

Office of
Lincoln County Clerk
Rebecca J. Rossell




301 NORTH JEFFERS
NORTH PLATTE, NE 69101-3997
308-534-4350 Ext. 4110
Email: clerk@co.lincoln.ne.us

CERTIFICATION

I, Rebecca J. Rossell duly elected and qualified County Clerk in and for Lincoln County, Nebraska do hereby certify that the attached is a true and exact copy of the instrument on file in the office of the Lincoln County Clerk.

Dated this 13th day of October 2022.



Rebecca J. Rossell
Lincoln County Clerk



RESOLUTION 2022-28

WHEREAS, the Lincoln County Board of Commissioners wish to create an inland port authority pursuant to Neb. Rev. Stat. § 33-1301 *et seq.*

WHEREAS, the Lincoln County Board of Commissioners hereby replace Resolution No. 2022-12 with this resolution which shall supersede any prior resolutions seeking to create an inland port authority pursuant to Neb. Rev. Stat. § 33-1301 *et seq.*

WHEREAS, pursuant to Neb. Rev. Stat. § 33-1301(3)(a), the Lincoln County Board of Commissioners believe that the people of Lincoln County desire the creation of an inland port authority to further diversify and broaden the available economic opportunities available in both Lincoln County and surrounding areas of west central Nebraska that rely on Lincoln County and North Platte for all manner of necessary goods and services over a wide range of business and personal uses. For purposes on an inland port authority, Lincoln County also possesses a desirable population density such that Lincoln County has sufficient population to facilitate the operation and viability of an inland port authority, but has its population spread enough that any negative impacts associated with an inland port authority would be limited in their scope and self-contained within a geographic area that would not adversely impact more than a small fraction of the County's total populace. As it pertains to economic feasibility, on June 22, 2022 the North Platte Area Chamber and Development Corporation was awarded \$30,000,000.00 in state matching funds for the creation of an industrial rail park in Lincoln County, which is being created with the intention of housing the proposed inland port authority. In addition, the County of Lincoln, Nebraska is positioned to contribute in excess of \$4,500,000.00 to purchase a property that would serve as both the foundation of the planned rail park and also serve as the headquarters and inspection facility for the proposed inland port authority. As of the date of this resolution, the total potential financial commitment to the industrial rail park and inland port authority is in excess of \$37,500,000.00. Finally, the Lincoln County Board of Commissioners believes that the County of Lincoln, Nebraska, is the only entity in the entire state of Nebraska that can pair an inland port district with an industrial rail park created pursuant to Neb. Rev. Stat. § 81-12,195 *et seq* which would make the most efficient use of the limited number of inland port authorities and allow the maximum leverage possible for the \$30,000,000.00 in funding awarded to the North Platte Area Chamber and Development Corporation for creation of an industrial rail park.

WHEREAS, pursuant to Neb. Rev. Stat. § 13-3304(3)(b), the Lincoln County Board of Commissioners believe that the County of Lincoln, Nebraska, in conjunction with the North Platte Area Chamber and Development Corporation, are uniquely situated to plan and develop an inland port authority that would be built from the ground up to facilitate regional, national and international trade, especially as it pertains to agricultural commodities and their derivatives. In addition to at least \$37,500,000.00 in funding, the County of Lincoln, Nebraska and the North Platte Area Chamber and Development Corporation have begun discussions with a soybean oil

processing facility that would serve as a \$350,000,000.00 cornerstone project within the inland port district as well as with Sustainable Beef, LLC, a locally owned meat packing facility currently slated to begin construction yet in 2022 to service their rail transportation needs. Both of these projects are representative of the types of industry expected to be attracted to the inland port district as the products they produce are ready made for regional, national and international trade. Additionally, it is anticipated that warehousing of all kinds would benefit from an inland port district as well as the shipping of raw agricultural commodities such as corn, soybeans and cattle to destinations all over the globe. Discussions have also begun with utility providers to ensure easy access to the needed power, gas and water for the inland port district, as well as discussions with local stakeholders to ensure availability of housing, education and basic services for additional workers that would be attracted by the creation of an inland port district. The County of Lincoln, Nebraska has partnered with the North Platte Area Chamber and Development Corporation which has extensive experience in creating, from the ground up, industrial parks as well as a proven track record of bringing industry to Lincoln County and advocating for economic development of all types. The close partnership between public and private entities that the County of Lincoln and the North Platte Area Chamber and Development Corporation have on both the inland port authority and associated industrial rail park provides a unique advantage and is evidence of the strong commitment of both the County and private businesses to the continued development of Lincoln County as a whole.

