



NEBRASKA AUDITOR OF PUBLIC ACCOUNTS

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State Auditor

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April 30, 2026

Dear Senators:

The Nebraska Auditor of Public Accounts (APA) has received concerns regarding the expenditures and operations of Nebraska's inland port authorities. As a result, the APA performed limited preliminary planning work to determine whether the inland port authorities have not only handled public funds appropriately but also adhered to applicable statutory requirements. Pursuant thereto, the APA obtained financial records and other relevant documentation from both the Department of Economic Development (Department) and the individual inland port authorities.

The limited examination performed, including a review of the information obtained, revealed certain items that the APA believes should be brought to the Legislature's attention.

Background Information

Legislative bill (LB) 156 (2021), which became law on August 28, 2021, established the Municipal Inland Port Authority Act (Act), as currently codified, following subsequent amendment, at Neb. Rev. Stat. §§ 13-3301 to 13-3316 (Cum. Supp. 2024, Supp. 2025). That enabling legislation provided for the creation, pursuant to the Act, of both inland port districts and the inland port authorities responsible for managing them. The "Introducer's Statement of Intent" for LB 156 (2021) says, in part, the following:

The purposes of an inland port authority under the Act would be to assist in the development of large shovel-ready commercial and industrial sites and serve as a regional merging point for multi-modal transportation and distribution of goods to and from ports and other locations in other regions.

The Act authorizes a city of the first, primary, or metropolitan class, as well as a county with over 20,000 inhabitants, to propose the creation of an inland port district. Per Neb. Rev. Stat. § 13-3304 (Cum. Supp. 2024), such city or county must have an area greater than 300 acres "eligible to be designated as an inland port district." Furthermore, Neb. Rev. Stat. § 13-3303(6) (Cum. Supp. 2024) requires an inland port district to meet at least two of the following criteria:

- (a) *Is located within one mile of a navigable river or other navigable waterway;*
- (b) *Is located within one mile of a major rail line;*
- (c) *Is located within two miles of any portion of the federally designated National System of Interstate and Defense Highways or any other four-lane divided highway; or*
- (d) *Is located within two miles of a major airport;*

When "determining whether to propose the creation of an inland port authority," moreover, § 13-3304(1)(2)&(3) require cities and counties alike to "consider the following criteria":

- (a) *The desirability and economic feasibility of locating an inland port district within the county;*
- (b) *The technical and economic capability of the county and any other public or private entities to plan and carry out development within the proposed inland port district;*
- (c) *The strategic location of the proposed inland port district in proximity to existing and potential transportation infrastructure that is conducive to facilitating regional, national, and international trade and the businesses and facilities that promote and complement such trade;*

- (d) The potential impact that development of the proposed inland port district will have on the immediate area; and*
- (e) The regional and statewide economic impact of development of the proposed inland port district.*

Section 13-3304(4) restricts the creation of inland port districts to “no more than five . . . statewide.” That same subsection of statute provides, “No inland port authority shall designate more than one inland port district, and no inland port authority may be created without also designating an inland port district.”

Per § 13-3304(5), the Department must evaluate any “ordinance, resolution, or execution of an agreement pursuant to the Interlocal Cooperation Act proposing creation of an inland port authority.” Upon the Department’s determination that the required criteria have been met and the statutory cap not exceeded, that same subsection of statute continues, “the inland port authority shall be deemed created.” The resulting entity may exercise the powers set out in Neb. Rev. Stat. § 13-3306(1) (Cum. Supp. 2024), as follows:

- (a) Plan, facilitate, and develop the inland port district in conjunction with the city, the county or counties, and other public and private entities, including the development of publicly owned infrastructure and improvements within the inland port district;*
- (b) Engage in marketing and business recruitment activities and efforts to encourage and facilitate development of the inland port district;*
- (c) Apply for and take all other necessary actions for the establishment of a foreign trade zone, as provided under federal law, within the inland port district;*
- (d) Issue and sell revenue bonds as provided in section 13-3308;*
- (e) Acquire, own, lease, sell, or otherwise dispose of interest in and to any real property and improvements located thereon, and in any personal property, and construct buildings and other structures necessary to fulfill the purposes of the inland port authority;*
- (f) Acquire rights-of-way and property of any kind or nature within the inland port district necessary for its purposes by purchase or negotiation;*
- (g) Enter into lease agreements for real or personal property, either as lessee or lessor;*
- (h) Sue and be sued in its own name;*
- (i) Enter into contracts and other instruments necessary, incidental, or convenient to the performance of its duties and the exercise of its powers, including, but not limited to, agreements under the Interlocal Cooperation Act with the city, the county or counties, or any other political subdivision of this or any other state;*
- (j) Borrow money from private lenders, from the state, or from the federal government as may be necessary for the operation and work of the inland port authority;*
- (k) Accept appropriations, including funds transferred by the Legislature pursuant to section 81-12,146, contributions, gifts, grants, or loans from the United States, the State of Nebraska, political subdivisions, or other public and private agencies, individuals, partnerships, or corporations;*
- (l) Employ such managerial, engineering, legal, technical, clerical, accounting, advertising, administrative, or other assistance as may be deemed advisable, or to contract with independent contractors for any such assistance;*
- (m) Adopt, alter, or repeal its own bylaws, rules, and regulations governing the manner in which its business may be transacted, except that such bylaws, rules, and regulations shall not exceed the powers granted to the inland port authority by the Municipal Inland Port Authority Act;*
- (n) Enter into agreements with private operators or public entities for the joint development, redevelopment, reclamation, and other uses of property within the inland port district;*
- (o) Own and operate an intermodal facility and other publicly owned infrastructure and improvements within the boundaries of the inland port district;*
- (p) Establish and charge fees to businesses and customers utilizing the services offered by the inland port authority within the inland port district as required for the proper maintenance, development, operation, and administration of the inland port authority; and*
- (q) Facilitate partnerships and programs between innovative startup businesses, research institutions, and venture capitalists or financial institutions.*

