in obtaining funding and began preparing the City's first Safety Action Plan as soon as the FHWA grant agreement was secured.

The SEH team got to work preparing a Safety Action Plan that would set the City up for the next round of SS4A implementation funding. Following the eight required components of the Safety Action Plan, East Chicago leadership and residents identified locations throughout the City experiencing significant safety issues, determined strategies for improvement, and prioritized projects for future implementation.

PROJECT RELEVANCE

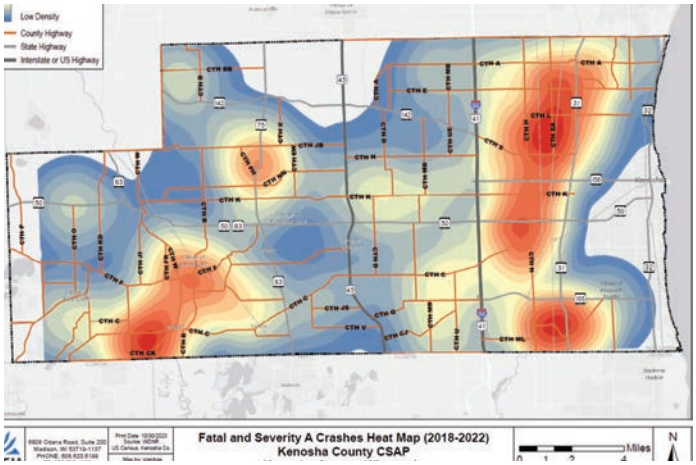
- Citywide safety analysis
- Large-scale stakeholder engagement
- Project prioritization
- Vision Zero goal setting
- Comprehensive Safety Action Plan development

TEAM MEMBERS

- Nate Day
- Adrian Diaz
- Justin Anibas
- Jonathon Green

SS4A GRANT APPLICATION AND SAFETY ACTION PLAN

KENOSHA COUNTY, WI



SEH provided assistance to Kenosha County to prepare an SS4A federal grant program application for submission to the USDOT to support the National Roadway Safety Strategy and the Department's goal of zero deaths and serious injuries on our nation's roadways.

Once funding was secured, the County hired SEH to complete their Transportation Safety Action Plan. The overarching goal was to help the County improve overall safety with a special focus on achieving Vision Zero on all County highways. The project analyzed the latest five years of crash data, along with extensive stakeholder and public involvement, and resulted in a priority list of safety improvement projects to support the County's goals to reduce fatal and severe crashes on their roadway system.

PROJECT RELEVANCE

- Countywide safety analysis
- Large-scale stakeholder engagement
- Project prioritization
- Vision Zero goal setting
- Comprehensive Safety Action Plan development

TEAM MEMBERS

- Nate Day
- Krista Palmer
- Justin Anibas
- Jonathon Green

COMPREHENSIVE SAFETY ACTION PLAN AND COMPLETE STREETS POLICY

BURNSVILLE, MN



SEH assisted the City of Burnsville with developing guidelines for a safer and more inclusive transportation system for all users, especially those most vulnerable, and in doing so, engaged users across the City, prioritizing outreach to underrepresented populations.

The team analyzed existing safety conditions to inform implementation priority and led a robust engagement effort that included pop-ups, an online survey, webmap, and stakeholder advisory meetings.

While pre-dating the SS4A process, the development of this plan included many of the elements of a CSAP, helping the City to prioritize future projects using a highly data-driven and collaborative approach.

PROJECT RELEVANCE

- Citywide crash analysis
- Equity and demographic analysis
- Priority areas identified for investment

TEAM MEMBERS

- Erin Jordan
- Chelsea Moore-Ritchie
- Adrian Diaz
- Justin Anibas

Crash Analysis and Safe System Approach

Our team applies the five key elements of FHWA's Safe System Approach as a core practice across nearly all transportation and safety-related projects. Safety is not treated as a standalone task; instead, Safe System principles are integrated throughout planning, analysis, and design to understand where crashes occur, why they occur, and how system-level changes can reduce the risk of fatal and serious injury.

Our skilled traffic engineers and transportation planners routinely complete robust, data-driven crash and safety analyses that extend beyond traditional hot spot identification. Our work combines multi-year crash data with roadway characteristics, operating speeds, land use context, and community priorities to develop a holistic understanding of safety performance. This approach allows us to identify systemic risk factors and recommend feasible, high-impact safety treatments that are practical to implement and responsive to local needs. **We apply this same approach for communities of all sizes, tailoring recommendations to local context, resources, and implementation capacity.**

The following projects demonstrate our recent application of robust crash analysis and the Safe System Approach to identify systemic safety risks and deliver practical, high impact solutions.



Gideon Pond Elementary School | Burnsville, MN

This Safe Routes to School Demonstration project design included installing curb extensions, enhanced signing, marked crosswalks, and centerline hardening.



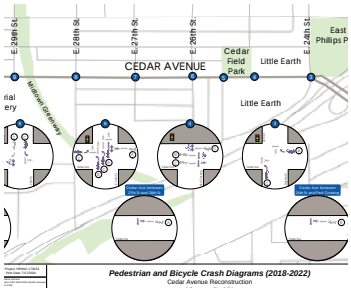
USH 14/South Avenue Reconstruction | LaCrosse, WI

SEH completed crash analysis and traffic modeling to evaluate this intersection; the conceptual roundabout alternative shown improves speed management and multimodal safety.



CSAH 38 Corridor Study | Dakota County, MN

This CSAH 38 corridor crash summary illustrated intersection-level crash history, including critical crash rate and fatal and serious injury (FAR) analysis.



Cedar Ave Design | Hennepin County, MN

Pedestrian and bicycle crash diagrams along the Cedar Ave corridor summarizing crash severity, involved user type (pedestrian, bicyclist, or vehicle-related), and collision type. This visualization highlights key safety concerns for vulnerable road users and supports corridor-level project prioritization during the preliminary design phase.

APPLYING THE SAFE SYSTEM APPROACH

Championed by FHWA, the Safe System Approach is a comprehensive framework with a goal to eliminate traffic fatalities and serious injuries on transportation facilities. SEH will apply this approach city-wide, following the recommended principles and elements to guide Action Plan development for the City of Blair.



Five Key Elements of the Safe System Approach (FHWA)

By integrating these principles into your data-driven Action Plan, the City will be able to better achieve a cohesive and interconnected network of streets that prioritize safety, accessibility, and equity for everyone.

Additional Crash Analysis and Safe System Approach Experience

Project Client	Type	Crash Analysis Elements	Safe System Elements	Equity Elements
E 70th St Richfield, MN	Safe Routes to School Final Design	✔ 5-year Analysis ✔ Crash Modification Analysis ✔ Benefit/Cost Analysis	✔ Multimodal Safety ✔ Speed Analysis ✔ Bus/Freight Impact Review ✔ Design Strategy	✔ School-aged Children
CSAH 52 Corridor Study Anoka County, MN	Corridor Study	✔ 5-year Analysis ✔ FAR/Critical Crash Rate Analysis ✔ Collision Diagrams ✔ Crash Modification Analysis ✔ Benefit/Cost Analysis	✔ Human Factor Analysis ✔ Multimodal Safety	
CSAH 38 Corridor Study Dakota County, MN	Corridor Study	✔ 5-year Analysis ✔ FAR/Critical Crash Rate Analysis ✔ Collision Diagrams ✔ Crash Modification Analysis ✔ Benefit/Cost Analysis	✔ Human Factor Analysis ✔ Multimodal Safety ✔ Speed Analysis ✔ Design Strategy	✔ Demographic Analysis ✔ Vulnerable Road User
METRO E Line BRT Design Met Council (MN)	Final Design	✔Crash Modification Analysis ✔Benefit/Cost Analysis	✔ Human Factor Analysis ✔ Multimodal Safety ✔ Design Strategy	✔ School-aged Children
Downtown Mobility Study White Bear Lake, MN	Multimodal Safety Study	✔ 5-year Analysis ✔ FAR/Critical Crash Rate Analysis ✔ Collision Diagrams ✔ Crash Modification Analysis	✔ Multimodal Safety ✔ Speed Analysis ✔ Bus/Freight Impact Review	
Cedar Avenue Design Hennepin County, MN	Preliminary and Final Design	✔ 5-year Analysis ✔ FAR/Critical Crash Rate Analysis ✔ Collision Diagrams ✔ Crash Modification Analysis ✔ Benefit/Cost Analysis	✔ Human Factor Analysis ✔ Multimodal Safety ✔ Speed Analysis	✔ Demographic Analysis ✔ School-aged Children ✔ Vulnerable Road User
Hwy 47/Hwy 65 PEL Study MnDOT	Planning Study	✔ 5-year Analysis ✔ FAR/Critical Crash Rate Analysis ✔ Benefit/Cost Analysis	✔ Multimodal Safety ✔ Bus/Freight Impact Review ✔ Design Strategy	✔ Demographic Analysis ✔ Vulnerable Road User
US 287 Multimodal Study CDOT	Multimodal Corridor Study	✔ 5-year Analysis ✔ FAR/Critical Crash Rate Analysis ✔ Crash Modification Analysis	✔ Multimodal Safety ✔ Speed Analysis ✔ Bus/Freight Impact Review ✔ Design Strategy	
Sheridan and 52nd Pedestrian Safety Improvements Denver, CO	Pedestrian Safety Preliminary and Final Design	✔ 5-year Analysis	✔ Multimodal Safety ✔ Design Strategy	
Gideon Pond Elementary School Improvements Burnsville, MN	Safe Routes to School Demonstration Design	✔ 5-year Analysis ✔ Benefit/Cost Analysis	✔ Multimodal Safety ✔ Bus/Freight Impact Review ✔ Design Strategy	✔ School-aged Children
Bicycle Transportation Network Improvements Stevens Point, WI	Signing Project	✔ Benefit/Cost Analysis	✔ Multimodal Safety	
Clinton Street SRTS Design La Crosse, WI	Safe Routes to School Final Design	✔ 5-year Analysis	✔ Human Factor Analysis ✔ Multimodal Safety ✔ Bus/Freight Impact Review	✔ School-aged Children
USH14/South Avenue Reconstruction La Crosse, WI	Roundabout Control Evaluation and Preliminary Design	✔ 5-year Analysis ✔ FAR/Critical Crash Rate Analysis ✔ Collision Diagrams ✔ Crash Modification Analysis ✔ Benefit/Cost Analysis	✔ Multimodal Safety ✔ Bus/Freight Impact Review	

Equitable engagement and working with small-to-mid sized communities

SEH brings extensive experience supporting equitable, inclusive community engagement for small-to-mid sized communities across the Midwest. **We understand the unique perspectives, capacities, and priorities of communities like Blair** and tailor engagement approaches that are right-sized, accessible, and responsive to local context. Our team has a strong track record of working with community members, local leaders, and partner organizations to help ensure voices across the community are heard – particularly those historically underrepresented in transportation decision-making.

By combining in-person outreach with flexible virtual tools, we address digital access disparities while providing multiple ways for residents to participate – whether through face-to-face conversations, printed materials, or online engagement. This balanced approach supports transparent communication, builds trust, and leads to outcomes that align with both community needs and City expectations.



City of Baraboo, WI
Population: 12,600

Open houses create space for meaningful, in-person conversations in accessible community locations, supporting transparent dialogue and shared understanding of project goals.



City of Austin, MN
Population: 26,200

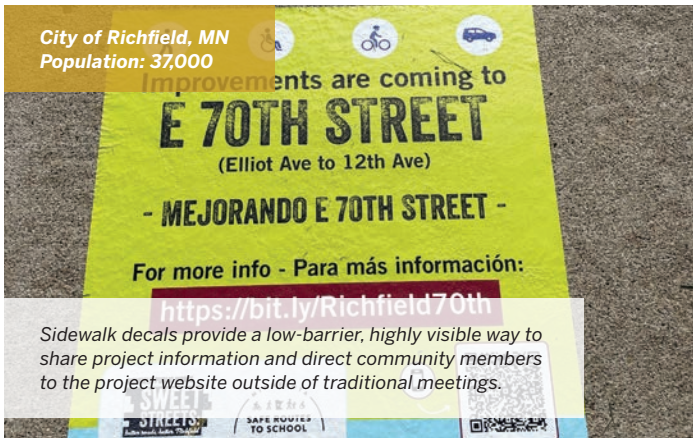


City of Kimball, MN
Population: 840

Our team prioritizes equitable engagement in smaller communities by using dynamic, accessible activities that support inclusive participation and inform the project from start to finish.



City of New Ulm, MN
Population: 14,000



City of Richfield, MN
Population: 37,000

Sidewalk decals provide a low-barrier, highly visible way to share project information and direct community members to the project website outside of traditional meetings.



City of Waite Park, MN
Population: 8,500

By hosting pop-up events in welcoming community spaces, like this local diner, we spark interest and make it easy for people to engage with the project in a relaxed, accessible environment.

7.3 | Project Understanding and Approach

Blair is a community that takes pride in its connectedness, collaborative spirit, and commitment to safety. The Comprehensive Safety Action Plan (CSAP) effort is an opportunity to build on those strengths while planning a transportation system that **supports families, local businesses, schools, neighborhoods, and the freight activity essential to Blair's economy.**

PROJECT UNDERSTANDING

Our understanding of the City's priorities, opportunities, and challenges reflects our experience working with similarly-sized communities, and our appreciation of Blair's unique identity.

Guided by the FHWA's Safe System Approach and the City's commitment to safer systems for people walking, biking, rolling, driving, and using transit, our project understanding centers on reducing the most severe crash outcomes while creating a more predictable and accessible transportation network. **Key priorities include addressing fatal and serious injury crashes along corridors such as Washington Street, at-grade rail crossings, near parks and schools, and retail centers where community activity is concentrated.**

We also recognize the importance of establishing a safe and predictable truck route that **balances freight needs with neighborhood livability**, including coordination with NDOT to leverage the south bypass and pursue roadway reclassification where appropriate.

To support data-driven and implementable outcomes, the CSAP will prioritize identification of Blair's High Injury Network (HIN) and high-risk intersections using the City's robust GIS system, demographic information, and recent crash data. This analysis will inform a set of targeted short-, mid-, and long-term strategies, with **emphasis on improving safety near schools, parks, and neighborhoods** through crossing enhancements, intersection improvements, traffic calming, lighting enhancements, sidewalks, trails, and improved connectivity. The plan will culminate in a grant- and design-ready pipeline of projects, including clearly defined concepts and planning-level cost estimates, **positioning Blair for success in achieving its safety goals.**

The success of Blair's Action Plan hinges on the following critical factors:

- **A robust public and stakeholder engagement program** that fully integrates the perspectives and needs of local government officials, community organizations, transportation officials, advocacy groups, and residents into the planning process.
- **A data-driven approach to crash analysis and mitigation strategy development** that pinpoints high-risk locations and effective interventions.
- **Strong commitment from City leaders** to achieving zero roadway fatalities and reducing serious injury crashes that drives the project's momentum and a sustained focus on safety goals.
- **Community context woven throughout the planning process** to address disparities and maximize the benefits of safety improvements for all community members.

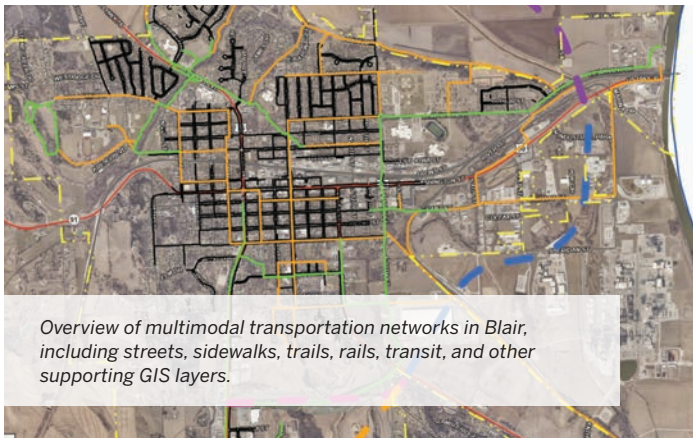


The project will review rail crossing locations to identify connectivity gaps and safety concerns.

OPPORTUNITIES

BUILT-IN STRENGTH: BLAIR'S ROBUST GIS SYSTEM

Blair and Washington County maintain extensive and well-organized GIS systems. This gives the community a major advantage: high-quality spatial data is readily available to support meaningful holistic analysis that blends in seamlessly with crash analysis, equity mapping, and scenario planning. This strong GIS foundation will help the CSAP move quickly into impactful, data-driven decision-making.



Overview of multimodal transportation networks in Blair, including streets, sidewalks, trails, rails, transit, and other supporting GIS layers.

ADVANCING A SAFE SYSTEMS APPROACH

Blair's scale and strong sense of community make it a natural fit for applying Safe System principles. The City can implement practical, cost-effective measures that calm traffic, improve visibility, and strengthen multimodal safety without losing the welcoming small-town feel.

