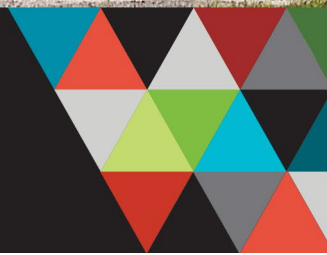




# FREMONT



## Fremont Inland Port RFP – FAQ

**Issued by:** Greater Fremont Development Council

**FAQ Posted Dates:** May 11, 2026, May 25, 2026, & June 8, 2026

**All questions will need to be received by:** May 31, 2026

**Proposal Due Date:** June 30, 2026



# Fremont Inland Port Project

## Overview Questions

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- Who is the power provider?
  - *Fremont Department of Utilities and the Omaha Public Power District (OPPD) both serve the site. 1/3 is Fremont DU & the other 2/3rds is OPPD. The two utilities are both public power providers and will work jointly on solutions to accommodate users on the site depending on users' needs and regardless of territory lines.*
- Is there a substation on site?
  - *There is currently not a substation on site, but there is a substation in preliminary concept plan.*
- Fremont Utility capacity
  - *Approximately 20MW in 12 months, construction power will be available immediately.*
- OPPD Utility capacity
  - *Approximately 5MW in 12 months, construction power is available immediately. Up to 100MW in approximately 48 months.*
- How long/terms of the Option Agreements?
  - *Option terms are staggered across the park depending on property owner. Most options have 2-3 year terms.*
- What triggers annexation?
  - *Annexation will occur as development occurs. Development must be contiguous to current city limits to trigger annexation. – If property is to develop on the east side of the park, annexation will not occur until development fills in connecting current city limits.*
- Any opposition to annexation?
  - *There is no opposition to annexation as development occurs.*
- New TIF guidelines
  - *Passed in LB1114 in April. New provisions regarding TIF start on pg. 90, Sec. 76 of the bill: <https://nebraskalegislature.gov/FloorDocs/109/PDF/Final/LB1114.pdf>*
  - *Main highlights include ability to TIF outside of City Limits within ETJ for qualified geographies.*

- Is there a candidate for the site certification for the state?
  - *NE does not have a formal program, though a site inventory study was completed in 2024 where site opportunities across the state were ranked. The Fremont Inland Port Authority was ranked the top site in the state for industrial development.*
- What is the status of the grant pursuits, and what is the budget for that?
  - *The Inland Port Authority is pursuing CRISI dollars through Congressionally Directed Spending FY27. Congressman Mike Flood requested \$20M for the project from the Appropriations Committee and it is currently under consideration.*
  - *\$3M has been awarded from DOT for construction of Morningside Road Improvements Phase 1 and is currently undergoing NEPA & ROW acquisition. Construction expected in 2028-2029*
- Did you receive the rural projects grant already?
  - *The Rural Projects Act is a grant program through the Nebraska Department of Economic Development. \$30M has been awarded to GFDC for the development of the Inland Port Industrial Park, provided there is a \$7.5M community match. To date, approximately \$8M has been utilized for site acquisition and land assembly and engineering. \$22M remains to be accessed provided community match can be met.*
- Greater Omaha industrial sites – how does it compare to others?
  - *This is the premier rail capable industrial site in the Omaha area due to land constraints throughout the metro. Industrial sites in the metro tend to be less than 10 acres.*

## Site Overview Questions

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- What other infrastructure will Union Pacific require? What's the minimum?
  - *Union Pacific will require what is illustrated in the DEVCON. There may be an opportunity to delay the installation of the east mainline turnout, but that determination will not be known until the first tenant is known.*
- Is there an intention to extend that track to the east?
  - *No.*
- Is there not enough room in UP ROW to extend the grain track?
  - *An at-grade private crossing precludes extending the track to the east and the park limits are unlikely to expand east due to floodplains*