WHEREAS, pursuant to Neb. Rev. Stat. § 13-3304(3)(c), the Lincoln County Board of Commissioners believe the site proposed by the County of Lincoln, Nebraska is unique amongst any county or municipality in the region as that the proposed site has direct rail access to the Union Pacific Rail Road's ("UPRR") main line which is adjacent to the proposed district. The Lincoln County Board of Commissioners believe that no other regional municipality or county has similar access to the UPRR main line with a rail spur and switch that would be owned by the County of Lincoln, Nebraska while being controlled and operated by the inland port authority, which would allow nearly limitless additional spurs to be built as needed by any industry located within the inland port district. The proposed inland port district would also benefit from the unmatched proximity to the UPRR Bailey Yard, the world's largest railroad classification yard. Beyond the UPRR main line and Bailey Yard, the proposed inland port district would sit immediately adjacent to, and be serviced by, U.S. Highway 30 which provides direct access to Interstate 80 which lies less than 2 miles to the south of the proposed district. The physical location of the proposed inland port district is within 25 miles of being exactly half way between Omaha, Nebraska and Denver, Colorado with Cheyenne, Wyoming only 210 miles to the west. Access to air transit would be provided by the North Platte Regional Airport which is 16 miles to the east on U.S. Highway 30. In addition to the unparalleled access to rail, surface and air transportation, the proposed location also offers a blank slate on which to plan and build wholly complementary industries without the need to cater to or displace existing industry. Finally, the inland port district itself would be serviced by existing high voltage transmission lines from Dawson Public Power District as well as the Trailblazer natural gas pipeline, both of which are in close proximity to the proposed inland

port district, further aiding the development of industry in and around the proposed inland port district.

WHEREAS, pursuant to Neb. Rev. Stat. § 13-3304(3)(d), the Lincoln County Board of Commissioners believe that the impact an inland port district would have on the immediate area would initially be the accelerated absorption of available space within the port district and industrial rail park where the district would be located, accelerating both temporary and permanent job creation as well as revenues and tax base increases. Over the longer term the Lincoln County Board of Commissioners believe that an inland port district would be a primary factor in enticing additional freight dependent industries to locate facilities within the district or to otherwise take advantage of other transload facilities already developed within the district. The unified point of regulation and, ultimately control of the switch and spur by the inland port district itself, will ensure continued competitive access to the rail park's UPRR main line rail access. The Lincoln County Board of Commissioners also believe that the creation of an inland port district would spur additional business growth outside the immediate area of the district by allowing for efficient and orderly rail access in an entire geographic area which has, to date, been unable to obtain access to the UPRR main line due to the proximity of the Bailey Yard. Finally, the Lincoln County Board of Commissioners believe the economic impact study, attached hereto as **Exhibit A**, provides a wealth of additional, more specific, information on the economic impacts of an inland port district upon the immediate area.

WHEREAS, pursuant to Neb. Rev. Stat. § 13-3304(3)(e), the Lincoln County Board of Commissioners believe that an inland port district, when combined with the unique advantages of its proposed location within the industrial rail park, would produce positive regional impacts for many of the same reasons it would produce such profound impacts upon the immediate area. Opening access to the UPRR main line would allow for faster and cheaper transportation of freight for several business in the west central Nebraska region that currently do not have such access available to them through the business community at large, thus expanding the opportunities for growth of business in the entire region which North Platte and Lincoln County service. Additionally, statewide economic impacts could include the easier movement of ag commodities from eastern Nebraska to facilities in this region which further refine or make use of commodities that, unless produced locally, would be shipped by truck from hundreds of miles away. More specific information regarding statewide impacts can be found within the economic impact study attached hereto as **Exhibit A**.

WHEREAS the Lincoln County Board of Commissioners hereby designate the property legally described in **Exhibit B**, attached hereto, and depicted in the maps attached hereto as **Exhibit C**, **Exhibit D**, **Exhibit E** and **Exhibit F** and as listed in **Exhibit G** as the proposed inland port district.