DEVELOPING A SAFER TRUCK ROUTE

As Blair experiences continued truck and freight activity, residents and businesses alike will benefit from a more predictable and safer routing framework. A designated truck route that utilizes the south bypass can help redirect heavy vehicles to roadways built for freight movement. This reduces conflicts near schools, neighborhoods, and pedestrian-oriented corridors, ultimately improving quality of life and roadway safety.

PARTNERING WITH NDOT ON ROADWAY RECLASSIFICATION

Blair is well-positioned to work closely with NDOT to align roadway classifications with actual use patterns, particularly in support of the future truck route strategy. Reclassification can improve design flexibility, funding eligibility, and the long-term operations for freight operations and local mobility needs.

ENHANCING ACCESS TO SCHOOLS, PARKS, AND COMMUNITY DESTINATIONS

Blair's school system and its community destinations create opportunities to strengthen safe routes to key places. Improvements near schools, parks, and commercial districts will help children, families, and older adults feel safe walking, biking, and rolling throughout the community.

POSITIONING BLAIR FOR FUTURE FUNDING AND PROJECT SUCCESS

A strong CSAP grounded in local priorities and solid data will place Blair in an excellent position to pursue SS4A Implementation Grants and other federal opportunities. This allows the City to transition quickly from planning to project delivery.

CHALLENGES

BALANCING GROWTH, FREIGHT, AND NEIGHBORHOOD SAFETY

As Blair grows and freight traffic continues to increase, the community faces the challenge of maintaining comfortable, people-oriented streets while supporting its economic drivers.



Freight traffic passing through Blair's downtown core, where truck movement and community safety intersect.

MANAGING TRUCK TRAFFIC ON LOCAL STREETS

Currently, some heavy vehicles use corridors that are not designed for freight, such as Washington Street, leading to safety concerns and roadway wear. Identifying and reinforcing a well-designed truck route will require community conversation, technical analysis, and coordinated investment.

FOSTERING INCLUSIVE AND ACCESSIBLE ENGAGEMENT

While Blair's GIS system reduces analytical data gaps, the community still faces the challenge of bringing together all voices – especially youth, seniors, lower-income households, and others who may not always engage through traditional methods. Creative outreach will be essential to making the CSAP truly community-supported.

PROPOSED APPROACH

Our project approach is grounded in the City's RFP, our in-depth knowledge of the SS4A program nationwide, and a strong record of successful project delivery in Nebraska. We look forward to partnering with you to develop a data-driven, community-informed CSAP that advances equitable safety outcomes, supports competitive grant applications, and provides clear, actionable steps to move projects from planning to implementation.

PROJECT MANAGEMENT

As Project Manager, **Erin Jordan's** approach prioritizes frequent, honest, and transparent communication and focuses on serving as a trusted extension of your staff. She will develop a project-specific Project Management Plan (PMP) that outlines and clarifies communication and deliverable expectations. She will work alongside Quality Manager **Mark Nolan** to develop a Quality Management Plan (QMP) that will be used to confirm the accuracy and quality of analysis and deliverables. This commitment will result in a successful project delivery that keeps the next phases of safety improvements at the forefront.

Erin will maintain regular coordination with the City through bi-weekly progress meetings conducted via phone or video conference to review key tasks, critical path items, budget status, and schedule. We will collaborate with the City to establish a Project Management Team (PMT) and facilitate monthly virtual meetings focused on transparency, consensus-building, and fostering buy-in for project prioritization and implementation. Project administration will include monthly invoicing, progress updates, and the preparation of meeting agendas and summaries to foster clear documentation and communication at all stages of the project.

1.0 STAKEHOLDER AND PUBLIC ENGAGEMENT

We are committed to facilitating transparent and inclusive public engagement that fits the needs of the community. **Our approach prioritizes reaching people who may have barriers to participation such as seniors and youth, helping to make sure that all stakeholders have a voice** in the process. We also facilitate meaningful business and agency engagement so we're hearing from a wide variety of stakeholders and perspectives.

Led by **Adrian Diaz** and supported by local staff like **Brent Clark** and **Jake Vasa**, our team will foster broad participation by combining in-person and virtual engagement methods to reach people regardless of how they get their information. Adrian will be a strong advocate and communicator for how safe and effective transportation systems support the economic development and safety and mobility needs of Blair and the surrounding area.

The following outlines the key elements of our engagement efforts.

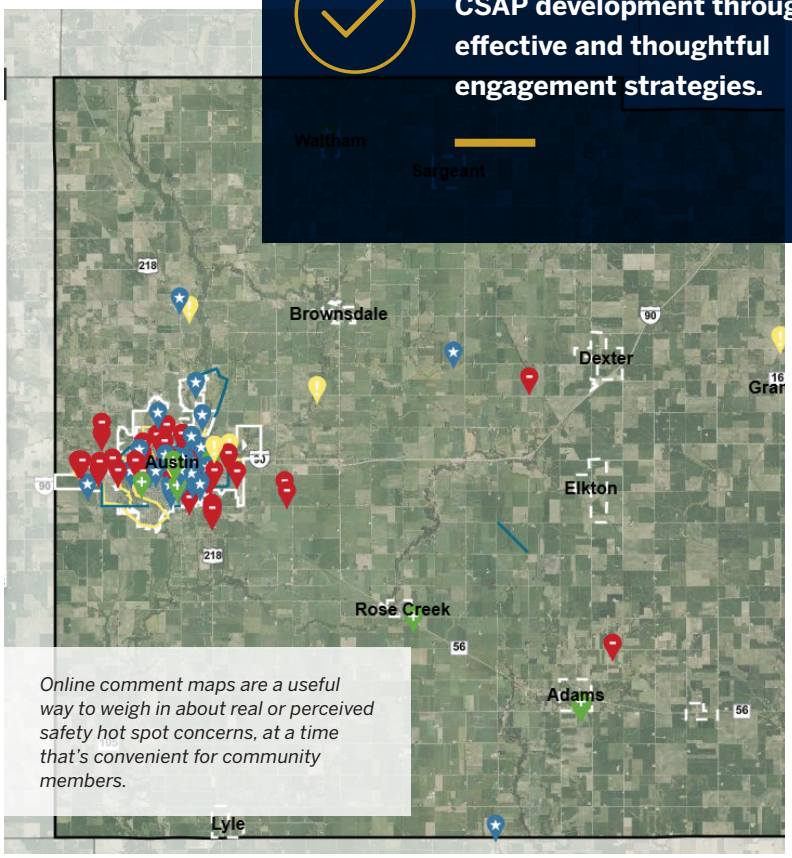
- **Steering Committee:** We anticipate this committee to be made up of City staff/officials, school district personnel, representatives from fire and EMS, and other key local stakeholders and leaders such as the Washington County Chamber of Commerce. This group is critical to making the process collaborative and that it has buy-in from City staff and elected officials who will be responsible for moving action items into implementation.
- **Public Engagement Plan:** We will work with the Steering Committee to develop an outreach plan that meets the needs of the community and the project. The plan will identify stakeholders, barriers to engagement, and methods to reach all stakeholders. The plan includes periodic assessment so all voices are equally considered in decision-making.



Erin provides a hands-on approach to collaborate with the City and its residents to gain insight and build trust throughout the process.

- **Project Website:** We will provide accessible, plain language content for the City-hosted website or an SEH-hosted website. The website will include project branding, a contact list, project information, notifications, and engagement opportunities throughout the project. It can also host key data analysis, such as high injury maps, high risk locations, and top priority projects to support public transparency.
- **Community Surveys:** Surveys will be available at in-person events and online to support the first phase of engagement
- **Comment Map:** Our team will develop an interactive comment map to collect location-specific feedback about routes, destinations, and areas of concern. This tool will be available online and in a printed format at in-person events.
- **Project Communication:** Outreach materials will include a combination of physical outreach (such as flyers and yard signs) along with digital content for press releases, newsletters, and social media to inform the community about the plan development and ways to share feedback and get involved.
- **Open Houses and Pop-up Events:** We recommend hosting up to three open houses and up to four pop-up events throughout the project. Pop-up events are great for reaching people who would not typically attend public open house events. Potential pop-up event locations include:
  - Gateway to the West Days (June)
  - 4th of July Celebration
  - Blair Farmers Markets (Saturdays)
  - Library during pre-scheduled programs
  - Community-centered pumpkin patches
- **Engagement Phases:** Recommended engagement phases include:
  - **Round 1** – Project introduction and initial community experience feedback
  - **Round 2** – Presentation of data analysis, method for prioritizing projects, and draft priority locations
  - **Round 3** – Presentation and final feedback on Action Plan implementation

We are ready to support the CSAP development through effective and thoughtful engagement strategies.



Online comment maps are a useful way to weigh in about real or perceived safety hot spot concerns, at a time that's convenient for community members.



Adrian will be a proactive engagement lead, supporting equitable and effective methods to receive proper input.



Holding pop-ups at events that people are already attending is a creative and effective way to obtain public feedback.

2.0 STATE OF PRACTICE, POLICY, AND DATA REVIEW

Our team will begin by reviewing existing plans, policies, and datasets that influence transportation safety in Blair. This will establish a clear baseline for how safety is currently addressed, so the Safety Action Plan builds on existing work rather than duplicating it. The results of this task will provide a clear understanding of existing conditions and help ensure that safety analyses are **grounded in reliable data and aligned with current policies and initiatives.**

Nate Day will review community demographics and travel characteristics using Census and local data to understand how factors such as age, income, vehicle access, and commuting patterns relate to transportation safety and mobility needs. **Attention will be given to populations that may experience higher safety risks, including youth, older adults, and people with disabilities.**

We will also review relevant local, regional, and statewide transportation plans and initiatives to identify opportunities for coordination and alignment, such as the comprehensive plan, transportation or multimodal plans, corridor studies, and the State Strategic Highway Safety Plan. **This review will help identify opportunities to incorporate Safe System and SS4A principles into planning and design decisions.** In addition, we will inventory City policies, design standards, and internal processes that influence safety outcomes, such as roadway design guidance, development review procedures, and traffic management practices.

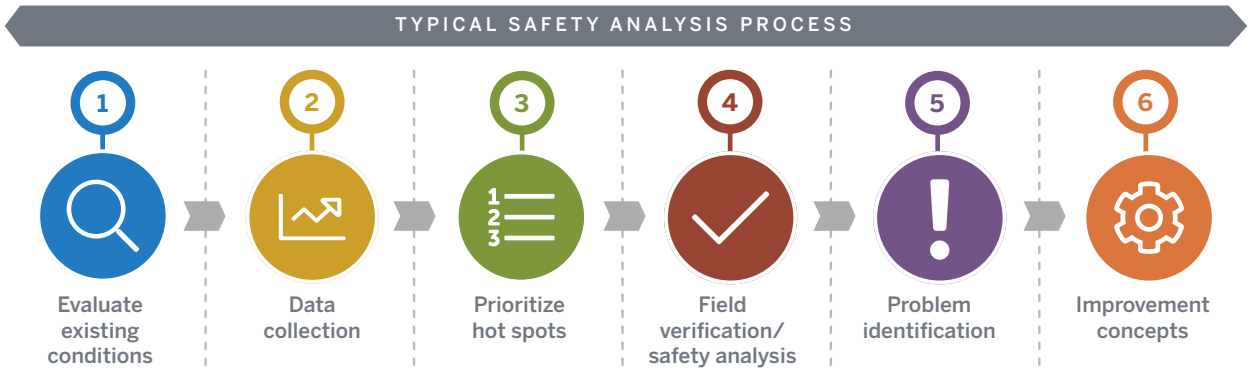
Finally, our team will compile and assess available datasets like crash data, roadway and traffic information, land use patterns, freight routes, school travel, and demographic data to determine their quality, completeness, and usefulness for safety analysis. Any gaps or limitations will be documented, and we will recommend best-practice analysis approaches and targeted data collection if needed.

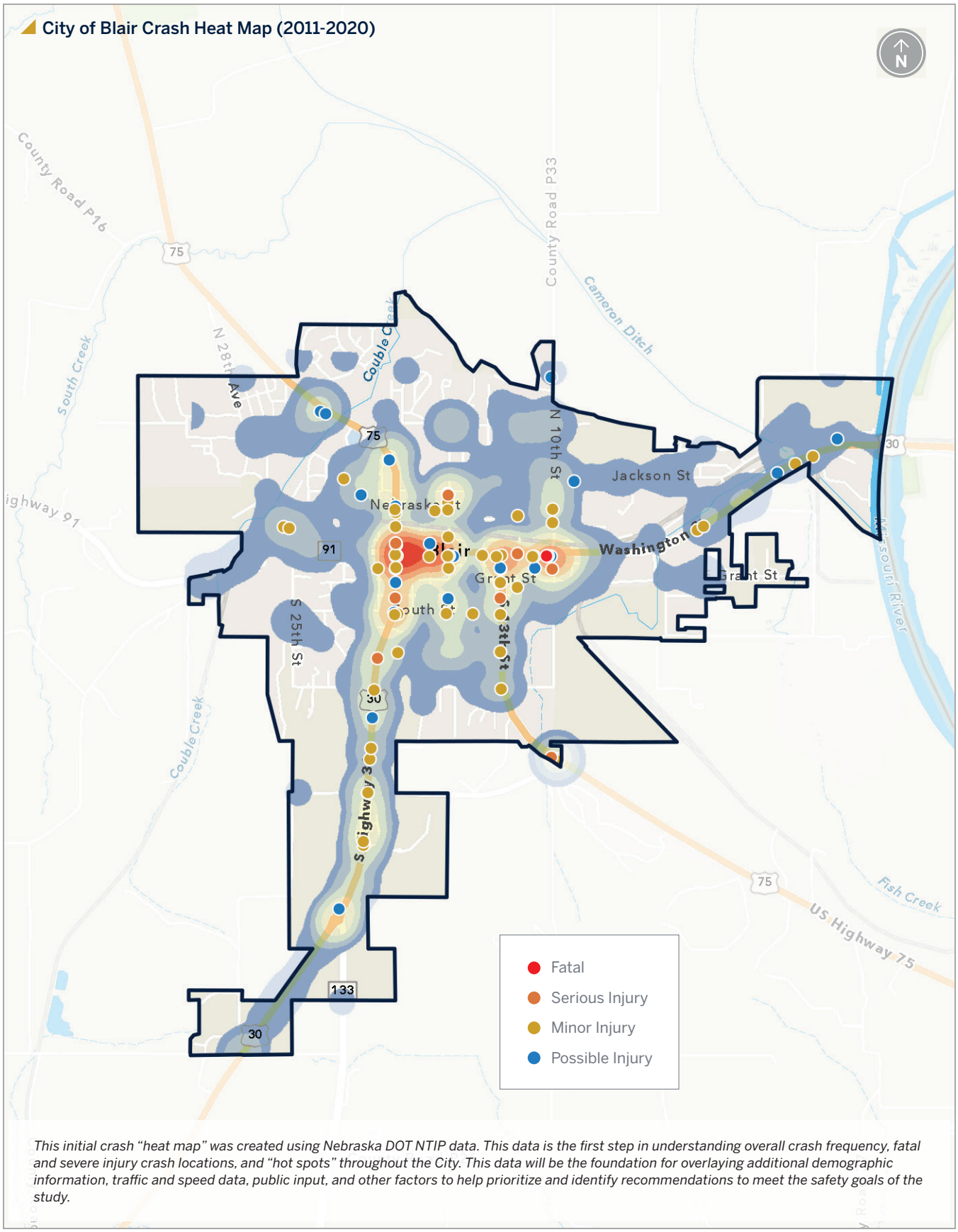
3.0 CRASH AND SAFETY ANALYSIS

Our team, led by **Krista Palmer,** will complete this task by conducting a comprehensive crash and safety analysis of at least the most recent five years of reported crashes using the **Nebraska Transportation Information Portal (NTIP) Crash Data Portal.** The City's robust GIS system will also be used to support geospatial analysis, mapping, and corridor/intersection screening. The analysis will identify key safety issues, trends, and contributing factors within the project area and provide a data-driven foundation for prioritizing strategies that reduce fatal and serious injury crashes.

The safety analysis will include several steps to comprehensively evaluate high-risk and high-injury networks. We will compile and organize crash data for all roadways within the project area for motor vehicle, pedestrian, and bicycle crashes and summarize results by location, crash type, severity, roadway user type, time of day, and contributing factors. Consistent with best practices, **we will evaluate the findings through a Vision Zero and equity lens**, by overlaying crash patterns with demographic and equity indicators to better understand disparities in crash outcomes and identify communities or locations experiencing disproportionate risk. GIS-based mapping and spatial queries will be used to visualize crash patterns, screen corridors and intersections, and communicate results clearly to technical and non-technical audiences.