In addition to establishing the Act, LB 156 (2021) provided funding for its implementation. Specifically, Section 14 of that legislation, which was codified at Neb. Rev. Stat. § 81-12,146(2) (Reissue 2024), provided the following:

It is the intent of the Legislature to transfer five million dollars from the General Fund to the Site and Building Development Fund for fiscal year 2022-23 and five million dollars from the General Fund to the Site and Building Development Fund for fiscal year 2023-24. Such money shall be placed in a subaccount of the Site and Building Development Fund and earmarked for use to fund large shovel-ready commercial and industrial sites developed under the Municipal Inland Port Authority Act.

Section 81-12,146(1) directs the Department, “as part of its comprehensive business development strategy,” to administer the Site and Building Development Fund. In that administrative capacity, the Department has created both guidelines and an application process for inland port authorities to request the money appropriated to carry out the provisions of the Act.

The following year, LB 1024 (2022), which adopted the Economic Recovery Act, found at Neb. Rev. Stat. §§ 81-12,238 to 81-12,243 (Reissue 2024, Supp. 2025), made available funding for the development of a business park and one or more innovation hubs located within a city of the metropolitan class and within two miles of a major airport. Section Neb. Rev. Stat. § 81-12,241(4) (Cum. Supp. 2022) provided, prior to subsequent amendment, the following:

- (a) *Not to exceed sixty million dollars in grants to a nonprofit economic development organization for the development of a business park located within or adjacent to one or more qualified census tracts located within the boundaries of a city of the metropolitan class and within two miles of a major airport as defined in section 13-3303;*
- (b) *Not to exceed thirty million dollars in grants to one or more innovation hubs located in one or more qualified census tracts and within two miles of a major airport as defined in section 13-3303 providing services and resources within the boundaries of a city of the metropolitan class[.]*

LB 531 (2023) amended subsection § 81-12,241(4)(a) above to increase the \$60 million grant limit to \$90 million, and the following language was added to that same subsection of statute: “An innovation hub as defined in section 81-12,108 shall not qualify for a grant under this subdivision.” In total, LB 156 (2021), LB 1024 (2022), and LB 531 (2023) authorize \$130 million dollars of funding to be awarded to inland port authorities and innovation districts as outlined in statute.

Additionally, LB 164 (2023), as codified at Neb. Rev. Stat. § 81-12,241.01(5) (Reissue 2024), authorized the Department to “assign any grant or contract awarded under the Economic Recovery Act to a city of the metropolitan class or to an inland port authority located within such city.” That same legislation, per Neb. Rev. Stat. § 81-12,243 (Reissue 2024), also transferred thirty million dollars from the Economic Recovery Contingency Fund to the Inland Port Authority Fund “for the purpose of creating and operating an innovation district by an inland port authority and for any other purpose authorized under the Municipal Inland Port Authority Act.” Finally, as codified at Neb. Rev. Stat. § 13-3306.01(9) (Cum. Supp. 2024), LB 164 (2023) required “an inland port authority located within the boundaries of a city of the metropolitan class” to do the following:

On or before December 31 of each year, electronically submit a report to the Urban Affairs Committee of the Legislature and the Clerk of the Legislature regarding current, completed, and future projects, how such projects relate to the inland port authority's vision and financial pro forma, and other areas of opportunity.

In accordance with the numerical limit imposed by § 13-3304(4), as referenced previously herein, the Department has approved the creation of the following five inland port authorities:

1. Omaha Inland Port Authority
2. Nebraska International Port of the Plains (Lincoln County)
3. Fremont Municipal Inland Port Authority
4. Bellevue City Inland Port Authority
5. South Sioux City Inland Port Authority

Nebraska Inland Port Authorities

The following table compares the State funds paid to and expended by Nebraska’s five inland port authorities as of February 27, 2026, as well as the remaining balances of those monies. It should be noted that the combined total of the “cash on hand” and the “funds expended” exceeds the amount of money received from the State because the inland port authorities have earned interest on the remaining funds.

Port	Total Amount Received	Cash on Hand	Funds Expended
Omaha Inland Port Authority	\$ 121,925,135	\$ 70,667,806	\$ 54,161,380
Nebraska International Port of the Plains	\$ 2,000,000	\$ 1,204,381	\$ 873,548
Fremont Municipal Inland Port Authority	\$ 2,000,000	\$ 1,839,300	\$ 208,650
Bellevue City Inland Port Authority	\$ 3,000,000	\$ 0	\$ 3,000,000
South Sioux City Inland Port Authority	\$ 0	\$ 0	\$ 0
Total	\$ 128,925,135	\$ 73,711,487	\$ 58,243,578

Further information about each of the five inland port authorities is presented below.