- What are the estimated signaling costs?
  - *UP has not provided a cost but anywhere between \$1.5 – 2.5 MM per mainline turnout is the presumed cost.*
- Does Morningside Road have a decent amount of traffic?
  - *It does not today but will be upgraded and will serve as the primary artery for the park.*
- Is UP planning to keep that 6-acre parcel up there?
  - *Union Pacific would sell for development of rail in the Inland Port.*
- Is this more of a grain play or a UP-sanctioned intermodal facility?
  - *The future intermodal facility is not necessarily focused on any particular commodity but to support the community overall.*
- Where's UP's closest intermodal facility?
  - *Council Bluffs*
- Is the port looking for a railroad operator or an industrial switcher?
  - *The port is open to either a railroad operator or an industrial switcher.*
- How often will this be serviced at first? Will it be a local?
  - *Unofficial feedback from UP: Service up to 5-7 days per week. Service frequency will depend on demand. Service could begin with a yard job but grow into a local or perhaps dedicated manifest trains depending on how the park develops. It's also possible that service could be provided by a through train (PTC model).*

# Governance, Structures Exclusivity

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- Can the concession be structured as perpetual or evergreen?
  - *No, the Concession Agreement cannot be structured as perpetual or evergreen. The RFP explicitly states that bidders "must propose a specific number of years for the initial term, sufficient to allow the Concessionaire a reasonable opportunity to earn a return on its investment". Renewal options will be subject to "specific conditions and performance metrics".*

- If not, what is the maximum acceptable term?
  - *No maximum term*
- What approvals (board, city, state, etc.) are required to finalize and amend the concession agreement?
  - *The Fremont Inland Port Authority Board will be the only required body to review and amend the concession agreement.*
- Would the rail service be structured as a Common Carrier or an Industrial Switcher?
  - *The port is open to either a railroad operator or an industrial switcher. While the RFP describes the Concessionaire providing "exclusive rail switching and car handling services", which often aligns with an industrial switcher model, the FAQ explicitly states that FMIPA/GFDC is open to proposals structured as either a common carrier or an industrial switcher.*

## Capital Investment Funding

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- Please clarify the exact limits of the "rail infrastructure" the Concessionaire is expected to finance. Does this include only track materials and systems, or also grading, embankments, stormwater improvements, utility relocations, crossings, signals, lighting, and site preparation associated with the rail infrastructure? Or are utilities, land acquisition, road construction, etc. part of the scope? If not, who is funding that part of the scope?
  - *The Concessionaire is responsible for securing and providing private capital to fully fund the construction of the "initial rail infrastructure" based on designs from GFDC's engineering consultant. This includes all elements of design, permitting, and construction necessary to facilitate operation of the initial facility scope. Right-of-way acquisition is not necessarily excluded but is expected to be the responsibility of GFDC or FMIPA. As tenant and utility demands become known, development of utility infrastructure will be assessed at that time with cost responsibility falling to the tenants, City, County, and Port Authority.*
- Please clarify whether FMIPA/GFDC anticipates contributing land, utility infrastructure, tax increment financing, tax abatements, or other economic incentives beyond the hypothetical grant contribution identified in the RFP.
  - *FMIPA can issue a revenue bond for these items though it's not currently under consideration. There are 2 other local incentives to assist with the cost of utility and potential land development though they are subject to availability and City Council approval. Typical awards range from \$200-\$700K from each of these funds.*

- Please clarify whether FMIPA/GFDC has secured or intends to secure property tax abatements or other tax incentives applicable to rail infrastructure improvements. And who is responsible for paying?
  - *Portions of the site and rail infrastructure owned by the FMIPA will be exempt from property taxes as a government entity and may consider a payment in lieu of taxes.*

For the alternate case:

- Is the \$12.5M grant funding (to be used for rail infrastructure) awarded or obligated?
  - *GFDC has been awarded \$30M from the Rural Projects Act for industrial park development, with \$22M remaining that can be accessed provided a community match can be met, in which some portions may be used to assist with rail development. Congressman Mike Flood requested for the project through CRISI dollars (Congressionally Directed Spending FY27), which is currently under consideration, however only \$1M was included in the draft budget The Port Authority expects to continue looking for additional grant funding in the future.*
- If not, what is the probability that funding is delayed or reduced?
  - *Congressional directed spending is subject to congressional approval which must advance through congressional appropriations. We are expecting less funding than the \$20M request, however, expect to watch for additional grant funding in the future.*
- Are the public funds (\$12.5M) restricted to specific project elements, or can they be used in place of rail partner investment?
  - *The hypothetical \$12.5 in public funds presumes matching investment by the rail partner.*
- Are any additional grant applications currently pending?
  - *No*

## Permitting and Construction

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- Please identify all known third-party utility conflicts, pipeline crossings, easement restrictions, or encumbrances that may impact rail construction or operations.
  - *No subsurface utility exploration has been performed. All known utility conflicts are above ground.*