If available, we will also review supplemental data (e.g., law enforcement records, local reports, or hospital/EMS information) that may influence prioritization but may not be fully represented in the NTIP database. As noted by the City, this includes access to any additional crash information maintained by the Police Department that is not available through the NTIP. In addition, we will incorporate relevant input gathered through public and stakeholder engagement – including perceived safety concerns and "near-miss" locations – to help capture issues that may not appear in reported crash data.



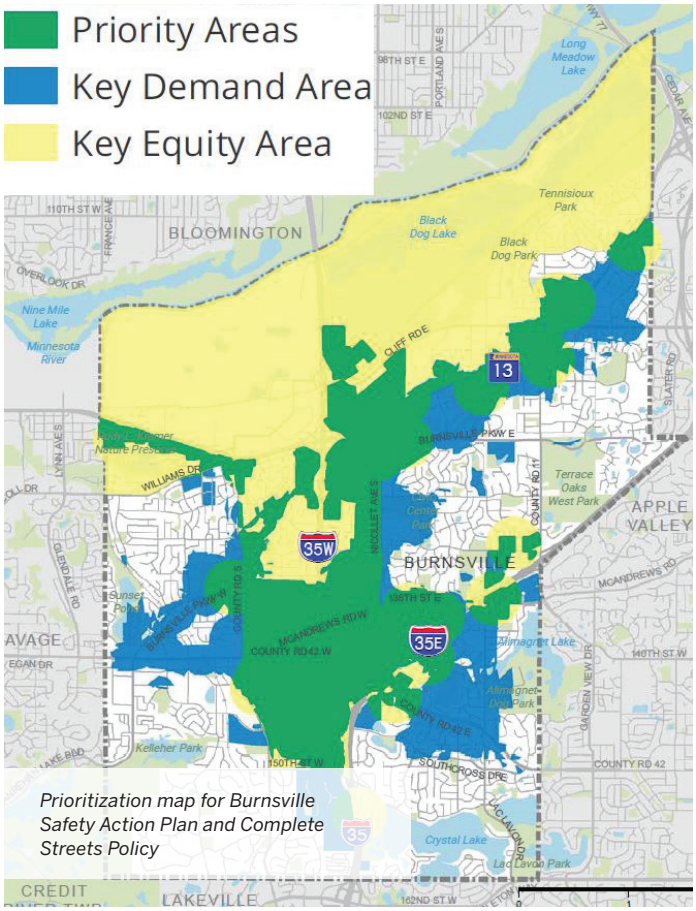


This initial crash "heat map" was created using Nebraska DOT NTIP data. This data is the first step in understanding overall crash frequency, fatal and severe injury crash locations, and "hot spots" throughout the City. This data will be the foundation for overlaying additional demographic information, traffic and speed data, public input, and other factors to help prioritize and identify recommendations to meet the safety goals of the study.

Public and stakeholder input will be used to supplement the crash analysis and help inform identification of Emphasis Areas and high-risk locations.

To understand underlying patterns and support systemic solutions, the team will evaluate contextual and systemic risk factors associated with crash occurrence and severity. This assessment will consider elements such as roadway geometry and design, traffic volumes, posted and operating speeds, roadway classification, intersection control, lighting and visibility, presence and quality of pedestrian/bicycle facilities and crossings, surrounding land use context, and railroad crossings. These findings will help inform Tasks 4 and 5, identify priority areas, HIN, and high-risk intersections to begin identifying projects and implementation strategies.

Results will be documented in clear, accessible formats – including maps, summary tables, infographics, and baseline performance measures – suitable for public-facing materials, committee discussions, and technical documentation. These deliverables will establish a baseline against which future safety improvements and performance targets can be measured.



Prioritization map for Burnsville Safety Action Plan and Complete Streets Policy

4.0 COUNTERMEASURES AND STRATEGY DEVELOPMENT

This task, led by **Chelsea Moore-Ritchie,** transitions from the data collection efforts included in Tasks 1-3, to begin prioritizing locations, evaluating strategies that can address systemic safety concerns, and identifying a toolkit of countermeasures to guide current and future infrastructure projects.

- **Prioritization framework to map top priority locations.** Our approach includes steering committee and agency collaboration to identify and map top priority locations. We work with the committee and City staff to develop weighted criteria for prioritizing improvement locations. This is typically based on a combination of documented crash history, risk factors, equity considerations, and public feedback. This data-driven selection process takes a proactive approach to safety improvements, incorporating high risk areas that may not have a documented crash history.
- **Evaluation of strategies to address systemic safety issues.** This includes a review of national and local best practices for similar communities, a review of systemic safety concerns identified in Task 3, an effort vs. impact assessment, and collaboration with steering committee and City staff. We will link strategies to Safe System objectives and federal performance measures. In Task 5, we will identify how progress will be tracked over time.
- **Development of countermeasure toolkit.** We will develop a safety countermeasures toolkit that is customized to the needs of the City of Blair. This toolkit will assist in the development of high-level recommendations for top priority locations, and will serve as a lasting resource for future projects. It will also help educate the community on the types of countermeasures available, the types of crashes these countermeasures address, and estimated costs associated with different countermeasures.

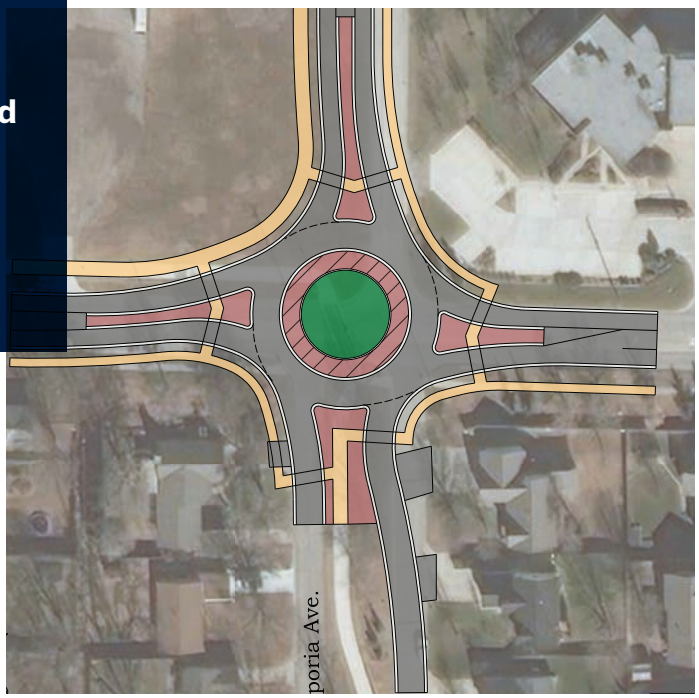
5.0 IMPLEMENTATION PLAN AND PROGRAMS

Using information derived from community input, existing conditions analyses, and the needs assessment, **Erin** will lead the development of the Implementation Plan for Blair according to the Safe System Approach. **The plan will provide the blueprint for investment in all modes of transportation consistent with the values and aspirations of the community.**

The projects will be prioritized and categorized as near-, mid-, and long-term projects based on City budget, planned capital improvements, and long-term visions. As part of the SS4A program, we will also identify the criteria to measure project success over time and provide a goal for meeting Vision Zero criteria, and support future funding application.

Concepts like these are a great way to communicate proposed improvements to public and agency stakeholders.





An Implementation Plan will be developed that includes the following:

- Early actions to support immediate implementation efforts and sustain public interest.
- Prioritization process and results for transportation network improvements consistent with plan goals and community input.
- Agency coordination meetings with state and County staff for recommended projects located at intersecting state and County roadways.
- Identification of supportive strategies, including education and enforcement programs, that align with the City's safety action priorities and strengthen.
- Recommended projects and quantitative cost estimates will be developed for approximately 20–30 top-priority locations. Conceptual drawings or BeyondTypical illustrations, along with preliminary cost estimates, will be prepared for up to 10 of these locations.
- Overview of available funding sources to leverage local investments and expand opportunities to financially support plan implementation.
- Project phasing that combines project prioritization results with practical considerations like programmed capital improvements, resurfacing projects, and annual budgetary constraints.

6.0 DRAFT AND FINAL COMPREHENSIVE SAFETY ACTION PLAN

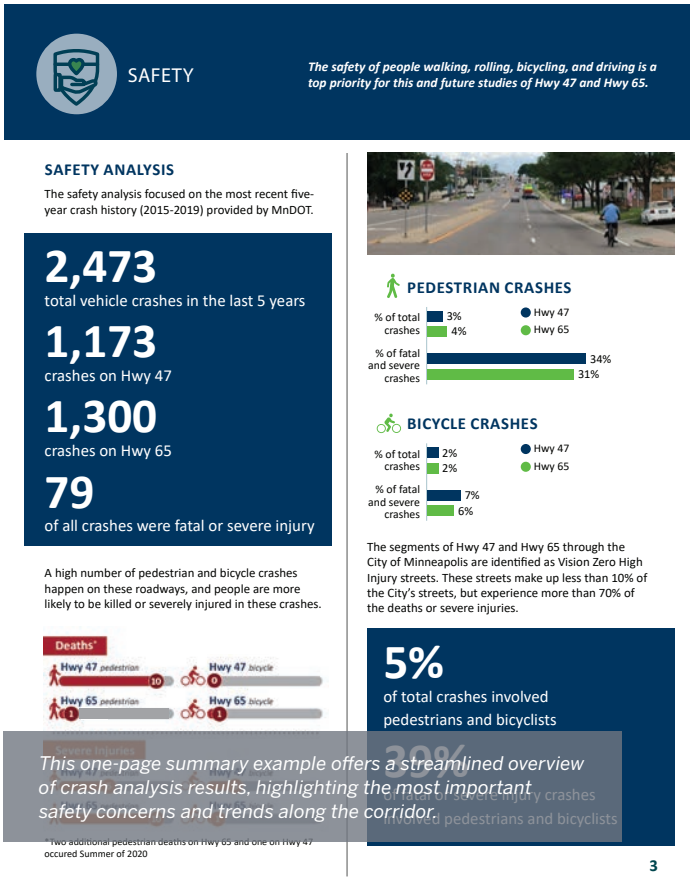
The SEH team will submit a draft and final Action Plan to the City for review and input. The Plan will provide Blair with a usable roadmap to implement improvements aimed at reducing or eliminating roadway fatalities and serious injuries. The Plan will serve as a resource to assist in funding applications and to justify public improvements. In addition to meeting all of the requirements for the SS4A grant, this document will offer the City a clear path for action and support a smooth transition between planning and implementation.

The Plan will compile all of the work completed over the course of the project, including the public engagement summary, data collection, safety analysis, equity analysis, methodology selected for evaluating and prioritizing solutions, a detailed Action Plan with recommendations for implementation, and an Action Plan annual tracking template.

The document will be accessible and easily publishable on the City's website. The Action Plan will include infrastructure, education, enforcement, encouragement, and evaluation recommendations to make Blair's transportation network safe for all users.

7.0 EXECUTIVE SUMMARY/FACT SHEET

The Plan will include a City-branded executive summary or fact sheet to put concise and easy-to-follow information at the reader's fingertips. This will be developed in InDesign with engaging graphics, visuals, and a high-level plan overview. Our graphics team has extensive experience in visual communication and public-friendly language to engage and inform a variety of audiences.



SAFETY

The safety of people walking, rolling, bicycling, and driving is a top priority for this and future studies of Hwy 47 and Hwy 65.

SAFETY ANALYSIS

The safety analysis focused on the most recent five-year crash history (2015-2019) provided by MnDOT.

2,473 total vehicle crashes in the last 5 years

1,173 crashes on Hwy 47

1,300 crashes on Hwy 65

79 of all crashes were fatal or severe injury

A high number of pedestrian and bicycle crashes happen on these roadways, and people are more likely to be killed or severely injured in these crashes.

Deaths*
Hwy 47 pedestrian 10
Hwy 47 bicycle 0
Hwy 65 pedestrian 1
Hwy 65 bicycle 1

*Two additional pedestrian deaths on Hwy 65 and one on Hwy 47 occured Summer of 2020

PEDESTRIAN CRASHES

	Hwy 47	Hwy 65
% of total crashes	3%	4%
% of fatal and severe crashes	34%	31%

BICYCLE CRASHES

	Hwy 47	Hwy 65
% of total crashes	2%	2%
% of fatal and severe crashes	7%	6%

The segments of Hwy 47 and Hwy 65 through the City of Minneapolis are identified as Vision Zero High Injury streets. These streets make up less than 10% of the City's streets, but experience more than 70% of the deaths or severe injuries.

5% of total crashes involved pedestrians and bicyclists

39% of fatal or severe injury crashes involved pedestrians and bicyclists

3

This one-page summary example offers a streamlined overview of crash analysis results, highlighting the most important safety concerns and trends along the corridor.

8.0 PROJECT CLOSEOUT AND DATA TRANSFER

Throughout the project, **Erin** and the team will maintain a shared file system (e.g., SharePoint/OneDrive) that provides the City of Blair with ongoing access to draft and final deliverables, supporting data, and key technical materials as they are developed.

At project closeout, this file system will be fully organized and transferred to the City, offering a complete and well-structured record of all data, GIS files, analysis, meeting summaries, concepts, cost estimates, and technical information generated during the CSAP process. Materials will be provided in City-preferred formats to support future updates, implementation, and long-term use.

VALUE-ADD SERVICES

- **Supplemental planning services**
  SEH would welcome the opportunity to assist the City of Blair with additional planning and policy activities in support of your safety goals. Our team offers extensive expertise and experience in Complete Streets Framework, Bicycle and Pedestrian Network, Safe Routes to School plans and designs, truck route strategy and freight planning, speed management, traffic calming policies, and pedestrian crossing policies.
- **Concept to construction**
  We can provide preliminary, quick-build, and final design services to confirm that prioritized safety improvement projects are executed correctly and to proper standards. Our engineers routinely guide projects from the concept stage, through demonstration/quick-build stage for evaluation, all the way to final design and construction.
- **Spot location data collection**
  Our traffic team uses a variety of methodologies to collect traffic data to support safety evaluation. As the data analysis and project prioritization efforts are completed, some locations within Blair may be identified as high risk and may benefit from additional data to support short- or long-term safety improvements. Additional spot data collection could include turning movement counts, pedestrian and bicycle counts, speed data, sight distance data, and gap and/or delay data.



We have ample experience working alongside communities to design, procure material, and install quick-build demonstration projects to evaluate safety improvement strategies.