THEREFORE, BE IT RESOLVED, that the Lincoln County Board of Commissioners hereby designate the lands described and depicted in Exhibit B and Exhibit C as the inland port district.

BE IT FURTHER RESOLVED that the Lincoln County Board of Commissioners hereby seek to create an inland port authority pursuant to Neb. Rev. Stat. § 13-3301 *et seq.*

BE IT FURTHER RESOLVED that the purpose of the inland port authority shall be the orderly and efficient administration of the inland port district described herein in a manner which maximizes the value of funds received by the inland port authority from Lincoln County taxpayers, ensures continued fair and commercially feasible access to the Union Pacific Rail Road main line via the current and future publicly owned rail spurs, and which promotes continued economic development of the Hershey industrial rail park, greater Lincoln County, west central Nebraska and the state as a whole.

BE IT FURTHER RESOLVED that the inland port authority shall be governed by a board of 9 members which shall be appointed by the Chairman of the Lincoln County Board of Commissioners, with the approval of the County Board, to staggered terms of four years in such a manner as to ensure that the terms of no more than three members expire in any one year.

BE IT FURTHER RESOLVED that all inland port authority board seats shall be at large with the only qualifications being that board members shall have attained the age of majority under Nebraska law and shall be residents of Lincoln County at the time of their appointment. No member of the Lincoln County Board of Commissioners shall be allowed to serve on the board of the inland port authority in any capacity, including as a non-voting or *ex officio* member.

BE IT FURTHER RESOLVED that no individual may serve on the inland port authority board, or as an employee of the inland port authority, if that individual or any of their family members owns an interest in any real property located within the boundaries of the inland port district or if the individual or their family members owns an interest in, is directly affiliated with or employed by any entity that the individual reasonably believes is likely to participate in or receive a direct financial benefit from the development of the inland port district, or acquires an interest in any facility located within the inland port district.

BE IT FURTHER RESOLVED that no sitting inland port authority board member, board member's immediate family, as defined by Neb. Rev. Stat § 49-1425, or businesses with which a board member is associated, as defined by Neb. Rev. Stat § 49-1408, may submit bids or be financially interested in any contract paid for by money appropriated by the inland port authority board. Furthermore, inland port authority board members, their immediate family, as defined by Neb. Rev. Stat. § 49-1425, or business with which an inland port authority board members is associated, as defined by Neb. Rev. Stat. § 49-1408, shall not become a named contractor, subcontractor, consultant or vendor under any contract paid for by money appropriated by the

inland port authority board. The existence of such an interest or participation in any contract as a contractor, subcontractor, consultant or vendor shall render the contract voidable by decree of a court of competent jurisdiction as to any board member, board member's immediate family member or business with which a board member is associated, who entered into the contract or took assignment of such contract with actual knowledge of the prohibited conflict.

BE IT FURTHER RESOLVED that prior to taking office as a member of the inland port authority board or accepting employment with the inland port authority, an individual must submit a statement to the inland port authority verifying that the individual's service as a board member or employee will not violate the restrictions contained in Neb. Rev. Stat. § 13-3311(1) and as presented hereinabove. Furthermore, an individual shall not, at any time during the individual's services as a board member or an employee, acquire or take any action to initiate, negotiate, or otherwise arrange for the acquisition of an interest in any real property located within the boundaries of the inland port district or any adjacent real property that the individual knows or should know is reasonably likely to be designated as being within the inland port district in the future. Furthermore, no inland port authority board member or employee may receive a direct financial benefit from the development of any real property located within the boundaries of the inland port district.

BE IT FURTHER RESOLVED that the inland port authority board shall meet at least monthly, at its first meeting of each new calendar year shall elect a chairman whose term shall be for one year and whose duties shall include, but not be limited to, signing all contracts, leases and payments for obligations incurred by the inland port authority as well as administration of the inland port authority's meetings by ensuring adherence to at least a basic version parliamentary procedure, and assignment of board members to standing or *ad hoc* subcommittees. After electing a chairman, the inland port authority board shall elect a vice-chair and secretary to also serve one-year terms. The vice-chair shall assume all responsibilities of the chairman in the event of the chairman's incapacity or unavailability and the secretary shall be responsible for keeping and publishing all minutes of all meetings of the inland port authority board, publishing appropriate notice of meetings and agenda and for calling the roll call vote.