- Will GFDC/FMIPA provide completed environmental permitting and regulatory approvals for the initial project scope, or will the Concessionaire bear any permitting responsibilities, costs, or schedule risks?
  - *The Concessionaire is responsible for securing and providing private capital to fully fund the construction of the "initial rail infrastructure" based on designs from GFDC's engineering consultant. This includes all elements of design, permitting, and construction necessary to facilitate operation of the initial facility scope. While the Concessionaire is expected to provide "technical oversight", the primary responsibility for obtaining environmental permits for the initial project scope rests with FMIPA, consistent with their role in managing engineering and construction.*
- What specific infrastructure elements will FMIPA/GFDC procure and manage directly through its engineering and construction contracts?
  - *FMIPA "will procure and manage professional engineering and direct construction services" for the rail infrastructure. This includes, but is not limited to, the elements illustrated in the DEVCON which Union Pacific will require. This encompasses the main rail lines, proposed industrial tracks, turnouts, switches, crossings, signals, and associated civil elements.*
- Please clarify which party will be responsible for costs associated with wetland mitigation, floodplain mitigation, Section 404 permitting, threatened and endangered species mitigation, and cultural resource compliance.
  - *The Concessionaire is responsible for securing and providing private capital to fully fund the construction of the "initial rail infrastructure" based on designs from GFDC's engineering consultant. This includes all elements of design, permitting, and construction necessary to facilitate operation of the initial facility scope.*

# Union Pacific Interchange, Design, and Commercial Terms

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- What is the status of UP approvals, agreements, or letters of intent regarding interchange?
  - *Union Pacific has reviewed and accepted the DEVCON (conceptual design) shared in the RFP information. No agreements or letters of intent have been made/provided.*

- Is it acceptable to eliminate one (or both) of the railroad wyes from the design?
  - *Any changes to the DEVCON that may affect Union Pacific's initial operations are subject to re-review by Union Pacific. Alignments depicted in purple were not part of Union Pacific's review but required information to understand the theoretical operation of the park. Exclusion of either of the wyes is a possibility. Constructability of the wyes will likely be preserved to accommodate potential operational changes that may be needed to support development of the park until such point it is determined that construction is unnecessary. FMIPA's intention is to isolate rail and over-the-road logistics as much as possible.*
- In the included design (RFP page 92), are the purple ("Future Ind. Track"), green ("Prop UPRR Track"), and hashed green ("Prop. Ind. Track") tracks all subject to redesign by the bidder?
  - a) Has UP reviewed and approved the conceptual track layout and interchange design?
    - *Union Pacific reviewed and ACCEPTED the conceptual design which was understood would be operated as an industrial switcher. The conceptual design is subject to re-review when the first tenant of the park becomes known. If initial operations of the park are to be performed by a shortline, additional infrastructure (such as yard lighting) that otherwise may not be required for an industry switcher may be required.*
- Are rail freight rates:
  - a) Fully controlled by the rail operator?
  - b) Handling carrier for Union Pacific?
  - c) Subject to FMIPA approval or caps?
    - *No determination has been made as to how the freight rates will be structured.*
- Does FMIPA have any service or rate agreements with UP impacting operations?
  - *FMIPA has not entered into any agreements with UP.*
- Are there guaranteed interchange or service commitments from UP?
  - *No agreements/commitments have been made by UP.*

# Market Demands Tenant Commitments

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- Can GFDC provide:
  - a) A list of active prospects likely to commit within 12–36 months?
  - b) Any LOIs or MOUs with rail-dependent tenants?
  - c) Which commodities or industries are considered anchor tenants?
    - *Currently, all of our active projects are still vetting the site and supply chain through a confidential process. In all of these projects, other sites in other states are also under consideration. Three active projects anticipate having a site selected by the end of the year. Projects we are most competitive for tend to be in food processing, value added ag, and bio-fuels manufacturing, though we have seen an increase in tech manufacturing inquiries in the past 6 months.*
- Are there competing Union Pacific sites or inland ports targeting the same tenants?
  - *In the Omaha Metro area, there are few rail-served greenfield sites. The Fremont site is the most submitted site by the Omaha Chamber Economic Development Partnership and the Nebraska Department of Economic Development for large scale manufacturing inquiries.*