Omaha Inland Port Authority

The City of Omaha approved Ordinance No. 43660 on January 10, 2024, for the designation of an inland port district and creation of the Omaha Inland Port Authority (OIPA). See **Exhibit A** herein for a map of the inland port district. The Omaha City Council approved resolutions at its June 4, 2024, meeting for the appointment of the inaugural OIPA Board of Commissioners.

As authorized through LB 1024 (2022) and amended by LB 531 (2023), the Department awarded \$89,618,400 to the Omaha Economic Development Corporation (OEDC), through Contract No. 24-11-271, on June 24, 2024, for development and creation of an airport business park. The Department subsequently assigned that award to the OIPA by an “Assignment and Assumption Agreement” signed on September 5, 2024, in accordance with § 81-12,241.01(5). According to its representatives, the Department “no longer has any further oversight responsibilities or duties with respect to the original contract . . . [with] OEDC due to the assignment and assumption of those responsibilities and duties to the Omaha Inland Port Authority. The Omaha Inland Port Authority is now responsible to oversee the award agreement.”

On March 5, 2025, the OIPA received the \$89.6 million awarded to the OEDC and disbursed \$7.4 million to that corporation on March 11, 2025, to complete pre-development research, including assessment of whether enough contiguous private property could be assembled for the Airport Business Park.

The OIPA also received an additional \$30 million from the State on February 27, 2025, for the creation and operation of an innovation district. During a meeting on April 3, 2025, the OIPA Board of Commissioners approved a \$546,000 contract with HR&A Advisors – a large real estate, economic development, and public policy consulting firm with offices in New York City, Atlanta, Dallas, Los Angeles, Raleigh, the San Francisco-Bay Area, and Washington, D.C. – to assist in developing a master plan for the innovation district.

The remaining \$2,306,735 of the total \$121,925,135 received by the OIPA was disbursed on December 9, 2025. This payment consisted of interest earned on the \$89.6 million awarded to the OEDC while those funds were maintained in a State bank account.

See **Exhibit F** herein for the OIPA’s comparison of budget and actual income and expenses for the year ending December 31, 2025, from the agenda for the OIPA Board of Commissioners meeting on February 5, 2026. Subsequent to the activity reported in **Exhibit F**, the OIPA transferred an additional \$44.9 million on February 13, 2026, to the OEDC for the acquisition of three tracts of land.

See **Exhibit G** herein for a financial update from the OEDC, showing both its budget and amounts spent to date, provided at the February 5, 2026, meeting of the OIPA Board of Commissioners.

Additionally, as required by § 13-3306.01(9), the OIPA files an annual report with the Nebraska Legislature. That report is available on both the inland port authority's website (<https://www.omahaipa.com/documents/p/item/24914/oipa-annual-report-2025>) and the Nebraska Legislature's website (https://nebraskalegislature.gov/FloorDocs/109/PDF/Agencies/Omaha_Inland_Port_Authority/910_20260126-084041.pdf).

At its meeting on June 5, 2025, the OIPA Board of Commissioners approved a contract with Bland and Associates, an Omaha-based accounting firm, for the port authority's fiscal year 2025 audit. According to the minutes of the January 5, 2026, OIPA Board of Commissioners meeting, the audit was slated to begin in February 2026.

Nebraska International Port of the Plains

Lincoln County approved the designation of a port district and the creation of an inland port authority, the Nebraska International Port of the Plains (Port of the Plains), through a resolution adopted on October 10, 2022. See **Exhibit B** herein for a map of the inland port district. The Port of the Plains applied to the Department for funding to develop the port district as a centralized location for transportation and distribution of goods. The Port of the Plains was approved for an award of up to \$5 million on March 25, 2024, with an initial disbursement of \$2 million. The award agreement provides for the remaining grant funds to be issued, subject to availability, upon the Department's receipt of an interim report and a second request for funding, which must be submitted upon expenditure of \$1.9 million of the initial award funds.

Per review of the minutes from the November 17, 2025, meeting of the Board of Directors for the Port of the Plains, that inland port authority obtained and accepted three bids for equipment to develop the inland port district:

- Wiese Rail Services – Received one \$335,000 bid for the acquisition of a car mover, which was accepted along with \$4,200 in freight costs.
- B&B Valley Service & Sales – Received three bids for an industrial track scale and accepted a bid for \$94,736, plus \$17,500 to build approaches, rent a crane to offload the scale, and for electrical installations.
- Schnell Industries, Inc. – Received two bids for transloaders (equipment for transferring bulk products directly between trucks and railcars) and accepted a bid for one 36" stainless steel transloader for \$252,652 and one regular transloader for \$215,940.

Through February 2026, the Port of the Plains paid \$728,989 of the total contracted amounts for these purchases.