7.4 | Proposed Schedule

TASK LEADS	TASK	2026 MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	2027 JAN	FEB	MAR	DELIVERABLES
	PROJECT MANAGEMENT														
Erin Jordan Mark Nolan	Project Administration and Internal Coordination														Project Management Plan (PMP), Quality Management Plan (QMP), Schedule updates, Monthly Invoices, Progress Summaries Meeting agendas, materials, and summaries
	Kickoff Meeting and Bi-Weekly Check-in Meetings (Virtual)														
	Project Management Team (PMT) Meetings (up to 12)														
	TASK 1: STAKEHOLDER AND PUBLIC ENGAGEMENT	Phase 1: Listen & Gather				Phase 2: Analyze & Prioritize				Phase 3: Present					
Adrian Diaz Brent Clark Jake Vasa	Steering Committee Workshops (up to 4)														Steering Committee meeting agendas, materials, and summaries Public Engagement Plan (Draft and Final) Project website content and ongoing updates Public Open House and Pop-Up materials, facilitation, and summary documentation Engagement Summary Report (Draft and Final)
	Public Engagement Plan and Updates														
	Project Website														
	Community Surveys (up to 2)														
	Online Interactive Map														
	Advertising Campaigns (up to 3 rounds)														
	Open House Events (3)														
	Pop-Up Events (4)														
	Engagement Summary Report														
	TASK 2: STATE OF PRACTICE, POLICY, AND DATA REVIEW														
Nate Day	Example policies and best practices														Policy Summary Memo City Council workshop materials and meeting summaries
	Policy, Plan, and Guidelines Assessment														
	Vision Zero Policy and Resolution Support														
	GIS dataset assessment														
	TASK 3: CRASH AND SAFETY ANALYSIS														
Krista Palmer Justin Anibas Jonathon Green	Existing Roadway Conditions Review														Safety Analysis Technical Memorandum (Draft and Final) High-Injury Network (HIN) Map
	5-Year Crash Analysis and Factor Review														
	HIN and High Risk Location Assessment/Mapping Tool														
	Vulnerable Road User Strategy Review														
	Safety Analysis Tech Memo														
	TASK 4: STRATEGY AND PROJECT SELECTIONS														
Chelsea Moore-Ritchie	Prioritization Framework														Countermeasure Toolkit (Draft and Final) Draft strategies matrix Prioritization Map
	Strategy Evaluation														
	Countermeasure Toolkit Development														
	TASK 5: IMPLEMENTATION PLAN AND PROGRAMS														
Erin Jordan Chelsea Moore-Ritchie	Project Prioritization and Identification														Concept Level Renderings and Cost Estimates Comprehensive Safety Action Plan (FHWA-compliant format; Draft and Final) Annual Tracking Template
	Agency Coordination														
	Planning Level Concepts and Cost Estimates (20-30 projects)														
	Identify Funding Opportunities														
	Project Phasing Recommendations														
	Draft and Final Implementation Plan														
	TASK 6: DRAFT AND FINAL COMPREHENSIVE SAFETY ACTION PLAN														
Chelsea Moore-Ritchie Krista Palmer	Draft Action Plan Report and Review Period														Comprehensive Safety Action Plan, FHWA Format (Draft and Final) Annual Tracking Template
	Final Action Plan Report														
	Action Plan Annual Tracking Template														
	TASK 7: EXECUTIVE SUMMARY/FACT SHEET														
Chelsea Moore-Ritchie	Draft and Final Summary Documents														Public-Facing Executive Summary/One-Page Summary (Draft and Final)
	TASK 8: PROJECT CLOSEOUT AND DATA TRANSFER														
Erin Jordan	Organized file transfer														Project data files
	Project debrief														

Schedule Key: ☆ Project Kickoff ☐ Meeting ◇ Council Meeting ● Public Engagement Event ✓ Milestone Deliverable 👍 City Council Adoption

All deliverables include 2-3 weeks of City Review Period and 1-2 weeks for comment resolution

7.5 | References and Conflict of Interest and Disclosures

We invite you to contact our references to learn more about our team's ability to apply data-driven methods, lead inclusive engagement, and develop actionable strategies that help communities advance real safety improvements

SS4A COMPREHENSIVE SAFETY ACTION PLAN | ST. LOUIS PARK, MN

CLIENT CONTACT

Jack Sullivan

952.924.2691

jsullivan@stlouisparkmn.gov

SS4A GRANT APPLICATION AND SAFETY ACTION PLAN | EAST CHICAGO, IN

CLIENT CONTACT

Hashem Alhashem

219.391.8355

Halhashem@eastchicago.com

SS4A GRANT APPLICATION AND SAFETY ACTION PLAN | KENOSHA COUNTY, WI

CLIENT CONTACT

Gregory Boldt

262.653.1870

Gregory.Boldt@kenoshacountywi.gov

SAFETY ACTION PLAN AND COMPLETE STREETS POLICY | BURNSVILLE, MN

CLIENT CONTACT

Logan Vlasaty

952.895.4457

logan.vlasaty@burnsvillemn.gov

CITY OF OMAHA

CLIENT CONTACT

Ryan Haas, PE, PTOE

402.444.5102

Ryan.Haas@cityofomaha.org

NEBRASKA DOT

CLIENT CONTACT

Alan Swanson

402.479.4594

Alan.swanson@nebraska.gov

DISCLOSURE OF CONFLICTS OF INTEREST

To the best of our knowledge, no potential organizational conflict of interest exists between the City and SEH.

DISCLOSURE OF DEBARMENT/SUSPENSION STATUS

To the best of our knowledge, we are not presently debarred, suspended, proposed for debarment, or declared ineligible for the award of this contract.

DISCLOSURE OF RELEVANT LITIGATION OR CONTRACT TERMINATIONS

In more than 99 years of practice, Short Elliott Hendrickson Inc. (SEH®) has never defaulted on any project or claim process. SEH fairly evaluates and resolves all claims fairly and in accordance with its insurance guidelines. For the protection of SEH and our clients, we consistently maintain a comprehensive insurance program, which includes professional liability, worker's compensation, comprehensive general liability, automobile, and umbrella policies with limits sufficient to cover the defense and resolution of all outstanding claims. In the opinion of our senior management and third-party auditors, SEH does not have any claims or disputes that will materially affect our ability to successfully perform our professional obligations.

Building a Better World for All of Us®

Sustainable buildings, sound infrastructure, safe transportation systems, clean water, renewable energy, and a balanced environment. Building a Better World for All of Us communicates a company-wide commitment to act in the best interests of our clients and the world around us.

We're confident in our ability to balance these requirements.

JOIN OUR SOCIAL COMMUNITIES

ORDINANCE NO.

COUNCIL MEMBER ---- INTRODUCED THE FOLLOWING ORDINANCE:

AN ORDINANCE AUTHORIZING THE SALE OF PROPERTY IDENTIFIED AS TAX LOT 51 IN SECTION 18, TOWNSHIP 18, RANGE 12 AND TAX LOT 272 IN SECTION 13, TOWNSHIP 18, RANGE 11, WASHINGTON COUNTY, NEBRASKA; PROVIDING FOR NOTICE OF SUCH SALE TO BE PUBLISHED FOR THREE (3) CONSECUTIVE WEEKS IMMEDIATELY AFTER THE PASSAGE OF THIS ORDINANCE; AUTHORIZING THE MAYOR TO ENTER INTO A PURCHASE AGREEMENT WITH GATEWAY DEVELOPMENT CORPORATION, BUYER, AND TO MAKE ALL NOTIFICATIONS REQUIRED UNDER NEB. REV. STAT. §16-202, INCLUDING NOTIFICATION OF THE RIGHT OF REMONSTRANCE; PROVIDING FOR ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT HEREWITH TO BE REPEALED AND PROVIDING THAT SAID ORDINANCE SHALL BE IN FULL FORCE AND EFFECT FOLLOWING PASSAGE AND PUBLICATION AS REQUIRED BY LAW AND ORDERING THE ORDINANCE PUBLISHED IN PAMPHLET FORM.

BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF BLAIR, NEBRASKA:

SECTION 1. The City of Blair authorizes the Mayor and City Clerk to execute and deliver a Purchase Agreement by and between the City of Blair, Nebraska, and Gateway Development Corporation whereby the City agrees to sell the real estate described hereinabove for the sum of One Dollar ($1.00) and pursuant to the terms and provisions of the Purchase Agreements attached hereto and marked **Exhibit "A"**.

SECTION 2. The Mayor and City Clerk of the City of Blair, Nebraska hereby authorized and directed to make all notifications required under Neb. Rev. Stat. §16-202, et.seq., including but not limited to notice of the sale and the terms thereof, and, after the required remonstrance period has lapsed and City has not received a remonstrance against such sale signed by registered voters of the City equal in number to Thirty Percent (30%) of the registered voters of the voters voting at the last regular municipal election held therein, then, the Mayor and City Clerk are authorized to execute and deliver any and all documents, deeds or other instruments necessary to effectuate such conveyance of real estate.

SECTION 3. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 4. This ordinance shall be in full force and effect from and following the

passage and publication hereof as required by law.

Passed and approved this 14th day of April 2026.

CITY OF BLAIR, NEBRASKA

BY_____
MELINDA K. RUMP, MAYOR

ATTEST:

_____
BRENDA WHEELER, CITY CLERK

(SEAL)

STATE OF NEBRASKA)
) :ss:
COUNTY OF WASHINGTON)

BRENDA WHEELER hereby certifies that she is the duly appointed, qualified, and acting City Clerk of the City of Blair, Nebraska, and that the above and foregoing Ordinance was duly passed and approved at a regular meeting of the Mayor and City Council of said City held on the 14th day of April 2026

_____
BRENDA WHEELER, CITY CLERK

REAL ESTATE PURCHASE AGREEMENT

This Real Estate Purchase Agreement (the "Agreement") is made and entered into on this ____ day of _____, 2026, (the "Effective Date"), by and between the City of Blair ("Seller") and Gateway Development Corporation ("Buyer"). The "Effective Date" of this Agreement shall be no sooner the thirty (30) days after the date of the Ordinance Publication.

RECITALS

WHEREAS, Seller owns certain real property, at the Legal Description:

Tax Lot 51 in Section 18, Township 18, Range 12 and Tax Lot 272 in Section 13, Township 18, Range 11, Washington County, Nebraska, and

hereinafter referred to as "the Property", and

WHEREAS, Buyer wishes to purchase the Property, and

WHEREAS, Seller has agreed to sell the Property to Buyer, subject to the terms and conditions of this Agreement.

NOW, THEREFORE, for good and valuable consideration the receipt and sufficiency of which is hereby acknowledged, the parties hereby agree as follows:

ARTICLE I
PURCHASE AND SALE

1.1 Rights, Title, and Interests in Property. Subject to the terms and conditions hereof, Seller agrees to sell and convey the entirety of Seller's right, title and interest in the Property to the Buyer, and Buyer agrees to purchase all of Seller's right, title and interest in and to the Property.

1.2. Property Condition. The Seller specifically makes no warranties or representations as to the conditions of the Property nor the usability as may be intended by the Buyer. The Buyer is purchasing the Property, "AS IS" and based upon its own investigation and inquiry. The Buyer is familiar with the condition thereof and is not relying upon any representations made by Seller as to any matter regarding the Property other than as specifically set forth herein. The Buyer is not relying on any representations of any other person or entity and is agreeing to accept the Property subject to the conditions herein set forth.

ARTICLE II
PURCHASE PRICE AND PAYMENT

2.1 Purchase Price. The total purchase price for the Property shall be One Dollar ($1.00) (the "Purchase Price").

2.2 Payment. The Purchase Price shall be paid at the time of closing.

ARTICLE III
CLOSING

3.1. Place of Closing. The place of Closing shall be held at the City of Blair City Hall, 218 S. 16th Street, Blair, Nebraska, 68008, unless otherwise agreed to by Seller.

3.2. Closing Date. The closing of the sale of a lot (the "Closing") shall occur not sooner than thirty (30) days from the date of the Ordinance publication.

ARTICLE IV
CLOSING DELIVERIES

4.1 Seller's Deliveries at Closing. At the Closing, Seller shall deliver to the Buyer:

a. A duly executed and acknowledged Quitclaim Deed, conveying title to the Property being sold;

b. All other Seller documents necessary to close this transaction in accordance with the terms of this Agreement.

4.2. Buyer's Deliveries at Closing. At the Closing, Buyer shall deliver to the Seller:

a. Evidence of the Buyer's capacity and lawful authority to perform the obligations of this transaction;

b. All other Buyer documents necessary to close this transaction in accordance with the terms of this Agreement; and

c. The purchase price for the Lot being sold pursuant to this Agreement.

ARTICLE V
EXPENSES TO BE PAID AT OR PRIOR TO CLOSING

5.1. Buyer's Closing Costs. On the Closing Date, Buyer shall pay the following, if applicable:

a. The Purchase Price as set forth above;

b. All recording fees upon the Quitclaim Deed;

c. Title Commitment costs, if any;
d. The entire cost of the Owner's Title Insurance Policy, if any;
e. Closing fees charged by the Title Company, if any.

5.2. Seller's Closing Costs. On or before the Closing Date, Seller shall pay, if applicable:

a. None. Taxes levied in 2025 and payable in 2026 have been paid in full. The 2026 taxes will not be prorated.

ARTICLE VI
REPRESENTATIONS, WARRANTIES AND COVENANTS OF SELLER

Seller warrants, represents and covenants as follows, each and every one of which shall be true in all material respects on the Closing Date unless specifically waived in writing by the Buyer:

6.1. Absence of Claims. There are no pending or, to the Seller's knowledge, threatened litigations, proceedings, code violations, claims or investigations, including without limitation any such pending or threatened litigations, etc., by any government authority or insurance underwriter and no contract or agreement to which Seller is a party, which relates in any way to the Property or which on or after the Closing Date will adversely affect the Property.

6.2. Title and Authority. Seller owns the Property and has all necessary and lawful authority to enter into this Agreement to sell and convey the Property to the Buyer as provided in this Agreement and to carry out Seller's obligations hereunder.

ARTICLE VII
MISCELLANEOUS

7.1. Successors and Assigns. This Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective heirs, executors, administrators, legal representatives, successors and assigns. This Agreement shall survive Closing and shall not be deemed to be merged into any deed or other document delivered at Closing.

7.2. Entire Agreement. This Agreement contains the entire Agreement of the parties hereto and supersedes any prior understandings or written or oral agreements between the parties respecting the sale and purchase of the Property, and this Agreement cannot be changed except by the parties' written consent.

7.3. Conveyance of Title. This Agreement shall not, by itself, be construed as a conveyance of title by Seller to Buyer.

7.4. Jurisdiction and Governing Law. This Agreement shall be construed under and in accordance with the laws of the State of Nebraska. The Parties agree to the exclusive personal jurisdiction in the courts located in Washington County, Nebraska. Any dispute arising from this contractual relationship shall be governed solely and exclusively by Nebraska law.

SELLER:
CITY OF BLAIR
A Nebraska Municipal Corporation, Grantor

BY_____
MELINDA K. RUMP, MAYOR

STATE OF NEBRASKA)
) ss:
WASHINGTON COUNTY)

On this _____ day of _____, 2026 before me, the undersigned a Notary Public, duly commissioned and qualified for in said county, personally came Melinda K. Rump, Seller, to me known to be the identical person whose name is affixed to the foregoing agreement and acknowledged the execution thereof to be his voluntary act and deed.

WITNESS my hand and Notarial Seal the day and year last above written.

_____
NOTARY PUBLIC

BUYER:
GATEWAY DEVELOPMENT CORPORATION
A Nebraska Non-Profit Corporation, Grantee

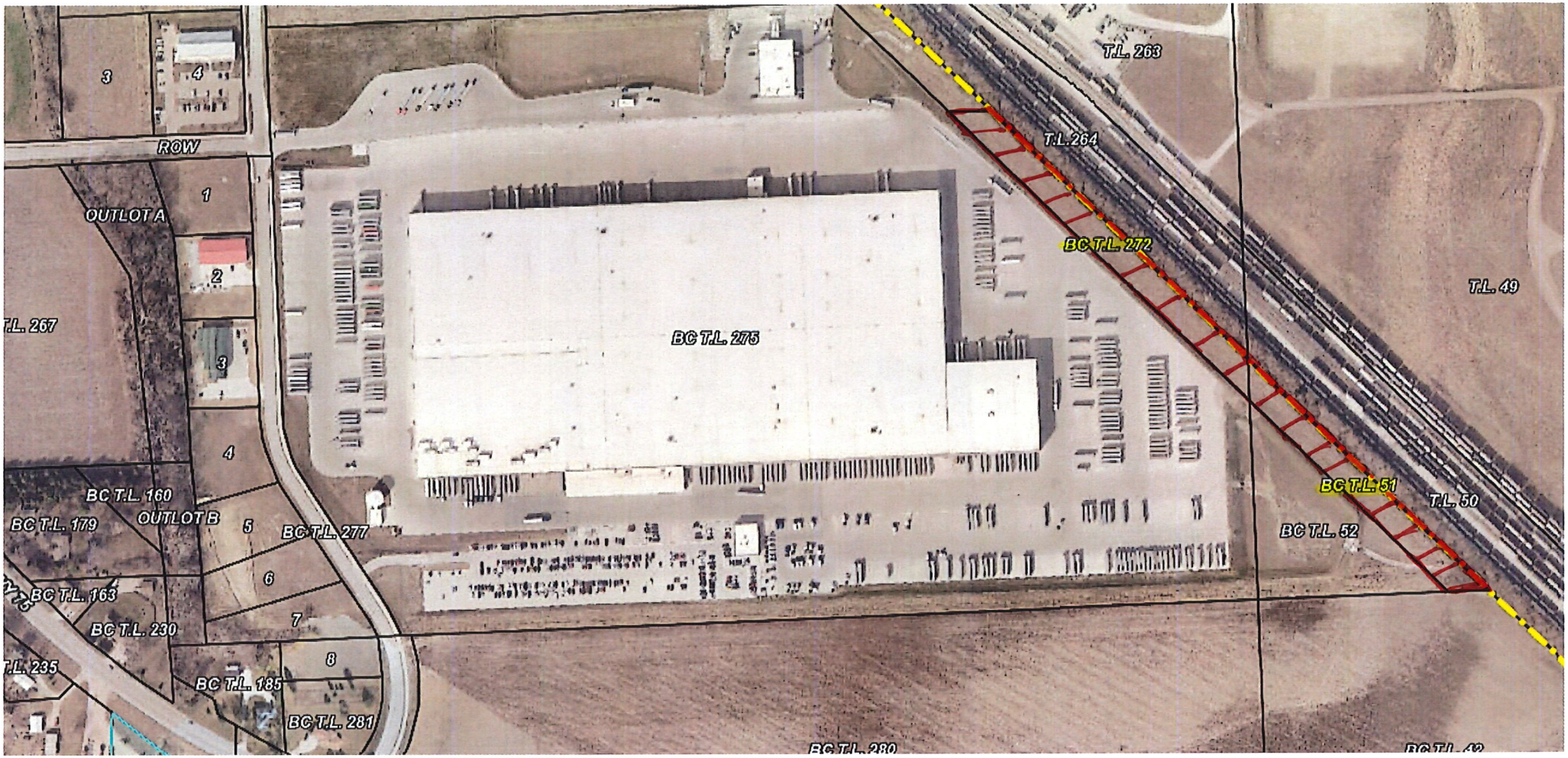
BY_____
MICHAEL ROOKS, EXECUTIVE DIRECTOR

STATE OF NEBRASKA)
) ss:
WASHINGTON COUNTY)

On this _____ day of _____, 2026 before me, the undersigned a Notary Public, duly commissioned and qualified for in said county, personally came, Michael Rooks, Executive Director of Gateway Development Corporation, Buyer, to me known to be the identical person whose name is affixed to the foregoing agreement and acknowledged the execution thereof to be his/her voluntary act and deed.