BE IT FURTHER RESOLVED that the inland port authority board shall be subject to the requirements of the Nebraska Open Meetings Act. Furthermore, the inland port authority shall be subject to public records requests pursuant to Neb. Rev. Stat. 81-712 *et seq.*

BE IT FURTHER RESOLVED that inland port authority board shall have the power over the care and custody of all the real and personal estate owned by the inland port authority and shall require an annual inventory statement to be kept on file with respect to all personal and real property owned by the inland port authority.

BE IT FURTHER RESOLVED that the inland port authority board shall have the power to establish petty cash funds as necessary and shall set by resolution the dollar limit of any expenditures from such funds.

BE IT FURTHER RESOLVED that the inland port authority board shall have power to make all orders respecting the property of the inland port authority; to keep the inland port authority buildings insured; to sell the public grounds or buildings of the inland port authority and purchase other properties in lieu thereof. The inland port authority board may, if it deems it for the best interests of the inland port district, sell inland port authority property upon such terms of credit as shall be determined upon by resolution of the board; but any deferred payment shall be for not more than two-thirds of the purchase price, which shall be secured by note or notes, and a first mortgage upon the property so sold, and shall draw not less than six percent interest per annum from date until paid, the interest to be paid annually. The inland port authority board shall also have the power to sell or negotiate, without recourse upon the inland port district, the notes and mortgages so taken; but they shall not be sold for less than par value including accrued interest. If, for any reason, such sale of the public grounds by the inland port authority board was irregular, illegal, or void, and the purchaser of such public grounds or his grantees have been in open, notorious, undisputed, continuous and adverse possession thereof for more than ten years, and during which ten years the inland port authority board has not refunded or offered to refund the purchase price, then in all such cases the inland port authority board is authorized and empowered and, when requested by the proper person, is required to convey to the purchaser of such grounds or his grantees, by good and sufficient deed without cost, the fee simple title to the public grounds so irregularly or illegally sold.

BE IT FURTHER RESOLVED that the inland port authority board shall have power to lay out, alter or discontinue any road running through its inland port district, to vacate or discontinue public roads that have been abandoned or unused or any portion thereof, and for such purpose may acquire title to lands therein, either by gift, prescription, dedication, purchase or lease, and may perform such duties concerning roads as may be prescribed by law. The inland port authority board shall not vacate or discontinue any public road or any part thereof which is within the area of the zoning jurisdiction of a city or village without the prior approval of the governing body of such city.

BE IT FURTHER RESOLVED that the inland port authority board shall have power to settle by compromise or by accepting in full settlement thereof less than the face or full amount on any claim, judgment or demand in favor of the authority, on which said claim, judgment or demand no payment or payments have been made or recovered during a full period of five years from and after the date or dates on which said claim, judgment or demand became due and enforceable, and execute full acquittance or receipt for said claim, judgment or demand, or to sell, at public or private sale, any claim, judgment or demand in favor of a county for cash, at the best price obtainable in the judgment of said board, and execute and deliver a proper transfer or assignment

of said claim, judgment or demand so sold. No member of the board may be personally interested, directly or indirectly, in the purchase of any such claim, judgment or demand.

BE IT FURTHER RESOLVED that, the powers conferred hereinabove notwithstanding, the inland port authority shall specifically have the power to:

- 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 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. 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;
- e. Acquire rights-of-way and property of any kind or nature within the inland port district necessary for its purposes by purchase or negotiation;
- f. Enter into lease agreements for real or personal property, either as lessee or lessor;
- g. Sue and be sued in its own name;
- h. 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;
- i. 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;
- j. Accept appropriations, including funds transferred by the Legislature pursuant to Neb. Rev. Stat. § 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;
- k. 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;

l. 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 or this resolution;

m. Enter into agreements with private operators or public entities for the joint development, redevelopment, reclamation, or other uses of property within the inland port district;

n. Own and operate an intermodal facility and other publicly-owned infrastructure and improvements within the boundaries of the inland port district;

o. 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

p. Issue and sell revenue bonds necessary to provide sufficient funds for achieving its purposes, including the construction of intermodal facilities, buildings, and infrastructure and the financing of port improvement projects, except that such inland port authority shall not issue or sell general obligation bonds. The inland port authority may pledge any revenue derived from the sale or lease of property of such Authority to the payment of such revenue bonds. The State of Nebraska shall not be liable for any bonds of any inland port authority. Any such bonds shall not be a debt of the State of Nebraska and must contain on the faces thereof a statement to such effect. Neither the board members nor any other authorized person executing inland port authority bonds shall be personally liable on such bonds, nor be subject to any personal liability or accountability by reason of the bond issuance.