Fremont Municipal Inland Port Authority

The Fremont Municipal Inland Port Authority (Fremont Port Authority) was created by an interlocal agreement between Dodge County and the City of Fremont on January 26, 2022. See **Exhibit C** herein for a map of the inland port district. An application was submitted to the Department on July 2, 2024, for a grant to fund improvements to Morningside Road, the primary artery into the port district, as the first phase in opening 1,500 acres of land for industrial development. The Department and the Fremont Port Authority entered into an agreement on October 17, 2024, to approve an award of \$2 million to be used in the development of the Fremont Port Authority's project. The Fremont Port Authority received the award funds on April 11, 2025.

The Fremont Port Authority contracted with Burns McDonnell – a multinational construction, architecture, and engineering firm based in Kansas City, Missouri – for \$695,000 to provide road designs for the Morningside Road paving project. Through February 2026, only \$208,650 in payments had been made under this agreement. Per the Fremont Port Authority's report to the Department for the period July 1, 2025, through January 31, 2026, the engineering and design is expected to be completed in the next few months, and funds are being identified for the first phase of construction on the project. According to the report, moreover, despite still being in the planning stages, the inland port district has been "submitted for business attraction and expansion projects regularly since 2022." Additionally, it was reported that "the site has been submitted for 37 projects in the past three years representing potential capital investment of \$24B, and potential creation of 29,000 jobs." In the last 18 months alone, the report continues, the inland port district "has been considered a finalist site for three separate projects."

Bellevue City Inland Port Authority

At a city council meeting on May 2, 2023, the City of Bellevue approved a resolution authorizing the creation of an inland port district and an inland port authority, the Bellevue City Inland Port Authority (Bellevue Port Authority). See **Exhibit D** herein for a map of the inland port district. The Bellevue Port Authority applied to the Department to fund a waterline expansion project and to develop the utility infrastructure in the inland port district to attract semiconductor manufacturers to the State. An initial award for \$2 million was authorized on March 17, 2024, and the Bellevue Port Authority received the amount on July 11, 2024. The Bellevue Port Authority was approved for an additional \$1 million award on November 26, 2024, with payment received on April 8, 2025.

At meetings on July 16, 2024, and December 17, 2024, the Board of Directors for the Bellevue Port Authority approved the transfer of the funds received from the Department to the City of Bellevue for reimbursement of costs incurred already on the waterline expansion project. As a result, the Bellevue Port Authority did not maintain a balance or accrue any interest from the funds awarded by the State.

South Sioux City Inland Port Authority

The city council for the City of South Sioux City passed an ordinance on May 28, 2024, designating an inland port district and approving the creation of the South Sioux City Inland Port Authority. See **Exhibit E** herein for a map of the inland port district. The Department announced the certification of South Sioux City's application as Nebraska's fifth inland port authority on February 26, 2025. At a City Council meeting on August 11, 2025, South Sioux City approved a scope of services and fees with Olsson, Inc., a Lincoln-based engineering and design firm, for property assessment, marketing viability assessment, and master planning for the South Sioux City Inland Port Authority. Through February 2026, South Sioux City received no State funds from the Department for the South Sioux City Inland Port Authority.

Items for Legislative Consideration

During the course of the limited procedures resulting in this letter, the APA identified certain items that did not necessarily rise to the level of a comment or finding, which typically involves statutory noncompliance or lack of internal controls; nonetheless, the APA believes the items noted to be sufficiently important to merit disclosure – if for no other reason than to facilitate discussion regarding both the intent and actual implementation of the Act – to the Legislature.

The APA noted the following items:

- Lump-sum payments of State funds to inland port authorities rather than reimbursements for verified expenditures
- Limited Department oversight of grants or contracts assigned to inland port authorities
- Lack of specific restrictions on use of funds by inland port authorities
- Lack of clear audit requirements

As explained previously herein, the total amount of State funds authorized to be expended for inland port authorities is \$130 million. As of February 27, 2026, a total of \$128,925,135, had been received by these entities, which included over 97% of the appropriated State funds. The funds made available to the inland port authorities were distributed from the Inland Port Authority Fund (§ 13-3315), the Site and Building Development Fund (§ 81-12,146), and the Economic Recovery Contingency Fund (§ 81-12,243).

It is important to realize that all of these monies have been disbursed up front on a lump-sum basis, not as reimbursements for verified costs incurred. This reduces the Department's oversight of these monies and because the statutory parameters set out at § 13-3306(1) for the use of the funds are general in nature, allows inland port authorities broad discretion over expenditures. In addition to reducing the Department's oversight of these monies, such payments have permitted the inland port authorities – instead of the State – to earn more than \$3 million dollars in interest on these funds.

Moreover, § 81-12,241.01(5) allows a grant or contract awarded under the Economic Recovery Act to be assigned to “a city of the metropolitan class or to an inland port authority located within such city” – further reducing the Department’s oversight as explained to the APA (pg. 4 herein). While outside of the Department’s oversight, § 13-3306.01(9) directs inland port authorities located within the boundaries of a city of the metropolitan class to submit to the Urban Affairs Committee of the Legislature and the Clerk of the Legislature an annual report detailing “current, completed, and future projects, how such projects relate to the inland port authority’s vision and financial pro forma, and other areas of opportunity.”