WITNESS my hand and Notarial Seal the day and year last above written.

_____
NOTARY PUBLIC


T.L. 263
T.L. 264
ROW
OUTLOT A
1
2
3
4
BC T.L. 272
T.L. 49
T.L. 267
BC T.L. 275
BC T.L. 160
BC T.L. 179
OUTLOT B
5
BC T.L. 277
BC T.L. 51
T.L. 50
BC T.L. 52
6
BC T.L. 163
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T.L. 235
BC T.L. 185
BC T.L. 281
BC T.L. 280

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Cut Costs.
Serve Better.

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CITIBOT

www.citibot.io

CITIBOT

The Resident-First, AI-Powered Government Communications Platform

Empowering Government. Serving Residents.



Resident-First AI Platform

Built specifically for the government, Citibot blends enterprise-grade AI with human-centered design to ensure equity, trust, and accessibility. Residents receive verified, accurate information across every channel, supported by our closed-system AI that prioritizes compliance, privacy, and security.

- **Multi-Channel Access:** 24/7, multilingual support across web, text, and social.
- **ADA & Accessibility Compliance:** AI governance that supports ADA compliance and WCAG alignment.
- **Reduce routine call volume** by 30–60% in 30 days.
- **Accurate & Up-to-Date Content:** Ensure residents always receive accurate, reliable information.
- **Integrations & Data Intelligence:** Fast, accurate answers from connected systems.



Real Results for Modern Government

Roseville, CA answered questions in **14 languages** in the **first two months**.	City & County of Denver, CO **saved $500K** in the first **18 months**.	**Saved 1 Month** of staff time in the first 6 months.

Citibot helps governments modernize service delivery, reduce operational strain, and improve resident satisfaction — all while maintaining compliance, accessibility, and security.

- Save 1 month of staff time per year
- Increase resident services without adding staff
- Support 70+ languages automatically
- Ensure accurate, ADA-compliant website content
- Increase resident trust with faster response times

AI Assistant for Government

Provide residents with instant answers and 24/7 support via a multi-channel AI Assistant.

Build Trust Through High-Quality Digital Experiences

24/7 Availability
Provides residents with instant support — day or night.

Multi-Channel
Meet residents on their preferred platform — with one cohesive experience.

Service Requests
Allows residents to submit service requests directly for faster follow-up.

Multilingual
Support 70+ languages with AI that recognizes and responds in each user's native language.

Automated Answers
Automatically responds to commonly asked questions using your approved website content.

Save Resources
Reduces call volume and repetitive tasks so staff can focus on higher-priority work.

Our platform unifies your website content and trusted data sources into one reliable AI experience.

How it Works

Our AI-powered platform can be set up for either residents or internal staff. Residents can easily submit questions or requests, while internal staff efficiently locate and manage information.

Resident Input

Staff Input

Available on your Residents Preferred Channel

Web Chat — Branded AI assistant for your website	Text Chat — Your Government, One Text Away
WhatsApp — Serve Your Diverse Population	Messenger — On Residents' Favorite Platforms
Text Alerts — Real-Time Alerts for Your Community	AI Voice — AI-Powered Phone Support, 24/7

Answer resident questions using trusted sources like document repositories, websites, and municipal records. Manage service requests and work orders through seamless integrations with existing municipal systems.

Web Content Management

Code/Permit Lookups

Access Existing Platforms

Refresh

Refresh leverages the data captured across interactions to retrain and optimize municipal websites, keeping your knowledge base up-to-date and relevant.

AI Voice

Set a New Standard for Resident Phone Experiences. Easily add best-in-class AI Voice Agents into your agency's phone system.

Trusted by

DENVER THE MILE HIGH CITY · THE VILLAGE OF WELLINGTON · LANCASTER · KANSAS CITY · MOUNT PLEASANT SOUTH CAROLINA

How AI Voice works

- Answers calls 24/7 with **natural, human-like voices**—including localized accents.
- **Supports the most commonly spoken languages** in your community for inclusive service.
- Enables i**nstant answers, service requests**, and **smart routing** to the right department.
- Sends **automatic text follow-ups** with call details and helpful resources.

Refresh

Refresh Your Website in Hours — Not Months

Keep your content accurate, accessible, and aligned, without overwhelming your team.

What Refresh Evaluates

Accuracy

AI scans every page to ensure content is correct, consistent, and free of duplication — so residents always get reliable information.

Current

Flags pages that haven't been updated recently, prompting staff to refresh content and guarantee human oversight where it's needed most.

Persona

Refresh makes your web content speak with one consistent voice across your website.

Accessibility

Flags common accessibility issues (e.g., missing alt text) and helps support ADA compliance and WCAG 2.1 alignment.

How Refresh works

- **Scan** - Identifies web and PDF issues across accuracy, outdated content, tone, accessibility, and clarity.
- **Recommend** - Provides clear, specific updates so teams know exactly what to change.
- **Explain Why** - Outlines why each change matters — so you always understand how it improves trust, clarity, and accessibility.

Deep Integrations & Data Intelligence

Citibot doesn't only use web and PDF content to build its chat knowledge base for external and internal chatbots. We unify data from existing systems and platforms that cities use every day. This fusion of verified data sources produces cohesive, context-aware answers - simplifying resident experiences and enabling governments to deliver faster, more informed answers to questions.

- Code Enforcement
- Permits
- Calendars
- Agendas/Meetings
- Parks & Recreation
- Document Repository
- Directories
- Mass Notification
- Transparency



Fully Managed. Fully Branded.

Citibot manages everything from implementation to launch, making it easy for your team to get started. We deliver custom branding, seamless integration, and hands-on support—ensuring your AI assistant reflects your community while meeting the highest standards for accessibility, security, and performance.

Insights & Reporting

Citibot overlays sentiment, topic, and time critical information, in real-time, to inform the city on what residents are really asking.

Know the critical data points to serve your community better

- Total Interactions with Chat History
- Top Resident Inquiry Topics
- Average Sentiment by Topic
- Response & Engagement Rate
- Keyword Performance Tracking

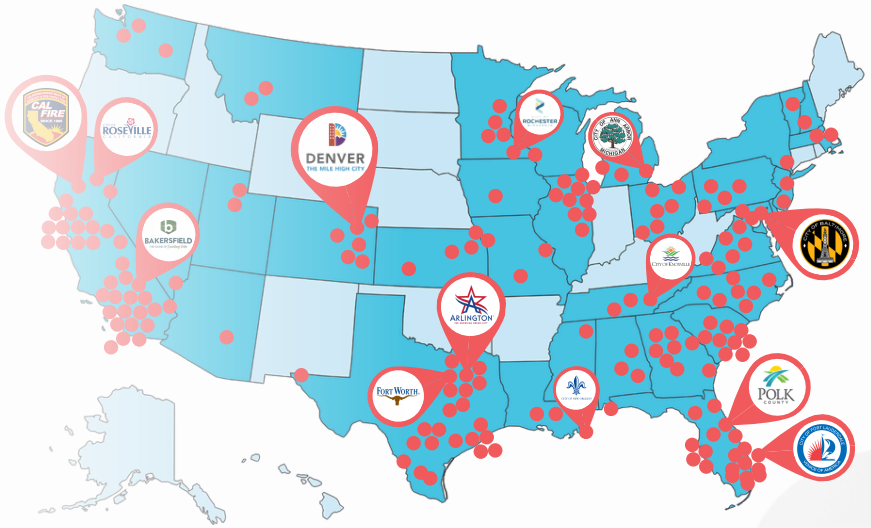
ABOUT CITIBOT

WHO WE ARE

Founded by Bratton Riley—whose passion for civic innovation was inspired by his father's 40 years as Mayor of Charleston—Citibot was built on a simple belief: local government should be accessible, responsive, and give everyone a voice.

We help governments deliver accessible, unified digital experiences that make it easier for residents to get answers and engage with their community — **because better digital experiences build stronger trust with your residents.**

Powering AI-Driven Service for 200+ Governments Across the U.S.



WHO WE SERVE

- **Local Government**
- **311's & Call-Centers**
- **Government Agencies**

Citibot has been empowering municipalities for the past decade, but our reach extends far beyond cities and counties. We serve a wide variety of government agencies—from appraisal districts to mosquito control, public safety departments, and specialty service authorities. No matter your role, if you're helping residents, we're here to help you.

RESOLUTION NO. 2026

COUNCIL MEMBER ----- INTRODUCED THE FOLLOWING RESOLUTION:

WHEREAS, the City of Blair is a municipal corporation duly organized under the laws of Nebraska;

WHEREAS, the City of Blair desires to purchase the CitiBot module for the City of Blair Website;

WHEREAS, CitiBot offers highly responsive, hands-on assistance which will significantly reduce the internal workload currently required to maintain and optimize the city's web chatbot.

WHEREAS, the total cost for this module is three thousand dollars ($3,000) for implementation and Seven Thousand One Hundred ($7,100) annual fee as outlined in **Exhibit "A"**;

WHEREAS, the City of Blair hereby finds the CitiBot module attached as **Exhibit "A"** is acceptable to the City of Blair;

WHEREAS, the Mayor and City Council have been presented with this Resolution and authorize City staff to purchase the CitiBot, as outlined.

NOW, THEREFORE, BE IT FURTHER RESOLVED that said Resolution is hereby adopted and approved by the municipality and the Mayor and City Clerk of the City of Blair are hereby authorized and directed to execute the same on behalf of the municipality.

COUNCIL MEMBER --- MOVED THAT THE RESOLUTION BE ADOPTED AS READ, WHICH SAID MOTION WAS SECONDED BY COUNCIL MEMBER ----. UPON ROLL CALL, COUNCIL MEMBERS ------ VOTING "AYE" AND COUNCIL MEMBERS --- VOTING 'NAY", THE MAYOR DECLARED THE FOREGOING RESOLUTION PASSED AND APPROVED THIS 14TH DAY OF APRIL 2026.

CITY OF BLAIR, NEBRASKA

BY: _____
MELINDA K. RUMP, MAYOR

ATTEST:

_____
BRENDA WHEELER, CITY CLERK

(SEAL)

STATE OF NEBRASKA)
) ss:
WASHINGTON COUNTY)

BRENDA WHEELER, hereby certifies that she is the duly appointed, qualified and acting City Clerk of the City of Blair, Nebraska, and that the above and foregoing Resolution was passed and adopted at a regular meeting of the Mayor and City Council of said City, held on the 14th day of April 2026.

_____
BRENDA WHEELER, CITY CLERK

Exhibit "A"

Citibot Subscription Agreement

This Agreement is made by and between Blair, NE ("City") and Citibot, Inc. ("Citibot"), hereinafter referred to collectively as (the "Parties"), for the services outlined herein. This agreement is dated October 1, 2026.

1. Definitions. Capitalized terms used but not otherwise defined herein shall include the meanings ascribed thereto in the Terms of Service below, as applicable.

"***Service***" collectively refers to City website chatbot customer service platform, software and/ or services made available to City. The features include (1) questions and result answers; and (2) direct message pathway. No custom integrations are included beyond standard sources.

"***Content***" collectively refers to any and all information, including any text, graphics, and and/ or other materials, submitted to or made available through the Service. Content submitted to the Service by City or any Authorized User is referred to as "***User Content***," and all other Content of the Service is referred to as "***Citibot Content***."

"***Subscription***" refers to the right granted by Citibot to City to access and use the Service and the Content, subject to the terms and conditions of the Subscription Agreement.

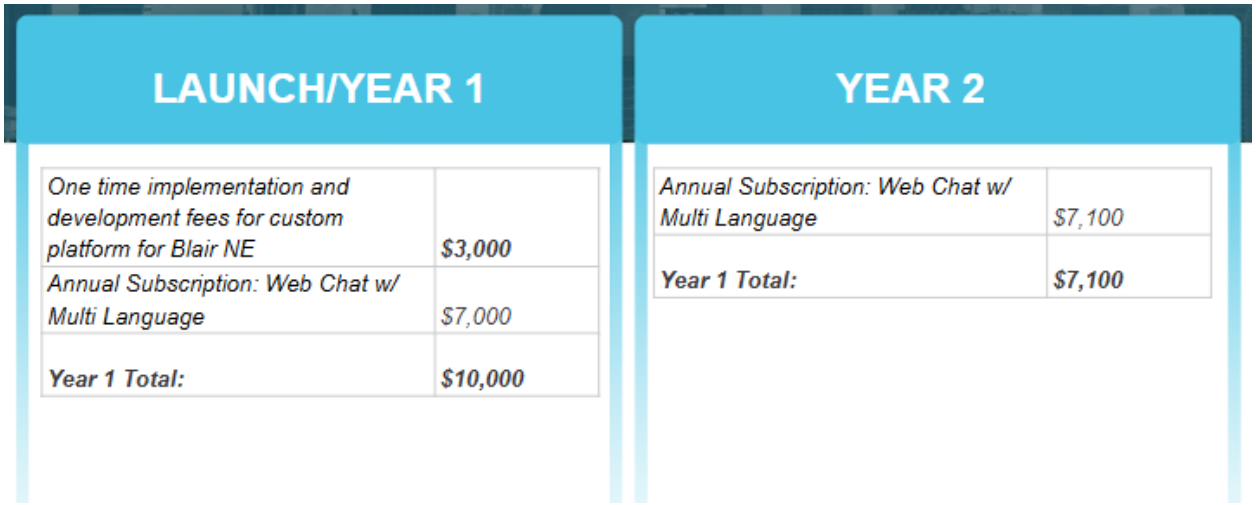
"***Authorized User***" refers to each employee of Subscriber, resident of Blair, NE, agents and/ or contractor of City authorized to access and use the Service and the Content.

2. Term; Termination.

a. Term. The initial term of the Subscription Agreement shall commence on the date of this Agreement's execution by the Parties or as outlined in the pricing table and continue in effect for two years at rates as specified in the post installation maintenance, hosting, support, and software as a service section as described below.

b. Effect of Termination. Upon the termination of this Agreement, the subscription and all rights granted to the City and the Authorized User(s) in the Subscription Agreement are immediately revoked, including, without limitation, all rights to use the Service, any portion thereof, and any Citibot Content obtained through the Service.

3. **<u>Installation Fee; Subscription Fee; Payment</u>**. City is responsible for payment of the Installation and Subscription Fees as described in this Section. Payment shall be due to Citibot within thirty (30) days upon receipt of the Invoice, and the rates are presented in this table below.



LAUNCH/YEAR 1

One time implementation and development fees for custom platform for Blair NE	***$3,000***
Annual Subscription: Web Chat w/ Multi Language	*$7,000*
Year 1 Total:	***$10,000***

YEAR 2

Annual Subscription: Web Chat w/ Multi Language	*$7,100*
Year 1 Total:	***$7,100***

<u>Year 1</u>

The pricing is reflected in the table above.

Implementation Fee: Upfront development and installation cost should consider the software cost as well as initial configuration and setup costs, initial license costs, training and implementation. Breakdown: This Cost considers installation fees as well as all costs associated with training and implementation with the City staff. Citibot will invoice this payment October 1, 2026.

1. Web Chat Annual & Multi-Language Translation Subscription: *Post Installation maintenance, hosting, support, and software as a service cost:* Citibot will invoice this payment October 1, 2026.

<u>Year 2</u>

The pricing for Year 2 is reflected on the table above and is defined by the language in the Year 1 description above for each service category.

4. **Representation and Warranty**. Each party represents and warrants to the other party that it has the full power to enter into the Subscription Agreement and to perform its obligations thereunder.

5. **Software as a Service.** Citibot is selling its software as a service. Thus, none of Citibot's employees shall be deemed employees of the City.

6. **Venue/Jurisdiction.** This Agreement is governed by the laws of Nebraska.

7. **Public Records.** Citibot acknowledges that it is acting on behalf of a Public agency and that this Agreement is subject to the provisions of Nebraska Freedom of Information regulations, and that Citibot must comply with the public records laws of the State of Nebraska.