BE IT FURTHER RESOLVED that the inland port authority board shall have power as a board, or as individuals, to perform such other duties as may from time to time be imposed by general law.

BE IT FURTHER RESOLVED that the inland port authority shall not have the power of eminent domain nor shall it exercise powers of condemnation or engage in any course of conduct which may reasonably give rise to a claim for inverse condemnation.

BE IT FURTHER RESOLVED that the inland port authority shall be subject to the limitations contained within the Municipal Inland Port Authority Act, Neb. Rev. Stat. § 33-1301 *et seq.*

BE IT FURTHER RESOLVED that the State of Nebraska and any municipality, county, or other political subdivision of the state may, with or without consideration, transfer to the inland port authority or place in its possession or control, by lease or other contract or agreement, either for a limited period or in fee, any real property within the inland port authority's district. The

inland port authority will not be required to pay any taxes or any assessments to the State of Nebraska or to any political subdivision of the state, except for assessments under the Nebraska Workers' Compensation Act and any combined tax due or payments in lieu of contributions as required under the Employment Security Law. The bonds of the inland port authority and the income derived therefrom are exempt from any taxes and any assessments to the State of Nebraska or to any political subdivision of the state, except for inheritance and gift taxes and taxes on transfers.

BE IT FURTHER RESOLVED that the inland port authority may be dissolved by the Lincoln County Board of Commissioners only if the authority has no outstanding obligations. The inland port authority shall be deemed dissolved as of the date of approval of a resolution dissolving the inland port authority by Lincoln County Board of Commissioners. Upon the dissolution of the inland port authority, all funds and other assets of the inland port authority shall be transferred directly to the County of Lincoln, Nebraska.

A motion was made by County Board member Wuehler, seconded by County Board member Hewgley to approve and adopt this herein Resolution (Resolution No. 2022-28).

Upon roll call Hewgley,
Weems, Wuehler,
Bans, Woodruff voted "aye." Nays
none,
_____, and
_____.

MOTION CARRIED BY VOTE OF 5 to 0 on this 10th day of October, 2022.

WHEREUPON the Chairman declared this herein Resolution (Resolution No. 2022-28) duly adopted, passed and approved this 10th day of October, 2022.

THE BOARD OF COMMISSIONERS OF THE COUNTY OF LINCOLN,
IN THE STATE OF NEBRASKA


KENT WEEMS, COMMISSIONER

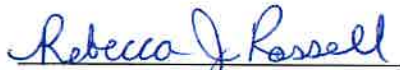

MICAELA WUEHLER, COMMISSIONER


JOSEPH HEWGLEY, COMMISSIONER


JERRY WOODRUFF, COMMISSIONER


CHRISTOPHER BRUNS, CHAIRMAN

ATTEST:


Rebecca J. Rossell
Lincoln County Clerk



CEMPEL
INTERNATIONAL
TRANSPORTATION
CONSULTING

Prepared for

**North Platte Area Chamber of Commerce and
Development Corporation**

**Hershey, Nebraska
Industrial
Development:
Updated Economic
Impact Evaluation**

Final Report

June 24, 2022

EXHIBIT A

www.CempelITC.com

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1. Introduction

The North Platte Area Chamber of Commerce and Development Corporation (“the Chamber”) has proposed several rail spurs with a rail-truck transload facility on the Union Pacific mainline in Hershey, Nebraska, to facilitate industrial development in the area. Included in the proposal is the development of an industrial park tied to the new rail infrastructure.

Historically, due to the location of the Union Pacific’s massive Bailey Yard in North Platte, industrial rail access in the area has been heavily restricted. One exception was the construction of a rail spur in Hershey in 2011 to accommodate Greenbrier Rail Services, which did direct work with the Union Pacific. In 2020 this facility closed.