Additionally, the award agreements between the Department and Port of the Plains, Fremont Port Authority, and Bellevue Port Authority include a “Right to Audit” for “[t]he Department or any other duly authorized official of the State of Nebraska.” No specific audit requirement is found, however, in either the Municipal Inland Port Authority Act or the award agreements. Nevertheless, any audits of an inland port authority, or of a political subdivision for which an inland port authority is a component unit, should be filed with the APA as required by Neb. Rev. Stat. § 84-304(4)(a) (Supp. 2025) while the inland port authorities are receiving and expending State funds.

The combination of lump-sum payments to inland port authorities, the lack of specific statutory requirements for the use of those monies, limited Department oversight of grants or contracts assigned to inland port authorities, and lack of clear audit requirements gives rise to an atmosphere of minimal supervision and accountability regarding the proper handling of State funds entrusted to those entities – and, therefore, may warrant renewed legislative consideration. In particular, we recommend the Legislature consider implementing more specific statutory requirements for the use of funds by and oversight of inland port authorities in the Municipal Inland Port Authority Act, including a requirement that inland port authorities be audited by a licensed CPA firm, and that such audit reports be filed with the APA.

* * * * *

Our limited procedures for this letter were designed primarily on a test basis and may not bring to light all weaknesses in policies or procedures that may exist. Our objective is, however, to use the knowledge gained during our work to make available information that we hope will prove useful to the Legislature.

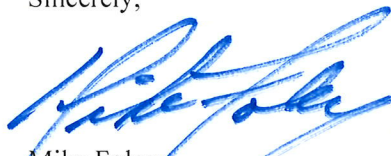
This communication is intended solely for the information and use of the Legislature. It is not intended to be, and should not be, used by any other parties or individuals. However, this communication is a matter of public record, and its distribution is not limited.

If you have any questions regarding the above information, please contact our office.

Audit Staff Working on this Examination:

Craig Kubicek, CPA, CFE – Deputy Auditor
Brad Ashley, CPA – Audit Manager
Mason Culver – Auditor-In-Charge
Trevor Dumont – Auditor II