Blair, NE	*Citibot, Inc.*
_____	_____
Signed	CEO, W. Bratton Riley
_____	_____
Date	Date

MEMORANDUM

TO: Blair Mayor and City Council

From: CJ Heaton, Deputy City Administrator of Public Works

Date: 4/14/26

Re: Tree Removal Bids

Staff has received two bids for removing trees from the city right of way. We have a total of 6 trees that have been marked for removal. The bids are as follows.

Midwest Maritime Services - $12,900.00

Arbor Group - $20,800.00

Recommendation: Approval of the bid with Midwest Maritime Services in the amount of $12,900.00

Fiscal Impact: $12,900.00

RESOLUTION NO. 2026

COUNCIL MEMBER ----- INTRODUCED THE FOLLOWING RESOLUTION:

WHEREAS, bids were received for city tree removal throughout Blair on city right of way;

WHEREAS, the low bid, attached as Exhibit "A", was submitted by Midwest Maritime Services in the amount of Twelve Thousand Nine Hundred Dollars ($12,900.00).

NOW, THEREFORE, BE IT RESOLVED that the low bid submitted by Midwest Maritime Services in the amount of Twelve Thousand Nine Hundred Dollars ($12,900.00) for city tree removal on city right of way be awarded and the Mayor and City Clerk of the City of Blair are hereby authorized and directed to execute a contract between the City of Blair and Midwest Maritime Services, the same on behalf of the municipality.

COUNCIL MEMBER --- MOVED THAT THE RESOLUTION BE ADOPTED AS READ, WHICH SAID MOTION WAS SECONDED BY COUNCIL MEMBER ----. UPON ROLL CALL, COUNCIL MEMBERS ------ VOTING "AYE" AND COUNCIL MEMBERS ---- VOTING 'NAY," THE MAYOR DECLARED THE FOREGOING RESOLUTION PASSED AND APPROVED THIS 14TH DAY OF APRIL 2026.

CITY OF BLAIR, NEBRASKA

BY: _____
MELINDA K. RUMP, MAYOR

ATTEST:

_____
BRENDA WHEELER, CITY CLERK

(SEAL)

STATE OF NEBRASKA)
) ss:
WASHINGTON COUNTY)

BRENDA WHEELER hereby certifies that she is the duly appointed, qualified and acting City Clerk of the City of Blair, Nebraska, and that the above and foregoing Resolution was passed and adopted at a regular meeting of the Mayor and City Council of said City, held on the 14th day of April 2026.

_____
BRENDA WHEELER, CITY CLERK

PROPOSAL

4802 County Rd E
Tekamah, NE 68061
402-660-8191

DATE: March 16, 2026
RFP#:
FOR: Tree Removal

Submitted To:
City of Blair

MIDWEST MARITIME SERVICES

DESCRIPTION	ESTIMATED UNIT	RATE	AMOUNT
1106 Colfax - 1 Maple	1.00	$3,320.00	$ 3,320.00
			$ -
1202 Colfax - 1 Hackberry	1.00	$2,580.00	$ 2,580.00
			$ -
2202 Nebraska- 1 Ash and 1 Locust	1.00	$3,300.00	$ 3,300.00
			$ -
2408 Washington - 2 Pin Oaks	1.00	$3,700.00	$ 3,700.00
			$ -
			$ -
			$ -
			$ -
Assumes:			$ -
		SUBTOTAL	$ 12,900.00
		TAX RATE	
		SALES TAX	$ -
		OTHER	
		TOTAL	**$ 12,900.00**

Exclusions:

Environmental or Geotechnical Surveys/Permits
Grading, Seeding, or Soil Erosion controls
Stump removals with utility, foundation, or fence interferences
Traffic control or site barriers/barricades

Estimate Valid for 30 days.

THANK YOU FOR YOUR BUSINESS!

ARBORGROUP
TREE CARE
402-995-9990

Name City of Blair
Address multiple
City, State, Zip
Telephone #

PROPOSAL

	SERVICE DESCRIPTION:	COST
1	2406 Washington (2) pin oaks $3500 removal + $1400 stumps = $4900 2202 Nebraska 1 ash & 1 locust $3500 removal + $1000 stump = $4500	$
2	1202 Calfax 1 Hackberry $3000 removal + $1000 Stump = $4000	COST $
3	1106 Calfax 1 maple (silver) $[redacted] removal + $1500 stump = $7400 $5900	COST $

DATE 4-2-26

ARBORGROUP Curt Scott

TOTAL $20,800

BID GOOD FOR 30 DAYS

THANK YOU FOR CHOOSING ARBORGROUP!

MEMORANDUM

TO: Blair Mayor and City Council

From: CJ Heaton, Deputy City Administrator of Public Works

Date: 3/24/26

Re: Amendment 1 with HDR for Black Elk Pump Station Project

Staff had requested additional assistance from HDR for engineering requirements tied to the SRF funding for this project. Using SRF has additional requirements, such as using specific products and more stringent engineering reports. HDR amended the bid documents to account for the SRF requirements that the selected contractor will need to follow. This amendment is not to exceed the estimated amount, and will be dependent on the amount of work the engineer does.

Recommendation: Approval of the Amendment with HDR in the amount of. $69,774 for amendment 1, new total for engineering $199,174.

Fiscal Impact: $69,774 for the amendment, new total for engineering $199,174.

RESOLUTION NO. 2026

COUNCIL MEMBER ---- INTRODUCED THE FOLLOWING RESOLUTION:

WHEREAS the City of Blair provides water to Residents of Blair and rural customers; and

WHEREAS HDR Engineering, Inc. is a Domestic Corporation duly registered with the State of Nebraska; and

WHEREAS the City of Blair previously approved an agreement with HDR Engineering to perform professional services for the design of the Black Elk Pump Station; and

WHEREAS, the City of Blair has been presented with a first amendment to the original design which now requires additional assistance from HDR Engineering for engineering requirements tied to the SRF funding using specific products and more stringent engineering reports, which is attached and incorporated by reference as Exhibit "A"; and

WHEREAS, the additional compensation necessary would be Sixty Nine Thousand Seven Hundred Seventy Four Dollars ($69,774.00) with the total cost of the project not to exceed One Hundred Ninety Nine Thousand One Hundred Seventy Four Dollars ($199,174); and

WHEREAS, the terms, conditions, and additional compensation outlined in the amendment are acceptable to the City of Blair.

NOW, THEREFORE, BE IT RESOLVED that the Amended Agreement between HDR Engineering and the City of Blair, is hereby adopted and approved by the municipality and the Mayor and City Clerk of the City of Blair are hereby authorized and directed to execute the same on behalf of the municipality.

COUNCIL MEMBER ----- MOVED THAT THE RESOLUTION BE ADOPTED AS READ, WHICH SAID MOTION WAS SECONDED BY COUNCIL MEMBER ----. UPON ROLL CALL, COUNCIL MEMBERS ------- VOTING "AYE" AND COUNCIL MEMBERS ---- VOTING 'NAY", THE MAYOR DECLARED THE FOREGOING RESOLUTION PASSED AND APPROVED THIS 14th DAY OF APRIL 2026.

CITY OF BLAIR, NEBRASKA

BY: _____
MELINDA K. RUMP, MAYOR

ATTEST:

_____
BRENDA WHEELER, CITY CLERK

(SEAL)

STATE OF NEBRASKA)
) Ss:
WASHINGTON COUNTY)

BRENDA WHEELER hereby certifies that she is the duly appointed, qualified and acting City Clerk of the City of Blair, Nebraska, and that the above and foregoing Resolution was passed and adopted at a regular meeting of the Mayor and City Council of said City, held on the 14th day of November 2025.

_____
BRENDA WHEELER, CITY CLERK

AMENDMENT NO. ONE TO AGREEMENT
FOR
ENGINEERING SERVICES
FOR
BLAIR BLACK ELK PUMP STATION MODIFICATIONS PROJECT

WHEREAS:

HDR ENGINEERING, INC. ("HDR") entered into an Agreement on November 12, 2024 to perform engineering services for the City of Blair, Nebraska ("OWNER");

OWNER desires to amend this Agreement in order for HDR to perform services beyond those previously contemplated;

HDR is willing to amend the agreement and perform the additional engineering and construction phase services.

NOW, THEREFORE, HDR and OWNER do hereby agree:

The Agreement and the terms and conditions therein shall remain unchanged other than those sections and exhibits listed below;

Section I Scope of Service - Additional Items of Work**:**
See attached Exhibit A Scope of Work.

Section IV Compensation shall be amended to increase the not to exceed amount by $69,774 to $199,174.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day and year first written above.

HDR ENGINEERING, INC. ("HDR")	City of Blair, Nebraska ("OWNER")
BY: Ann Williams Ann Williams (03/02/2026 13:51:50 CST)	BY: _____
NAME: Ann Williams	NAME: _____
TITLE: Senior Vice President	TITLE: _____
ADDRESS: 1917 South 67th Street Omaha, NE 68106	ADDRESS: 218 South 16th Street Blair, NE 68008

EXHIBIT A

SCOPE OF SERVICES

PART 1.0 PROJECT DESCRIPTION:

HDR Engineering Inc. (ENGINEER) has completed the final design, permitting, and bid phase services for the City of Blair (OWNER) for the Black Elk Pump Station Modifications Project. The Project includes the addition of a third pump, emergency backup generator, replacement of the electrical equipment and HVAC, and other minor repairs and modifications within the pump station.

OWNER requested ENGINEER to provide additional bid phase services and limited construction phase services related to the Black Elk Pump Station Modifications Project.

Additional Items of Work

1. Inclusion of State Revolving Fund (SRF) forms into the Project Manual and coordination with the Nebraska Department of Water, Energy, and Environment (NDWEE) related to SRF requirements.
2. Limited construction phase services related to construction including startup.

Key Understandings:

1. OWNER will provide for daily construction observation when the contractor is working.
2. Estimated construction period is 11 months.

PART 2.0 SCOPE OF SERVICES TO BE PERFORMED BY ENGINEER

TASK SERIES 100 – PROJECT MANAGEMENT

Objective: Provide management activities over the Project duration including planning, organizing and monitoring Project team activities; and overall project management.

HDR Activities **110 – Project Management**

- Resource management and allocation based on Project schedules and activities.
- Budget and invoice management.

TASK SERIES 520 – ADDITIONAL BIDDING ASSISTANCE

Objective: Incorporate State Revolving Fund (SRF) requirements into the Bidding Documents.

HDR Activities **521 – State Revolving Fund Coordination and Assistance**

- Incorporate SRF forms and requirements into the Project Manual.
- Coordinate with NDWEE on SRF requirements.
- Re-issue the Issued for Bid Drawings and Project Manual.

TASK SERIES 600 – CONSTRUCTION PHASE SERVICES

Objective: Provide limited construction phase services for the Black Elk Pump Station Modifications construction.

Activities

610 – Preconstruction Conference

- Conduct preconstruction conference. Draft agenda and take and distribute meeting notes.

620 – Submittals Administration

- Prepare conformed plans and specifications.
- Receive, log, and internally distribute submittals from Contractor.
- Review shop drawing submittals and equipment Operation and Maintenance (O&M) manuals. Reviewed shop drawings and O&M manuals will be provided to OWNER and contractor.
- Review pay applications and provide recommendations for approval.

630 – Contract Interpretations and Modifications Administration

- Requests for Information (RFIs)
    - Review RFIs from Contractor.
    - Prepare and issue to Contractor RFI responses.
- Field Orders (FOs)
    - For minor changes involving no cost and no time changes, issue FO to the Contractor.
    - Prepare technical descriptions for the FOs.
- Change Proposal Requests (CPRs)
    - For changes in the Work involving time and/or cost.
    - Collect technical information and evaluate the proposed changes. Prepare a technical description of the CPRs using graphic details and specifications as required and provide to Contractor.
    - Review costs presented by Contractor.
    - Review CPR items and costs with the OWNER for approval.
    - Assist the OWNER with negotiations of cost and/or time.

- Work Change Directives (WCDs)
    - When requested by the OWNER, issue a WCD when necessary to expedite extra Work prior to agreement on changes to cost and/or time.
- Change Orders (COs)
    - When requested by the OWNER, assemble approved CPRs into Change Orders (COs).

640 – Progress Meetings and Site Visits

- Attend construction meetings held on site during active construction time periods and additional meetings as requested. Prepare agenda and distribute meeting notes.
- Conduct and attend the Pre-Shutdown Planning Meeting. Develop the agenda and distribute meeting notes.

650 – Project Closeout

- Review Contractor's required Substantial Completion submittal and determine if Project is ready for Substantial Completion inspection.
- Perform Substantial Completion inspection, prepare punch list, and transmit punch list to Contractor.
- Upon Substantial Completion of the work, verify completion with the OWNER and issue Engineer's Certificate of Substantial Completion.
- Incorporate construction changes recorded by the Contractor or OWNER into the drawings.
- Prepare and deliver Record Drawings.

Task 600 Assumptions:

1. Fee estimate assumes:
    a. 42 shop drawing reviews and resubmittal reviews.
    b. 10 Requests for Information will be issued.
    c. 5 Field Orders will be issued.
    d. 4 Change Proposal Requests will be issued.
    e. 2 Change Orders will be issued.
    f. 1 Work Change Directive will be issued.
2. Fee estimate assumes attendance at 8 construction progress meetings. HDR's Project Manager and Project Engineer will attend the construction progress meetings.
3. HDR will not provide a Resident Project Representative (RPR) for the project.
4. Preconstruction meeting shall be attended by HDR's Project Manager and Project Engineer.
5. Pre-shutdown Planning Meeting shall be attended by HDR's Project Manager, Project Engineer, and Electrical Engineer.
6. HDR will use Newforma to manage construction administration documentation.
7. City will handle receipt and review of certified payrolls from the Contractor.

8. An overall O&M manual for the Black Elk Pump Station exists. Individual equipment O&M manuals for new equipment installed as part of the project will be attached to the existing O&M manual. If an existing O&M manual does not exist, additional fee will be required to develop an overall O&M manual for the pump station, if so desired by the OWNER.
9. No final completion inspection will be performed. OWNER will verify Substantial Completion punch list items have been completed.
10. HDR will not be review shop drawing submittals prepared by Automatic Systems Company as the Instrumentation and Controls were designed and selected by Automatic Systems.

Task 600 Deliverables:

- Conformed Drawings and Project Manual:
    - Drawings:
        - Electronic PDF.
        - One (1) full size (22" x 34") hard copy.
        - Two (2) half size (11" x 17") hard copies.
    - Project Manual:
        - Electronic PDF.
        - One 8.5" x 11" hard copy.
- Preconstruction Conference Agenda and Meeting Summary, electronic PDFs.
- Pre-Shutdown Planning Meeting Agenda and Meeting Summary, electronic PDFs.
- Reviewed shop drawings and submittals, electronic PDFs.
- Contract interpretations and modifications, electronic PDFs.
- Record Drawings:
    - Electronic PDF.
    - One (1) full size (22"x34") hard copy.
    - One (1) half size (11" x 17") hard copy.

PART 3.0 AUTHORIZATION

OWNER will provide written authorization for the work. Work will not proceed without authorization.

PART 4.0 OWNER'S RESPONSIBILITIES:

OWNER will be responsible for the following as identified in the above Scope of Work:

1. Construction resident services.
2. Construction materials testing.
3. Construction staking. HDR will provide staking coordinates to the City.

PART 5.0 PERIODS OF SERVICE:

Construction Notice to Proceed	April 1, 2026

MEMORANDUM

TO: Blair Mayor and City Council

From: CJ Heaton, Deputy City Administrator of Public Works

Date: 4/14/26

Re: Filters 9 & 10 Media Replacement Project

Filters 9 & 10 at the Water Treatment Plant have reached the point where the filter media needs to be replaced. Staff perform routine backwashes and cleaning. These filters have not had the media changed since being installed in 2014; the recommended replacement time is 10 years. Staff have received 4 bids, two for the material and two for the labor to replace the media. The bids are as follows:

Media materials:

Vessco: $140,000.00

Red Flint: $60,820.90

Labor:

Eriksen: $250,000.00

All American Water Solutions: $89,000.00

As part of the Phae 5 work, Eriksen and Vessco prepared the new filters and replaced media in two older filters. Staff received a recommendation on Red Flint and All American Water Solutions from M.U.D. We would be buying the material directly, with no markup through Red Flint, and All American has a much faster method for removing and replacing the media. MUD highly recommended both companies.

Recommendation: Approval of the bid with Red Flint for $60,820.90, and All American Water Solutions for $89,000.00, for a total of $149,820.90.