## Timelines / Next Steps

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- When can we expect responses to bidder questions?
  - *Responses to all questions received by the May 31 deadline will be posted by June 9.*
- Will the winning bidder be selected from those participating in the Post-Proposal Interviews (July 21-23, 2026)?
  - *While the Post-Proposal Interviews are scheduled for July 21-23, 2026, the general right to reject proposals means that participation in these interviews does not guarantee selection, nor does it obligate FMIPA to select a bidder. That said, GFDC and FMIPA are hopeful that the outcome of the interviews will be a chosen bidder.*

- What is the anticipated award date and financial close timeline?
  - *Award and by the end of 2026, financial close by the end of 2026 or Q1 2027.*
- Please provide clarification regarding expected commencement dates for construction, phased operations, and substantial completion milestones.
  - *While specific commencement dates for the rail infrastructure itself are not provided, the related Morningside Road Improvements Phase 1 (a \$3M DOT-funded project) is expected to begin construction in 2028-2029. This provides a general timeframe for initial development within the Port. That said, the operational date is predicated on the desired operational date of the first tenant.*

## Parcels

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- How many acres are currently owned and controlled by the Greater Fremont EDC Fremont Inland Port?
  - *6 parcels, approximately 360 acres.*
- How many acres are controlled by land option agreements?
  - *620 acres.*
- What are the terms and conditions for parcels that have options?
  - *Options are 1 year with 1 year renewal up to 3 years with 1 ½ - 2 years remaining. Site access is allowed for due diligence, though any crop disturbance must be compensated for.*
- How many acres are not owned/controlled? Would any of these parcels inhibit growth of the part in the initial 7-10 years?
  - *680 acres are not owned or controlled, though there are good, ongoing relationships with willing sellers for anything over 50 acres. These parcels could be a part of the initial 7-10 years depending on a potential tenant's needs but could also be avoided if necessary.*

# Utilities

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- Is there a power purchase agreement between the two power companies, and are there past examples of working together in support of industrial development?
  - *OPPD and Fremont Utilities have a longstanding partnership in the utility space. OPPD serves as a transmission provider and intermediary to Fremont Utilities. OPPD and Fremont Utilities have ongoing relationship in the operations, planning, and reliability spaces. Most notably OPPD worked with Fremont Utilities on the Elkhorn River Valley Transmission Project completed in 2018.*

# Customer Selection

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- What industries would Fremont not be interested in pursuing?
  - *Historically, they have not been interested in aggregates or asphalt in the port or other users with significant dust that may deter target industries from locating in the park.*
- If there is a transload facility, will the operator of said facility need to have FMIPS approve every single commodity being handled there?
  - *If any transload property is to remain under FMIPA ownership, types of commodities and methods of transload are likely to be subject to FMIPA authorization. Once a partner is selected this may be further detailed in a negotiated Operator's Agreement.*
- Is FMIPS expected to approve or deny railcar storage opportunities on a case-by-case basis?
  - *It is not expected that FMIPA will approve/disapprove railcar storage opportunities on a case-by-case basis.*
- When all other factors are equal, will FMIPS place new tenants utilizing rail closer to the rail infrastructure and non-rail tenants further away?
  - *All things being equal (property dimensions and availability, utility availability, etc.); non-rail tenants will be located as far from the planned/existing rail as possible.*

# Track Structures

- As stated in the RFP, FMIPS will pay for all engineering services, as well as select the track construction contractor. What if the operator does not agree with design or whether a track should be installed at a given time? (Example on the latter point: FMIPS suggests an additional 1,500' of track to support a new customer. Operator feels Service Reliability KPI's can be met by adding 800' of track. Who has a final decision?)
  - *The provision of professional engineering and design services, as well as direct construction services, is explicitly excluded from the Concessionaire's responsibilities and will be "procured and managed separately by FMIPA". While the Concessionaire will act as FMIPA's "primary operational and commercial advisor" during planning for future infrastructure expansions, providing critical input on "Operational Feasibility", it is also stated that "All final design, detailed engineering, and stamped drawings for future expansions will be procured separately by FMIPA/GFDC from a qualified engineering consultant of its choosing". This implies that FMIPA/GFDC holds the ultimate decision-making authority for design and construction, even if the operator provides input.*
- Is there a specific bidding process and criteria FMIPS will follow for procurement of track construction services?
  - *The provision of professional engineering and design services, as well as direct construction services, is explicitly excluded from the Concessionaire's responsibilities and will be "procured and managed separately by FMIPA"*
- Will Davis-Bacon be a requirement?
  - *The provision of professional engineering and design services, as well as direct construction services, is explicitly excluded from the Concessionaire's responsibilities and will be "procured and managed separately by FMIPA"*
- Please define FMIPS engineering standards for rail maintenance and construction.
  - *As of current, FMIPA has not established its own set of engineering standards. Because of this, Union Pacific's standard will be the default unless a new set of standards is established. Concessionaire is required to "Develop and execute a comprehensive track inspection and maintenance program compliant with FRA standards and AREMA recommended practices".*
- Please confirm if the operator will not be responsible for cost of track construction outside of Right-Of-Way.
  - *The RFP states that the Concessionaire is to "Secure and provide the private capital required to fully fund the construction of the initial rail infrastructure". Furthermore, FMIPA or*