Sincerely,

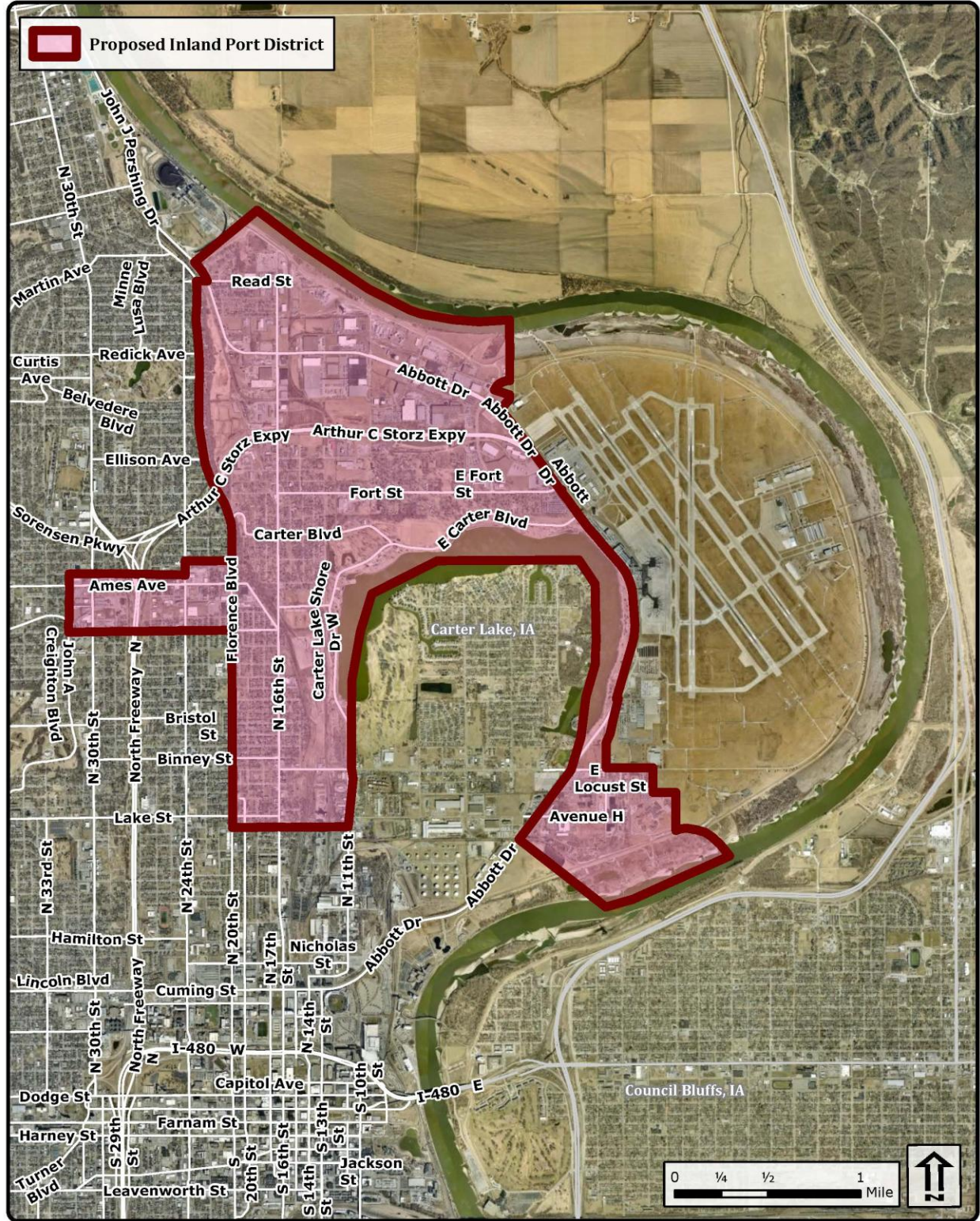


Mike Foley
Nebraska State Auditor

OMAHA INLAND PORT AUTHORITY
Inland Port District Map

Exhibit A

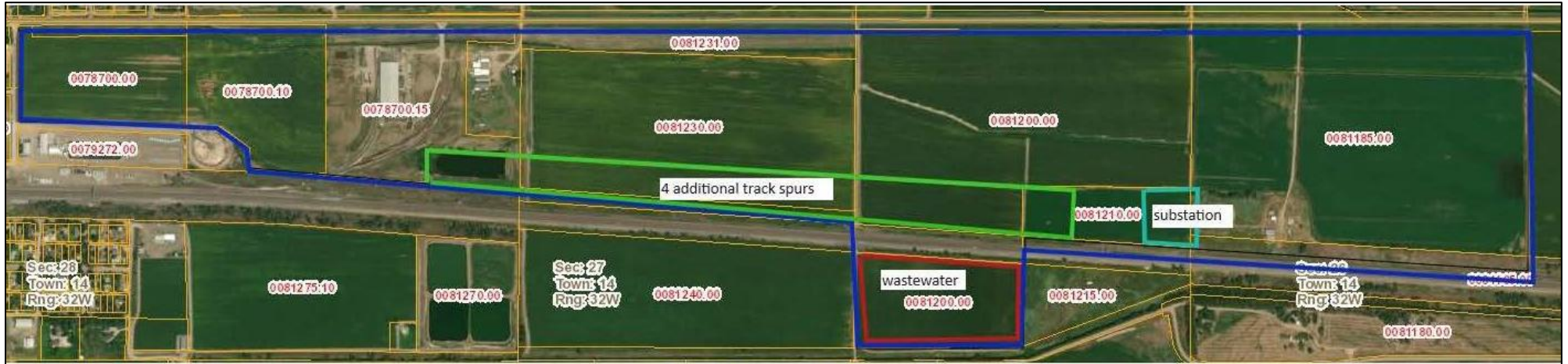
CITY OF OMAHA
Inland Port Designation



Map created December 15, 2023

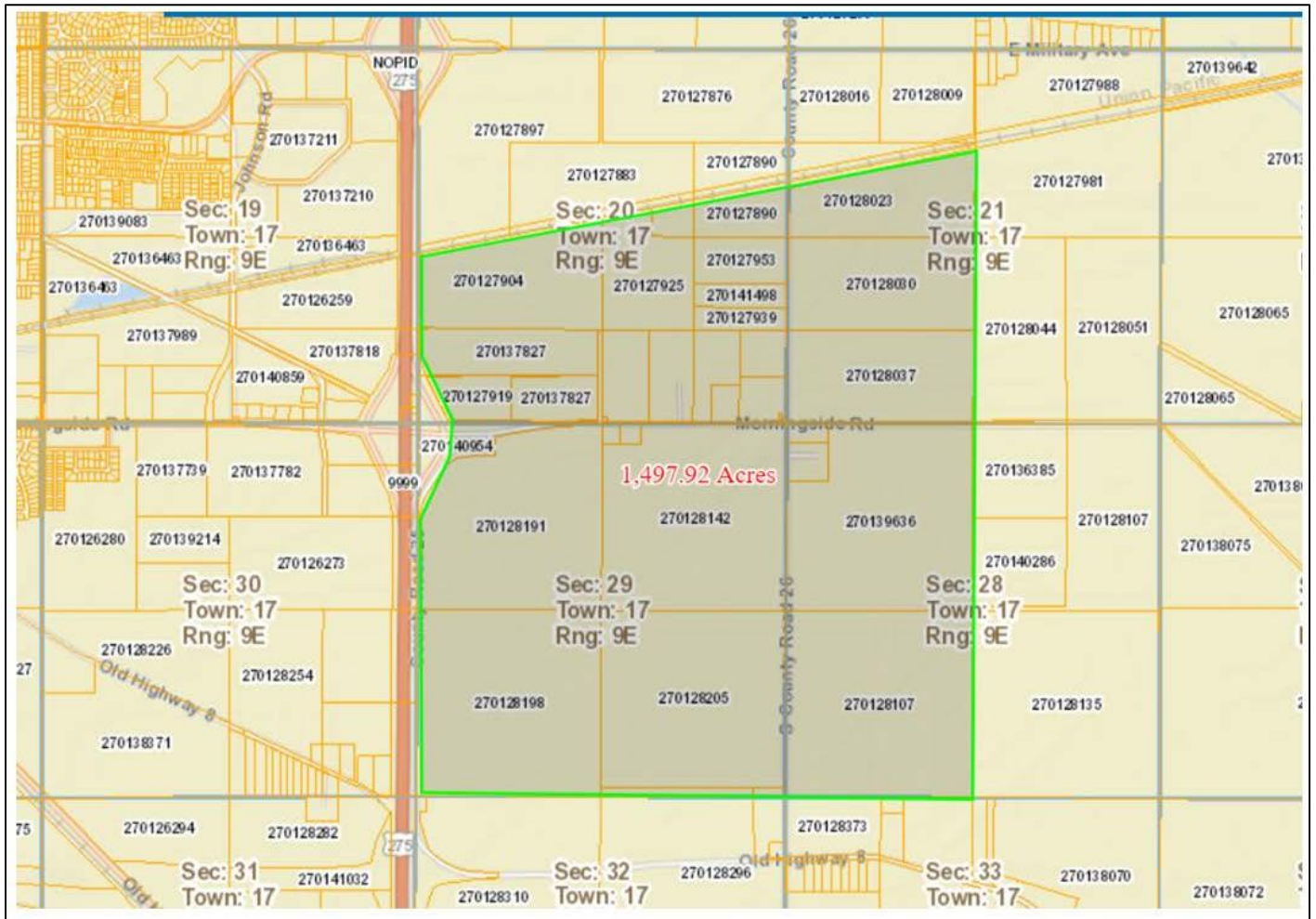
NEBRASKA INTERNATIONAL PORT OF THE PLAINS
Inland Port District Map