Fiscal Impact: $149,820.90

RESOLUTION NO. 2026

COUNCIL MEMBER ---- INTRODUCED THE FOLLOWING RESOLUTION:

WHEREAS, two bids were received for equipment for the removal and installation of two (2) new gravity filters at the Water Treatment Plant; and

WHEREAS, the lowest bid for media materials, attached as **Exhibit "A"** was submitted by Red Flint Sand & Gravel, LLC., for Sixty Thousand Eight Hundred Twenty and Ninety Cents ($60,820.90) and the lowest bid for labor, attached as **Exhibit "B"** was submitted by All American Water Solutions for Eighty-Nine Thousand Dollars ($89,000.00);

WHEREAS, the Mayor and City Council accept the bids submitted by Red Flint Sand & Gravel, LLC and All American Water Solutions; and,

NOW, THEREFORE, BE IT RESOLVED that the lowest proposals submitted by Red Flint Sand & Gravel, LLC (60,820.90) and All American Water Solutions (89,000.00) for the removal and installation of two (2) new gravity filters at the Water Treatment Plant and the Mayor and City Clerk of the City of Blair are hereby authorized and directed to execute a contract between the City of Blair and Eriksen Construction Co. Inc., the same on behalf of the municipality.

COUNCIL MEMBER --- MOVED THAT THE RESOLUTION BE ADOPTED AS READ, WHICH SAID MOTION WAS SECONDED BY COUNCIL MEMBER ----. UPON ROLL CALL, COUNCIL MEMBERS ------- VOTING "AYE" AND COUNCIL MEMBERS ---- VOTING 'NAY," THE MAYOR DECLARED THE FOREGOING RESOLUTION PASSED AND APPROVED THIS 14TH DAY OF APRIL 2026.

CITY OF BLAIR, NEBRASKA

BY: _____
MELINDA K. RUMP, MAYOR

ATTEST:

_____
BRENDA WHEELER, CITY CLERK

(SEAL)

STATE OF NEBRASKA)
) ss:
WASHINGTON COUNTY)

BRENDA WHEELER hereby certifies that she is the duly appointed, qualified and acting City Clerk of the City of Blair, Nebraska, and that the above and foregoing Resolution was passed and adopted at a regular meeting of the Mayor and City Council of said City, held on the 14th day of April 2026.

_____
BRENDA WHEELER, CITY CLERK

Red Flint Sand & Gravel, LLC
1 American Blvd.
PO Box 688
Eau Claire, WI 54702
Phone: (715) 855-7600
Fax: (715) 835-0662

DATE: April 3, 2026
TO: Mark Hodson
City Of Blair
Phone: 402-533-3740
Email: mhodson@blairne.gov
FROM: Kaylie Wollum
SUBJECT: Granular Filter Materials
QUOTE: QTE260402E12-01

BLAIR, NE

Listed below is our quotation for the Red Flint products you requested, quoted with delivery to Blair, NE. Our product pricing will remain valid for 30 days; however, Red Flint reserves the right to re-quote the media as conditions change and update the purchase order pricing accordingly, and freight rate at time of shipping will apply. Our terms are net 30 days pending credit approval, with 1.5% interest charged per month on all account balances over 30 days. Red Flint imposes a surcharge of 2% on the transaction of Visa, MasterCard, Discover, and American Express credit cards, which is not greater than our cost of acceptance. We do not surcharge debit cards.

Red Flint granular filter materials have been used in municipal and industrial filtration applications since 1917. Red Flint filtration media is produced to meet exacting size and uniformity specifications and meets or exceeds the AWWA B100-25 Standard (Granular Filter Materials) and is NSF/ANSI Standard 61 (Drinking Water System Components – Health Effects) certified for quality and purity.

ITEM CODE	ITEM DESCRIPTION	QUANTITY
AA18020	Support Gravel 3/4" X 1/2"	8 (30 cuft) super sacks
AA21020	Support Gravel 1/2" X 1/4"	4 (30 cuft) super sacks
AB10020	Support Gravel 1/4" X 1/8"	8 (30 cuft) super sacks
AB19020	Support Gravel 1/8" X #12	4 (30 cuft) super sacks
AA18050	Support Gravel 3/4" X 1/2"	24 (0.5 cuft) poly bags
AA21050	Support Gravel 1/2" X 1/4"	12 (0.5 cuft) poly bags
AB10050	Support Gravel 1/4" X 1/8"	24 (0.5 cuft) poly bags
AB19050	Support Gravel 1/8" X #12	12 (0.5 cuft) poly bags
AB39020	Filter Sand 0.45-0.55mm, UC<1.40	24 (30 cuft) super sacks
AB39030	Filter Sand 0.45-0.55mm, UC<1.40	4 (20 cuft) super sacks
AC24030	Anthracite 0.95-1.05mm, UC<1.40	42 (38.46 cuft) super sacks
PA11099	Industrial Pallets	56 pallets
PA13099	Pallets - Anthracite	42 pallets
TA12099	Estimated Shipping & Handling	4 flatbeds
TA13099	Estimated Shipping & Handling	2 flatbeds
	TOTAL USD:	**$60,820.90**

Additional Notes:

1. In order to meet your delivery schedule, Red Flint requests that a Purchase Order be issued **6-7 weeks** prior to your estimated shipping date. This lead time **does not** include transit time to your location.
2. Independent Laboratory Testing is not included in the quoted price.

3. **Shipping & Handling price is based on current rates and fuel surcharge. Actual rates and surcharge at the time of shipping will apply.** Delivery will be made via flatbed truck; a forklift is needed to remove the pallets from the truck. After the first hour of truck unloading, there is an $150/hour demurrage charge for any further unloading time.
4. Shipping & Handling price is based on current rates and fuel surcharge. Actual rates and surcharge at the time of shipping will apply. Delivery will be made via flatbed truck; a forklift is needed to remove the pallets from the truck. After the first hour of truck unloading, there is an $150/hour demurrage charge for any further unloading time.
5. We advise all of our customers to account for the volatility of the shipping market in their project contingency plans. We will pass on increases, should they occur on this project, when we invoice. If reductions were to occur, we will also pass on those savings at invoice.
6. Bulk Density of Sand & Gravel = 100 lb/cubic foot.
7. Bulk Density of Anthracite = 52 lb/cubic foot.
8. Prior to accepting a purchase order, Red Flint will provide updated and current freight rates. The freight rates at time of shipping will apply; rates will be updated after purchase order no less than every 30 days for the duration of the project as freight rates change
9. Anthracite coal pricing and availability is extremely volatile, and pricing and availability are quoted based on current availability. This quotation is an estimate based on current pricing and availability and is not guaranteed. Actual anthracite price may change prior to shipment, and Red Flint will advise the customer of any anticipated price or lead time increases prior to shipment. Red Flint will immediately re-quote as conditions change and the purchase order pricing will be adjusted accordingly.
10. Red Flint shall not be liable for any delay or failure in delivering any of the products if such delay or failure shall be due to one or more of the following causes: fire, strike, lockout, dispute with workmen, pandemic, flood, lightning, accident, delay in transportation, shortage of fuel, inability to obtain material within quoted prices, war, embargo, demand or requirement of the United States or any governmental or war activity, or any other cause whatsoever beyond the reasonable control of Red Flint. In addition, Red Flint shall not be liable for any delays or failure attributable to failure of any materials supplier or freight carrier to perform any of its obligations in a timely manner. In the event of any such delay, Red Flint's obligations related to such products shall be excused for the period of such delay and the time for the performance shall be extended by a period equivalent to such delay.

11. Material released for pick-up must ship within 35 days of the production due date agreed to by the customer and Red Flint. Material that remains after 35 days will be billed to the customer with two months of storage fees added. Additional storage fees will be billed based on the number of months in storage. If material remains in storage for an extended period of time, Red Flint may have to re-bag material. A cost estimate will be provided to the customer if rebagging becomes necessary. Red Flint reserves the right to refuse storage of material and require pick-up with two-weeks' notice.
12. If a Purchase Order is cancelled by the Customer after acceptance by Red Flint, and inventory has been procured, produced, or allocated specifically to fulfill that order, the Customer will be responsible for the quoted cost of such material. The Customer will be billed for the full value of the produced material at the quoted price and freight cost if it was incurred at time of cancellation.

Please advise if we can be of further assistance by calling Red Flint at (715) 855-7600 or you can email me at kaylie.wollum@redflint.com. Purchase orders can be sent to sales@redflint.com. Thank you for considering Red Flint Sand and Gravel.

Outlook

Fw: Proposal

From Mark Hodson <mhodson@blairne.gov>
Date Tue 4/7/2026 2:10 PM
To C.J. Heaton <cheaton@blairne.gov>

Internal (mhodson@blairne.gov)

Safe Spam Phish More... Protection by Thompson

Mark Hodson
Operations Superintendent
City of Blair
402-533-3740

From: Randy Harwood <randyharwood@msn.com>
Sent: Tuesday, April 7, 2026 1:19:41 PM
To: Mark Hodson <mhodson@blairne.gov>
Subject: Proposal

Mark,

All American Water Solutions is pleased to submit this proposal for City of Blair, NE water treatment plant. This proposal is our best estimate for the work required, but does not include any unforeseen circumstances that may arise and are beyond the control of All American Water Solutions. If the spent media is deemed to be calcified a time and material cost will be discussed on-site. This proposal is for two (2) gravity filters.

Scope of Work
Remove spent filter media from the filters and dumped onsite.
Install new gravel, sand and anthracite supplied by the City.
City to supply water with a 2 1/2" water connection, and dumpster for empty media bags, and forklift for moving media bags.
Please let me know how the different sizes of media are going to be packaged.

Personnel to perform the above scope of work at a cost of $89,000.00
Due to the cost of fuel fluctuations there could be a slit change in the cost of the vac truck. It is changing daily.

Payment terms are Net 30 days with a 2.5% finance charge applied after 30 days.

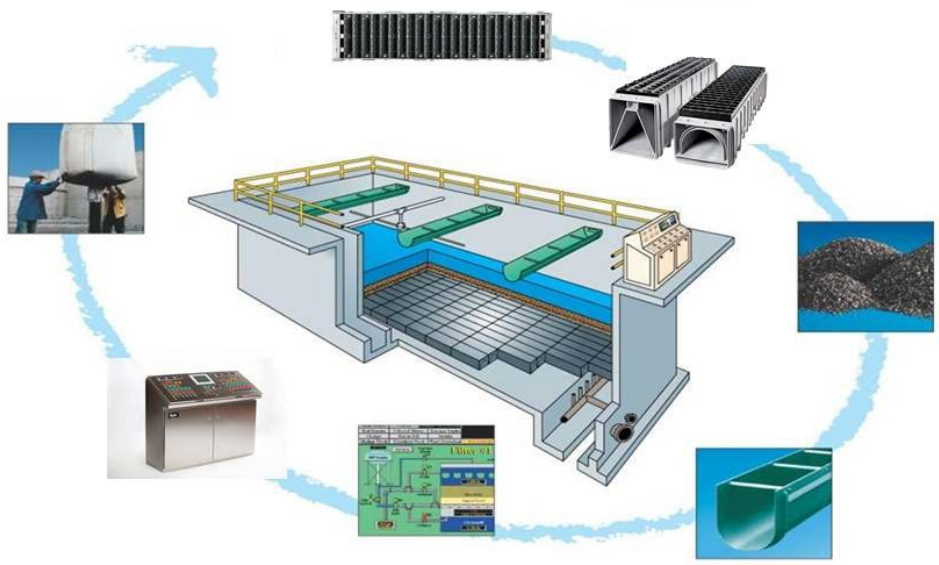
If you have any questions feel free to contact me. Thank you!

Sent from my iPad

Proposal

Blair WTP

Blair, NE.



11/26/2025

Xylem Water Solutions USA, Inc.
108 Tomlinson Drive Suite 400
Zelienople, PA 16063
Mr. Bruce Wolfe
Mobile: 724-504-0366
Email: bruce.wolfe@xylem.com

11/26/2025

Project name : Blair, NE.
Project number : I25392

To Whom It May Concern:

Based on your inquiry, we are pleased to forward the following proposal to your attention. Thank you for the opportunity to offer our equipment and services for the Blair, NE WTP project.

We hope that our proposal meets your expectation. If you have any questions, please do not hesitate to contact me or our local representative.

Respectfully,

Bruce Wolfe
Territory Manager

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1 Technical Description

1.1 SCOPE OF SUPPLY

We are pleased to offer the following materials and services by Xylem Water Solutions USA, Inc. This quotation has been prepared using previous Leopold contract I22162.

FILTER MEDIA:

Two (2) filter cells, 365 square feet each
TOTAL FILTER AREA: 729 square feet

751 cubic feet	GRAVEL –12” Depth plus 3% extra	
	3/4" X 1/2” -	2 inches (top layer)
	1/4” X 1/8” -	2 inches
	1/8” X No.10 -	2 inches
	1/4” X 1/8” -	2 inches
	1/2” X 1/4” -	2 inches
	3/4" X 1/2” -	2 inches (bottom layer)
	38 Tons	
797 cubic feet	SILICA SAND – 12” Depth plus	
	1/2” skimming allowance and 5% extra	
	Effective size: 0.45 mm to 0.55 mm	
	Uniformity coefficient: 1.40	
	40 Tons	
1600 cubic feet	FILTER ANTHRACITE – 24” Depth plus	
	1” skimming allowance and 5% extra	
	Effective Size: 0.95 mm to 1.05 mm	
	Uniformity coefficient: 1.40	
	40 Tons	

Submittals:

Materials meet and/or exceed American Water Works Association Standard B100 (latest revision) for Filtering Material. Typical samples and/or test reports detailing the physical and chemical characteristics of the filtering material will be provided for review and approval as required by the specification. If independent testing is required per specification, test reports of the actual material produced will be submitted for approval prior to release for shipment.

Packaging and Placement of Materials:

Material will be packaged in semi-bulk containers, "Super Bags," with lifting sleeves and bottom discharge spout, containing approximately 2,000 to 4,000 pounds per sack and palletized.

Quantities:

Quantities indicated above are Xylem Water Solutions USA, Inc best calculations of the quantity requirements. Three percent (3%) extra gravel and five percent (5%) extra sand is included to cover incidental damage or loss. Any additional loss of material due to storage or handling is not covered by this proposal.

1.2 SERVICES

MANUFACTURER'S SERVICES (INSPECTION SERVICES):

The services of a qualified Leopold technical representative to inspect the existing filter underdrains will be provided for a period of four (4) days (8 hr/day) on site plus four (4) days travel time to and from the job-site in two (2) trips. Additional services may be obtained at the current prevailing rate plus living and travel expenses.

2 Technical Clarification & Deviations

1. Not Used

3 Price & Scope of Supply

3.1 MAIN SCOPE

BASIS of PRICING:

Any items and/or accessories not specifically called out in this quotation must be construed as being furnished by others.

This quotation is considered firm for 60 days. Any order received more than 60 days after the date of this quotation is reviewed by Xylem Water Solutions USA, Inc. before acceptance and is subject to changes in prices or delivery depending on conditions existing at the time of entry. Quoted prices are firm for delivery within 12 months from the delivery date stipulated in

the plans & specifications or mutually agreed upon by Xylem Water Solutions USA, Inc. and Purchase Order issuer at time of order placement.

The prices quoted herein are based on the current tariff rates, duties, government charges, and trade regulations as of the date of this quote. If any new tariffs, duties, taxes, or similar charges are imposed, or any existing tariffs, duties, or charges are increased or modified by any government or regulatory authority (collectively, "Tariff Changes"), and such Tariff Changes result in an increase in the cost of goods, Xylem Inc. reserves the right to adjust the pricing of the affected goods to reflect the increased costs. Xylem Inc. is not obligated to deliver the goods and/or services until an agreement on the new price has been reached.

We do not include any applicable taxes.

Orders resulting from this quotation should be addressed to Xylem Water Solutions USA, Inc. 108 Tomlinson Drive Suite 400 – Zelienople, PA 16063, USA.

We propose to furnish the material described in this document for **a total selling price of $140,000.00.**

Pricing for the equipment and field services outlined in this proposal, DAP Jobsite per Incoterms 2020.

For further information pertaining to the equipment contained in this proposal, please contact our area representative, who is:

Vessco, Inc.

Phone: 515-233-8599
Attention: Jon Harger

Price is based upon the following payment terms (net 30 days):

10% on order;
10% on drawing submittal delivery;
75% on shipment of equipment, or offer to ship;
5% on startup of equipment or 120 days from final delivery, whichever occurs first.

4 Commercial Terms & Conditions

4.1 DELIVERY SCHEDULE

4.1.1 Production schedule

Submittal of mechanical drawings for approval 4 to 6 weeks after order acceptance.

4.1.2 Delivery time

Delivery of filter media 20-24 weeks after order acceptance.

