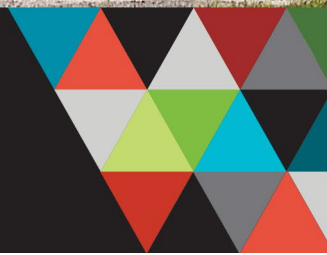




FREMONT



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

- 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

- 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).*