Exhibit B



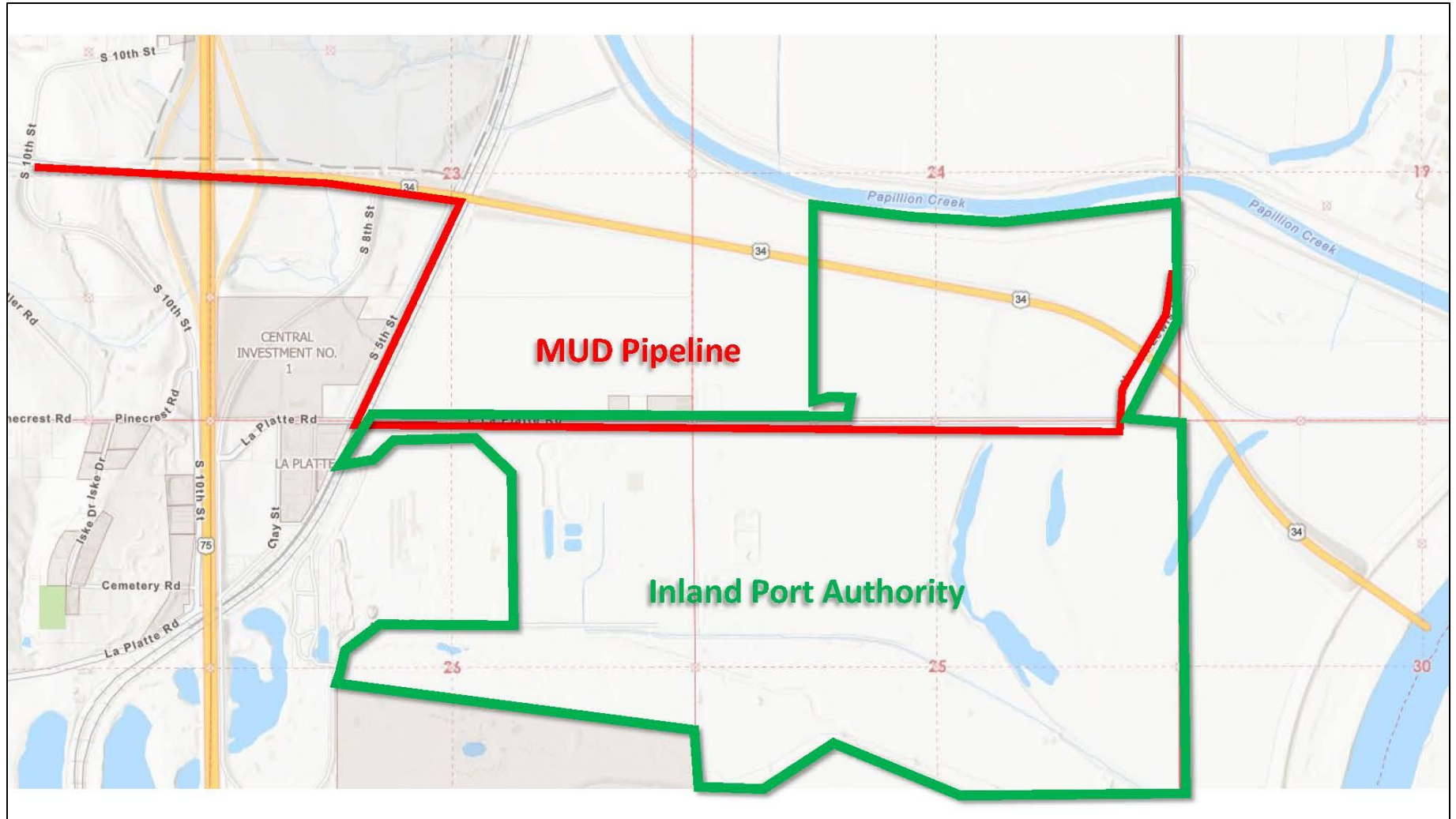
FREMONT MUNICIPAL INLAND PORT AUTHORITY
Inland Port District Map