FILTER MEDIA WARRANTY (if applicable): SELLER warrants that its filter media products will meet the standards established by the latest edition of AWWA (American Water Works Association) B100. SELLER shall be responsible for verifying that the filter media meets or exceeds the AWWA B100 Standard at the point of sale. Testing shall be by an independent laboratory, which regularly performs testing of filter media. BUYER shall notify Xylem Water Solutions USA, Inc. immediately upon discovery of any defective product. The SELLER shall have the right to inspect said product and BUYER shall, if requested, return the defective product to the SELLER with transportation prepaid. NO LIABILITY IS ASSUMED BY THE SELLER UNDER ANY CIRCUMSTANCES FOR LABOR, MATERIAL OR OTHER COSTS ASSOCIATED WITH THE REMOVAL OR REPLACEMENT OF MEDIA UNLESS PREVIOUSLY APPROVED IN WRITING BY AN AUTHORIZED EMPLOYEE OF THE SELLER.

4.2 TERMS AND CONDITIONS OF SALE – NORTH AMERICA

This order is subject to the Standard Terms and Conditions of Sale – Xylem Americas effective on the date the order is accepted. Terms are available at http://www.xyleminc.com/en-us/Pages/terms-conditions-of-sale.aspx and incorporated herein by reference and made a part of the agreement between parties.
Different terms are hereby rejected unless expressly assented to in writing.

AGREEMENT TO PURCHASE: BUYER agrees to purchase the equipment and services herein in accordance with the terms and conditions set forth above.

_____
(BUYER)

BY:_____

_____

_____

_____, 20 _____

ACCEPTANCE: SELLER hereby accepts BUYER'S offer to purchase.

Xylem Water Solutions USA, Inc.

BY:_____

_____

_____

_____, 20 _____

Proposal

ERIKSEN CONSTRUCTION CO., INC.
2546 South Highway 30
PO Box 610
Blair, Nebraska 68008-0610
402-426-3119

PROPOSAL SUBMITTED TO	PHONE	DATE
C.J. Heaton, City of Blair Director of Public Works	402.426.6695	1/9/26
STREET	JOB NAME	
218 S 16th Street	Filter 9 and 10 Media Replacement	
CITY, STATE, and ZIP CODE	JOB LOCATION	
Blair, NE 68008	78th and I St.	
ARCHITECT / DATE OF PLANS		JOB PHONE
N/A / N/A		

We hereby submit specifications and estimates for:

*All necessary labor, equipment, and material for the removal and installation of filter media in Filters 9 and 10.
*Eriksen Construction will not supply new media for the installation, but will handle unloading the delivered material
*Eriksen will peform necessary cleaning, powerwashing and vacuuming as required by Media Representative before the installation of the new media.
*Eriksen will dispose of existing media at the landfill.

Eriksen Excludes:
1. Disinfecting the Filter Cells - City of Blair to Supply
2. Chemicals used for Disinfecting - City of Blair to Supply
3. Any and/or All water testing or sampling. - City of Blair to Supply
4. Purchasing of Filter Media - City of Blair to Supply
5. Media Factory Representatives for the Installation of the new Media. City of Blair to Supply

We Propose hereby to furnish and labor - complete in accordance with above specifications, for the sum of:

Two hundered fifty thousand dollars and zero cents dollars ($ 250,000.00).

Authorized Signature

All material is guaranteed to be as specified. All work to be competed in a workmanlike manner according to standard practices. Any alteration or deviation from above specifications involving extra costs will be executed only upon written orders, and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accidents or delays beyond our control. Owner to carry fire, tornado and other necessary insurance. Our workers are fully covered by Workman's Compensation Insurance.

Note: this proposal may be withdrawn by us if not accepted within 30 days.

Acceptance of Proposal -- The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above.

Signature _____

Date of Acceptance: _____ Signature _____

RESOLUTION NO. 2026

COUNCIL MEMBER ----- INTRODUCED THE FOLLOWING RESOLUTION:

WHEREAS, the City of Blair, Nebraska (the "City"), requires legal services to advise and represent the City, its elected officials, appointed officials, boards, and commissions in the conduct of municipal business; and

WHEREAS, Edmond Talbot III has served as City Attorney and possesses the qualifications, experience, and expertise necessary to provide such legal services; and

WHEREAS, the Mayor and City Council desire to approve a professional services agreement with Edmond Talbot III to clearly define the scope of services, compensation, and terms under which legal services will be provided to the City; and

WHEREAS, a proposed Agreement between the City and Edmond Talbot III, City Attorney, has been presented to the Mayor and City Council for consideration, a copy of which is on file with the City Clerk and incorporated herein by reference marked **"Exhibit A";** and

WHEREAS, the Mayor and City Council have reviewed the terms of the Agreement and find that it is in the best interests of the City to approve said Agreement.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF BLAIR, NEBRASKA, that the Agreement between the City of Blair and Edmond Talbot III, City Attorney, is hereby approved in substantially the form presented. The Mayor is hereby authorized to execute the Agreement on behalf of the City, and the City Clerk is authorized to attest to the same and affix the City seal, if applicable. This Resolution shall be in full force and effect from and after its adoption according to law.

COUNCIL MEMBER ----- MOVED THAT THE RESOLUTION BE ADOPTED AS READ, WHICH SAID MOTION WAS SECONDED BY COUNCIL MEMBER -----. UPON ROLL CALL, COUNCIL MEMBERS ----- VOTING "AYE" AND COUNCIL MEMBERS ---- VOTING 'NAY," THE MAYOR DECLARED THE FOREGOING RESOLUTION PASSED AND APPROVED THIS 14TH DAY OF APRIL 2026.

CITY OF BLAIR, NEBRASKA

BY: _____

MELINDA RUMP, MAYOR

ATTEST:

_____

BRENDA WHEELER, CITY CLERK

(SEAL)

STATE OF NEBRASKA)
) ss:
WASHINGTON COUNTY)

BRENDA WHEELER, hereby certifies that she is the duly appointed, qualified and acting City Clerk of the City of Blair, Nebraska, and that the above and foregoing Resolution was passed and adopted at a regular meeting of the Mayor and City Council of said City, held on the 14th day of April 2026.

_____

BRENDA WHEELER, CITY CLERK

“Exhibit A”
CITY ATTORNEY AGREEMENT

THIS AGREEMENT made this 14th day of April 2026, by and between the City of Blair, Nebraska, hereinafter referred to as "CITY" and Edmond E. Talbot III, hereinafter referred to as "ATTORNEY”.

WHEREAS, said CITY desires that Edmond E. Talbot III serve as City Attorney for the City of Blair Nebraska; and,

WHEREAS, said ATTORNEY agrees and desires to act as legal counsel on behalf of the CITY.

NOW, THEREFORE, it is agreed by and between the parties that, for and in consideration of the sum of $4,000.00 per month, said ATTORNEY shall represent and be retained by said CITY, and shall provide, but not limited to, a) attend necessary meetings and conferences, b) review ordinances, resolutions and all other necessary agreements and documents, c) and counsel the Mayor and City Council and other City personnel regarding legal matters and issues, and d) serve as the attorney for the Blair Airport Authority and all other municipal boards and commissions.

It is agreed by and between the parties that said ATTORNEY shall accept no cases and represent no parties against the City of Blair, Nebraska

It is further agreed that said ATTORNEY shall be compensated on a per hourly rate for all time connected with or concerning litigation on behalf of the CITY. Said per hourly rate shall be determined by mutual agreement of both parties. Said hourly rate at the date of this Agreement shall be $250.00 per hour.

It is further agreed that this Agreement shall be effective April 1, 2026, and shall continue until terminated by either party.

It is further agreed and stipulated by and between the parties that the relationship between ATTORNEY and CITY shall be that said ATTORNEY shall act as an independent contractor and shall no way be construed as an employee of the CITY.

It is agreed that this Agreement may be terminated by either party by giving notice in writing thirty (30) days prior to said termination.

This Agreement made the day and year first aforesaid shall be binding upon the heirs, personal representatives and assigns of all parties hereto.

CITY OF BLAIR, NEBRASKA

BY _____
MELINDA K. RUMP, MAYOR

STATE OF NEBRASKA)
) :ss:
WASHINGTON COUNTY)

On this _____ day of _____, 2026, before me, the undersigned a Notary Public, duly Commissioned and qualified for in said county, personally came Melinda K. Rump, Mayor of the City of Blair, Nebraska, that he is dully authorized in the premises, that he is known to me to be the identical person whose name is affixed to the foregoing agreement and acknowledged the same to be his voluntary act and deed and the voluntary act and deed of the City of Blair, Nebraska.

WITNESS my hand and Notarial Seal the day and year last above written.

_____
NOTARY PUBLIC

ATTORNEY:

BY_____
EDMOND E. TALBOT III

STATE OF NEBRASKA)
) :ss:
WASHINGTON COUNTY)

On this _____ day of _____, 2026, before me, the undersigned a Notary Public, duly Commissioned and qualified for in said county, personally came Edmond E. Talbot III to me known to be the identical person whose name is affixed to the foregoing agreement and acknowledged the execution thereof to be her voluntary act and deed.

WITNESS my hand and Notarial Seal the day and year last above written.

_____
NOTARY PUBLIC

RESOLUTION NO. 2026

COUNCIL MEMBER ----- INTRODUCED THE FOLLOWING RESOLUTION:

WHEREAS, the City of Blair, Nebraska (the "City"), from time to time requires administrative, clerical, technical, or support services to assist in the efficient operation of City offices and functions; and

WHEREAS, Katelyn Ferrari is a non-lawyer assistant qualified to provide such services to the City on an as-needed basis; and

WHEREAS, the City desires to retain Katelyn Ferrari as an independent contractor, and not as an employee of the City, to perform specified services for an hourly wage under the terms and conditions set forth in an Agreement marked **"Exhibit A"**; and

WHEREAS, a proposed Agreement marked **"Exhibit A"** has been presented to the Mayor and City Council, establishing the scope of services, hourly rate of compensation, term, and independent contractor status, a copy of which is on file with the City Clerk and incorporated herein by reference; and

WHEREAS, the Mayor and City Council find that entering into said Agreement is in the best interests of the City.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF BLAIR, NEBRASKA, that the Agreement between the City of Blair and Katelyn Ferrari, Non-Lawyer Assistant, is hereby approved in substantially the form presented. The Mayor is hereby authorized to execute the Agreement on behalf of the City, and the City Clerk is authorized to attest to the same and affix the City seal, if applicable. This Resolution shall be in full force and effect from and after its adoption according to law.

COUNCIL MEMBER ----- MOVED THAT THE RESOLUTION BE ADOPTED AS READ, WHICH SAID MOTION WAS SECONDED BY COUNCIL MEMBER -----. UPON ROLL CALL, COUNCIL MEMBERS ----- VOTING "AYE" AND COUNCIL MEMBERS ---- VOTING 'NAY," THE MAYOR DECLARED THE FOREGOING RESOLUTION PASSED AND APPROVED THIS 14TH DAY OF APRIL 2026.

CITY OF BLAIR, NEBRASKA

BY: _____

MELINDA RUMP, MAYOR

ATTEST:

_____

BRENDA WHEELER, CITY CLERK

(SEAL)

STATE OF NEBRASKA)
) ss:
WASHINGTON COUNTY)

BRENDA WHEELER, hereby certifies that she is the duly appointed, qualified and acting City Clerk of the City of Blair, Nebraska, and that the above and foregoing Resolution was passed and adopted at a regular meeting of the Mayor and City Council of said City, held on the 14th day of April 2026.

_____

BRENDA WHEELER, CITY CLERK

NON-LAWYER ASSISTANT AGREEMENT

THIS AGREEMENT made this 14th day of April 2026, by and between the City of Blair, Nebraska, hereinafter referred to as "CITY" and Katelyn Ferrari, hereinafter referred to as "NON-LAWYER ASSISTANT".

WHEREAS, said CITY desires that Katelyn Ferrari continue to serve for a limited time as a Non-Lawyer Assistant for CITY; and,

WHEREAS, said NON-LAWYER ASSISTANT agrees and desires to continue to work on projects started during her employment with the CITY and on any special projects as needed on behalf of the CITY; and,

WHEREAS, the proposed agreement provides for compensation at a rate of One Hundred Fifty Dollars ($150.00) per hour, and shall be limited to no more than 15 hours per month, both of which have been determined to be reasonable and consistent with the scope of services to be provided; and

WHEREAS, entering into such an agreement serves the best interests of the City by ensuring timely and efficient support while maintaining fiscal responsibility;

NOW, THEREFORE, BE IT RESOLVED by the Mayor and City Council of the City of Blair that this agreement for non-lawyer assistant services is hereby approved at an hourly rate of $150.00 and shall be limited to 15 hours per month.

It is further agreed that this Agreement shall be effective April 1, 2026, and shall continue until terminated by either party by giving notice in writing thirty (30) days prior to said termination.

It is further agreed and stipulated by and between the parties that the relationship between NON-LAWYER ASSISTANT and CITY shall be that said NON-LAWYER ASSISTANT shall act as an independent contractor and shall in no way be construed as an employee of the CITY.

This Agreement made the day and year first aforesaid shall be binding upon the heirs, personal representatives and assigns of all parties hereto.

CITY OF BLAIR, NEBRASKA

BY _____
MELINDA K. RUMP, MAYOR

STATE OF NEBRASKA)
) :ss:
WASHINGTON COUNTY)

On this _____ day of _____, 2026, before me, the undersigned a Notary Public, duly Commissioned and qualified for in said county, personally came Melinda K. Rump, Mayor of the City of Blair, Nebraska, that he is dully authorized in the premises, that he is known to me to be the identical person whose name is affixed to the foregoing agreement and acknowledged the same to be his voluntary act and deed and the voluntary act and deed of the City of Blair, Nebraska.

WITNESS my hand and Notarial Seal the day and year last above written.

_____
NOTARY PUBLIC

ATTORNEY:

BY_____
KATELYN FERRARI

STATE OF NEBRASKA)
) :ss:
WASHINGTON COUNTY)

On this _____ day of _____, 2026, before me, the undersigned a Notary Public, duly Commissioned and qualified for in said county, personally came Katelyn Ferrari to me known to be the identical person whose name is affixed to the foregoing agreement and acknowledged the execution thereof to be her voluntary act and deed.

WITNESS my hand and Notarial Seal the day and year last above written.

_____
NOTARY PUBLIC

RESOLUTION NO. 2026

COUNCIL MEMBER ----- INTRODUCED THE FOLLOWING RESOLUTION:

WHEREAS, the City of Blair, Nebraska (the "City"), previously applied to the Nebraska Department of Economic Development ("DED") seeking designation as an Inland Port Authority pursuant to the Nebraska Inland Port Authority Act; and

WHEREAS, the City's prior application, which was approved by Ordinance 2539 on August 13, 2024, creating an Inland Porty Authority in Blair, was not approved by DED solely due to the statutory limitation at that time allowing designation of only five (5) Inland Port Authorities statewide; and

WHEREAS, the Nebraska Legislature has subsequently passed LB1114, which amends state law to increase the number of authorized Inland Port Authorities in Nebraska from five (5) to eight (8); and

WHEREAS, the expansion authorized by LB1114 provides the City with an opportunity to again pursue designation as an Inland Port Authority; and

WHEREAS, designation as an Inland Port Authority would support economic development, infrastructure investment, workforce growth, and enhanced freight, logistics, and transportation opportunities within the City and surrounding region; and

WHEREAS, the Mayor and City Council desire to reaffirm their support for pursuing Inland Port Authority designation and to authorize City staff to take the necessary steps to resubmit the City's application when the Nebraska Department of Economic Development reopens the application portal.

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

1) The Mayor and City Council hereby reaffirm their continued support for the City's pursuit of designation as an Inland Port Authority under Nebraska law.
2) City staff are hereby authorized and directed to prepare and resubmit the City's application for designation as an Inland Port Authority to the Nebraska Department of Economic Development when the application portal is reopened.

3) The Mayor, City Clerk, and other appropriate City staff are authorized to execute all documents and take all reasonable and necessary administrative actions to carry out the intent of this resolution.

This resolution shall be in full force and effect upon its passage and approval according to law.

COUNCIL MEMBER --- MOVED THAT THE RESOLUTION BE ADOPTED AS READ, WHICH SAID MOTION WAS SECONDED BY COUNCIL MEMBER ----. UPON ROLL CALL, COUNCIL MEMBERS ------ VOTING "AYE" AND COUNCIL MEMBERS ---- VOTING 'NAY," THE MAYOR DECLARED THE FOREGOING RESOLUTION PASSED AND APPROVED THIS 14TH DAY OF APRIL 2026.

CITY OF BLAIR, NEBRASKA

BY: _____
MELINDA K. RUMP, MAYOR

ATTEST:

_____
BRENDA WHEELER, CITY CLERK

(SEAL)

STATE OF NEBRASKA)
) ss:
WASHINGTON COUNTY)

BRENDA WHEELER hereby certifies that she is the duly appointed, qualified and acting City Clerk of the City of Blair, Nebraska, and that the above and foregoing Resolution was passed and adopted at a regular meeting of the Mayor and City Council of said City, held on the 14th day of April 2026.

_____
BRENDA WHEELER, CITY CLERK