Greenbrier has offered the industrial facility, 34-acre site, rail spur and switch to the Chamber; with additional acreage under contract to the chamber surrounding this facility, 339 acres are available for development. This would form the basis of the rail and industrial facilities evaluated in this report.

Currently the economy of Lincoln County (the county in which North Platte and Hershey are located) has nearly 36,000 people and 18,700 total employees across 1,700 businesses. Nearly 600 employees work in manufacturing (Table 1).¹

Table 1. Current Economy of Lincoln County, NE

Industry (by SIC Code)	Businesses	Employees
Agriculture & Mining	67	236
Construction	80	782
Manufacturing	40	569
Transportation	53	664
Communication	19	135
Utility	16	727
Wholesale Trade	77	762
Retail Trade	332	3,463
Finance, Insurance, & Real Estate	149	1,148
Services	689	8,879
Government	98	1,261
Other	42	69

Due to the rail access restrictions, only one manufacturing company with any sizeable payroll exists in North Platte: a door manufacturing company moving freight in and out exclusively by truck. A Wal-Mart distribution center serves 120 retail stores in 10 states, and also ships and receives entirely by truck. This proposed facility has the potential to diversify the local North Platte economy with more manufacturing, transloading and distribution companies and jobs dependent on rail.

The recently completed Nebraska Freight Plan provides goals for the state that align with the proposed Hershey development:

- Increase Nebraska’s economic competitiveness;
- Identify innovative ways to better move freight and people safely within and across the State;

¹ ESRI Business Summary for Lincoln County, NE, nparea.com

- Identify opportunities for the State to work more collaboratively and in better partnership with private businesses; and
- Strengthen efforts of Nebraska state agencies to work together towards achieving the State's goals.

Specifically, the Plan indicates that there is an ongoing and growing need for state support of private-sector investments to build and grow facilities that generate freight; the State should explore options, including public-private partnerships and infrastructure improvements of other policies and actions. The Plan also recognizes that there is a need to diversify the availability of modes for shipping beyond truck. The Plan states:

- Truck congestion and routing challenges will increase as Nebraska's economy grows – in both urban and rural areas.
- Upgrading and/or maintaining the first-mile/last-mile connections to industries and freight facilities is key to efficient freight movements and low cost of shipping.
- Improved access to rail service, especially in smaller communities, is needed.
- Increasing the vitality of Nebraska's rail, air, and intermodal container facilities will help grow the State's economy and reduce dependence on other states' gateways.

This report summarizes an economic impact evaluation of the facilities and related industrial development. The analysis includes direct, indirect, and induced impacts, as well as tax benefits, for Lincoln County from the construction of the facilities; the long-term operation of the facilities; the benefits to existing companies from being able to ship via rail; and accelerated agglomeration and absorption in the surrounding area. The report also contains an assessment of the benefits to the region from developing these facilities as part of an Inland Port Authority.

2. Approach and Assumptions

Summary of Assumptions

The following criteria and assumptions were used for the estimation of economic impacts:

- Lincoln County is the study area.
- All outputs are in 2022 dollars.
- The primary scenario industry mix for new development at the site assumes 50% of the square footage for agricultural processing, 25% manufacturing, and 25% warehousing and distribution. Impacts from varying this assumption are explored in a sensitivity analysis.
- Jobs per square foot are used as the primary driver of initial direct jobs for each industry. These are based on a review of national, Nebraska-specific, and Lincoln County sources of existing typical ratios.
- COVID has not had substantive, long-term negative impacts on the economy based on current data and anecdotal evidence, and so no adjustments were made in the analysis for the pandemic.
- Site development is assumed to be started in 2023 and completed in 2026; construction of industrial facilities starts in 2024 (overlapping with site development) and continues for 10 years at an even pace (10% of total development each year, spread evenly across industries). Therefore, construction benefits begin in 2023 and last through 2033. Operating benefits begin in 2025 (when the first 10% of industrial facilities open for business) and build up to their maximum value in 2034.
- Present values are estimated for a 30-year time period, from 2023 through 2052.

- The discount rate is 3.33%, consistent with other economic studies in the area, which was based on the S&P Municipal infrastructure bond index average daily rate from 2011 through early 2021.
- Current uncertainties created by inflation in 2022 are not incorporated into the study.
- Currently 100% of goods into and out of the county are assumed to ship via truck.
- Possible state grants and other government subsidies are not accounted for in the analysis as a reduction in local or state net benefits.