*GFDC will hold legal title to all fixed rail infrastructure, and infrastructure financed by the Concessionaire will be legally deemed the property of FMIPA/GFDC immediately upon construction and acceptance. The provision of professional engineering and design services, as well as direct construction services, is explicitly excluded from the Concessionaire's responsibilities and will be "procured and managed separately by FMIPA"*

- Road Crossings: What entity is responsible for cost of construction, as well as maintaining crossings within the business park?
  - *The Concessionaire is responsible for securing and providing private capital to fully fund the construction of the "initial rail infrastructure" based on designs from GFDC's engineering consultant. This includes all elements of design, permitting, and construction necessary to facilitate operation of the initial facility scope. The provision of professional engineering and design services, as well as direct construction services, is explicitly excluded from the Concessionaire's responsibilities and will be "procured and managed separately by FMIPA". Concessionaire will be responsible for all routine, preventative, and corrective maintenance of FMIPA-owned rail infrastructure.*
- How are road approaches addressed?
  - *Dodge County will be the road authority for all public roads within FMIPA.*
- Road Crossings: What standards will FMIPS adopt for road crossings? i.e. crossbuck, flashers, gates, etc.
  - *Dodge County will be the road authority for all public roads within FMIPA.*
- To what extent will the operator be responsible for the planning and construction of all utilities and infrastructure?
  - *The Concessionaire's responsibilities explicitly exclude the provision of professional engineering and design services, as well as direct construction services. These are "procured and managed separately by FMIPA". The Concessionaire's role is to secure private capital for the construction of the initial rail infrastructure and to act as an "operational and commercial advisor" for future rail expansions, including providing capital and operating cost estimates. However, this advisory role also "explicitly excludes the provision of professional engineering services". Therefore, the operator's responsibility for the planning and construction of all utilities and infrastructure is limited to providing capital for initial rail infrastructure and advisory input for future rail expansions, with FMIPA retaining responsibility for procurement and management of engineering and construction. As tenant and utility demands become known, development of utility infrastructure will be assessed at that time with cost responsibility falling to the tenants, City, County, and Port Authority.*

# Letter Of Credit / Performance Bond

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- What is the minimum amount required for the irrevocable standby Letter of Credit or a Performance and Payment Bond?
  - *Bidders are required to propose a specific amount for this guarantee. As guidance, the Fremont Municipal Inland Port Authority (FMIPA) anticipates this guarantee will be in an amount equivalent to 6-12 months of the Concessionaire's projected annual operating expenses.*
- How many years will Fremont desire to hold an irrevocable, standby Letter of Credit or a Performance and Payment Bond?
  - *The Concessionaire must procure and maintain this guarantee in full force and effect throughout the entire Concession Term. The initial Concession Term is a significant duration, and bidders must propose the specific number of years for this initial term.*
- Please clarify if “the amount equivalent to 6-12 months of the Concessionaire’s project annual operating expenses” does or does not include cost of new track.
  - *The guidance explicitly refers to "6-12 months of the Concessionaire's projected annual operating expenses". The RFP indicates that the Concessionaire's role includes securing and providing the private capital to fully fund the construction of initial rail infrastructure, but professional engineering and direct construction services are procured and managed separately by FMIPA. Given this distinction, and that new track costs are capital investments rather than annual operating expenses, the amount for the guarantee does not include the cost of new track for this calculation.*
- What minimum capital does Fremont expect to be dedicated to this project?
  - *The minimum capital GFDC/FMIPA expects to dedicate are the federal grant dollars they are able to secure.*