Exhibit C



BELLEVUE CITY INLAND PORT AUTHORITY
Inland Port District Map

Exhibit D



SOUTH SIOUX CITY INLAND PORT AUTHORITY
Inland Port District Map

Exhibit E



OMAHA INLAND PORT AUTHORITY
Comparison of Budget and Actual Income and Expenses
For the Year Ending December 31, 2025

Exhibit F

Omaha Inland Port Authority
Budget vs. Actual
For Year Ending December 31, 2025

all numbers pre audit close and pre audit

	Amount	Budget Amount	Amount Over Budget	% of Budget
Ordinary Income/Expense				
Income				
4000 - Grants, in connection with operating activities	\$119,618,400.00	\$119,618,400.00	\$0.00	100.00%
4050 - Interest from State Funds	\$2,306,734.83	\$2,000,000.00	\$306,734.83	115.34%
4100 - Interest Income	\$2,451,397.60	\$1,700,000.00	\$751,397.60	144.20%
4200 - Rental Income	\$0.00	\$3,000.00	(\$3,000.00)	0.00%
Total - Income	\$124,376,532.43	\$123,321,400.00	\$1,055,132.43	100.86%
Expense				
5000 - Employee Compensation	\$185,119.50	\$224,775.00	(\$39,655.50)	82.36%
5010 - Employer Taxes	\$13,800.77	\$40,460.00	(\$26,659.23)	34.11%
5020 - Contracted Services	\$722,664.50	\$747,650.00	(\$24,985.50)	96.66%
5025 - Subscriptions	\$19,050.24	\$14,736.00	\$4,314.24	129.28%
5030 - Rent	\$18,993.97	\$16,911.00	\$2,082.97	112.32%
5040 - Utilities	\$5,388.80	\$8,911.00	(\$3,522.20)	60.47%
5045 - Office equipment & supplies	\$9,021.37	\$2,160.00	\$6,861.37	417.66%
5050 - Website	\$54,409.40	\$20,960.00	\$33,449.40	259.59%
5055 - Travel	\$7,760.66	\$22,000.00	(\$14,239.34)	35.28%
5056 - Communication & Tech Tools	\$40,101.51	\$33,000.00	\$7,101.51	121.52%
5060 - Rental Expenses	\$724.06	\$1,550.00	(\$825.94)	46.71%
5065 - Community Outreach	\$5,652.42	\$42,000.00	(\$36,347.58)	13.46%
5070 - Insurance	\$4,953.39	\$4,204.00	\$749.39	117.83%
5085 - Leasehold Improvements	\$499.14	\$0.00	\$499.14	0.00%
5090 - Board Expenses	\$588.36	\$374.00	\$214.36	157.32%
5100 - Bank Service Fees	\$1,594.37	\$0.00	\$1,594.37	0.00%
5120 - Membership & Dues	\$2,450.00	\$0.00	\$2,450.00	0.00%
Total - Expense	\$1,092,772.46	\$1,179,691.00	(\$86,918.54)	92.63%
Net Ordinary Income	\$123,283,759.97	\$122,141,709.00	\$1,142,050.97	100.94%
Other Income and Expenses				
Other Expense				
6000 - Transfer Out	\$7,370,000.00	\$89,000,000.00	(\$81,630,000.00)	8.28%
8000 - Capital Outlay - under \$5,000	\$26,309.21	\$24,737.00	\$1,572.21	106.36%
8001 - Capital Outlay - over \$5,000	\$36,687.02	\$5,040,000.00	(\$5,003,312.98)	0.73%
Total - Other Expense	\$7,432,996.23	\$94,064,737.00	(\$86,631,740.77)	7.90%
Net Income	\$115,850,763.74	\$28,076,972.00	\$87,773,791.74	412.62%

OMAHA INLAND PORT AUTHORITY
Omaha Economic Development Corporation Financial Update
 February 5, 2026

Exhibit G

Financial Update

Item	Original Budget	Spent To Date	Remaining
Due Diligence	\$900,000	\$62,700	\$837,300
Property Owner Engagement	\$300,000	\$62,251	\$237,749
Community Engagement	\$100,000	\$104,757	\$0
Infrastructure Analysis / Plan	\$500,000	\$6,024	\$493,976
Business Recruitment	\$1,650,000	\$0	\$1,650,000
Regulatory / Legal Counsel	\$150,000	\$0	\$150,000
Land Acquisition	\$2,500,000	\$1,570,000	\$930,000
Government Funds Consultation	\$100,000	\$18,000	\$82,000
Contingency	\$495,243	\$0	\$495,243
Administrative Fee	\$670,000	\$670,000	\$0
TOTALS	\$7,370,000	\$2,498,489	\$4,871,511

Airport Business Park