A more detailed explanation of assumptions are described in each section below as relevant to each driver of economic impacts.

Economic Impacts of Construction

Construction of any facility will create a temporary economic impact in that area. While not the primary driver of economic impacts nor the primary justification for implementation, it does add another economic benefit and is accounted for in this analysis. Construction impacts are driven by the estimated cost of construction for each of the different types of facilities on the site.

Estimated construction costs are shown Table 1. Costs for building construction (i.e., warehouses, manufacturing facilities, and the administration building) are based on an estimated unit cost per square foot of \$59.43.² This unit cost was applied to square footages by structure type and purpose as provided in the proposed site plan for the original proposed 118 acre site; square footages were scaled proportionally for the expanded 339 acre site.³

Construction costs related to site preparation, grading, demolition, utilities, roads, and track were estimated by TranSystems as part of the development of the proposed site plan for the original 118 acre site; estimates were provided by the Chamber for the additional acreage on the site.⁴ For the original 118 acre site, these costs total \$19.7 million; the contingency cost of \$5.1 million was not included in order to maintain a more conservative estimate. The expanded 339 acre site adds \$23.9 million in site preparation, track, road, and utility costs.

Land acquisition costs are not included as they are considered a transfer and not a driver of economic impacts. Zoning fees and financial incentives and subsidies are also not included.

Table 2. Total Construction Costs (Millions US\$)

Facility/Item	Total Quantity (SF)	2023 - 2026	2024 - 2033
Warehouses	450,600	-	\$26.8
Manufacturing	1,351,800	-	\$80.3
Administration	15,800	-	\$0.9
Rail Yard/Spurs	NA	\$9.8	-
Roads and Bridges	NA	\$10.8	-
Site Prep/Earthwork/Utilities	NA	\$23.0	-

² Based on Chief Construction memo to Gary Person, North Platte Area Chamber of Commerce and Development Corporation; assumes a unit cost for a 100,000SF warehouse. Unit costs for smaller buildings are likely to be greater and unit costs for larger buildings smaller.

³ Conceptual site plan entitled "Industrial Development Option 4 Expanded Exhibit", March 11, 2021.

⁴ "North Platte Conceptual Industrial Park Planning; Total Combined Rail Project Cost", September 30, 2021.

Site work is assumed to be started in year 1 (2023) and progress through year 4 (2026). All other market-driven development (manufacturing and warehousing facilities) is assumed to take 10 years for full development and absorption. Therefore, construction will take place over a period of ten years, with 10% of the square footage built each year starting in year 2 (2024) and completing in year 11 (2033); the construction of buildings is assumed to be started and completed within each one year period. Buildings completed each year are assumed to be open for full operations in the subsequent year (e.g., the buildings completed in year 2, which represent 10% of total square footage, are in operation in year 3, 2025).

IMPLAN was used as the primary analysis tool in this study. IMPLAN is a static economic input/output model that examines production and consumption by industry type, and estimates the effects of introducing increased investment and employment within particular industry sectors. The model uses fixed relationships to apply multipliers to these new investments and determine the estimated effects.

IMPLAN uses specific categories for construction which were applied to each of the building types and different categories of site design. Construction costs are the primary input into the model. The model then provides the direct, indirect, and induced impacts to the regional economies from the construction period. Outputs include average annual construction jobs, labor income, value added (essentially gross regional product), total output, and tax revenues.

Economic Impacts of Industrial Park Operation

The primary driver of economic impacts from the proposed development is the ongoing operation of the proposed industrial park; this benefit provides the primary economic justification for proceeding with any proposed project. These “permanent” benefits include direct, indirect, and induced impacts to the regional economies from the long term operation of the industrial park. Outputs include jobs, labor income, value added, total regional output, and tax revenues.

First, the types of industries that might locate at the site were determined. The Chamber provided a set of likely industries, which were based on current industries in the county and recent experience with industries wishing to locate in the area. The projected industry mix for the main scenario modeled in this analysis is 50% agricultural processing, 25% manufacturing (including the repurposing of the former Greenbrier facility for rail car manufacturing and repair, as well as new facilities that could support biofuels or other manufacturing), and 25% warehousing and distribution. A small amount of administrative and facility management staff are assumed for the overall facility as well.

Second, the direct, permanent jobs at the industrial park itself were calculated. These jobs are estimated based on a ratio of jobs per square foot by industry, based on various local, state, and national industry sources (Table 3). Comparable indicators from various sources were averaged by industry to derive square footage per employee.

The total square footages are derived from the proposed conceptual site plan; these are then allocated according to the prescribed percentages for the main scenario. Of the 25% of square footage estimated for other manufacturing, 53,000 square feet are allocated to transportation equipment based on the current square footage of the Greenbrier facility. Table 4 shows the estimated square footages by sector and associated estimate of direct employment for each.

Table 3. Estimated Square Feet per Employee by Industry (SF/Employee)

Sector	Sources	Source Values	Estimate for Sector
Agricultural Processing	<i>Stabilization of the US Manufacturing Sector and Its Impact on Industrial Space</i> , NAIOP, 2013 (2006 estimates).	567	437
	Cargill Schuyler Plant: Land Use Database; Cargill. Accessed September 2021.	395	
	"Gov. Pete Ricketts to help dedicate \$111 million Cargill cooked meats facility in Columbus, Neb.", April 2017.	348	
Transportation Equipment	<i>Stabilization of the US Manufacturing Sector and Its Impact on Industrial Space</i> , NAIOP, 2013 (2006 estimates).	999	1,162
	Memo from Gary Person, "loss of 35-40 industrial jobs" from Greenbrier closure	1,325	
Other Manufacturing	Misc. manufacturing estimate, <i>Stabilization of the US Manufacturing Sector and Its Impact on Industrial Space</i> , NAIOP, 2013 (2006 estimates).	719	804
	Manufacturing estimate, <i>Stabilization of the US Manufacturing Sector and Its Impact on Industrial Space</i> , NAIOP, 2013 (2006 estimates).	892	
	Estimates for Industrial Use in Prince William County, MWCOG.	800	
Warehousing and Distribution	"Dollar General is building the largest Nebraska warehouse in Blair", May 2021	2,000	2,000
	Traditional warehouse estimate, <i>The E-Commerce Revolution</i> , Colliers International.	2,000	
Administration	Office use estimate in Montgomery County, MWCOG.	250	322
	Office building use estimate in Fairfax County, MWCOG.	300	
	Low density office use in Loudoun County, MWCOG.	455	
	Office use in Prince William County, MWCOG.	300	
	General office, Davis, CA, 2008 (based on ITE).	304	

Table 4 also shows IMPLAN sectors assigned to each of the industry sectors projected for the site. IMPLAN has 546 sectors in the model. The assigned IMPLAN sectors reflect conversations with the Chamber on the likely types of companies to utilize the site, that exist currently in the area, or that have shown interest in locating in Lincoln County. The model is limited by the sectors that currently exist in some form in Lincoln County, or that have limited data. Biofuels is one of the industries indicated by the Chamber as a potential user of the site with limited or no existing data in Lincoln County; therefore, national average economic data for the industry were used (this category is labeled in IMPLAN as "Other basic organic chemical manufacturing").

Table 4. Total Direct Jobs by Industry for Operations

Sector	Estimated SF for Main Scenario	Estimated Direct Jobs	IMPLAN Sector for Main Scenario
Agricultural Processing	901,200	2,064	Meat processed from carcasses
Transportation Equipment	53,000	46	Railroad rolling stock mfg
Other Manufacturing	397,600	495	Other basic organic chem mfg (biofuels)
Warehousing and Distribution	450,600	225	Warehousing and storage
Administration	15,800	49	Facilities support services

Like the construction analysis, the IMPLAN model is used for the economic evaluation of long-term operating impacts. Direct jobs are used as the primary input. The model then provides the direct, indirect, and induced impacts to the regional economies from a typical year at buildout. Outputs include jobs, labor income, value added (gross regional product), total output, and tax revenues.

Assumptions on the allocation of square footage by industry sector, as well as the specific designation of IMPLAN sector in the model, can affect the ultimate economic outcomes. The sensitivity analysis evaluates the level of variation when these values are adjusted.

Sensitivity Analysis of Operations Impacts

Any forecast of future development and economic activity has uncertainty. Therefore, it is critical to understand and bound the range of potential economic impacts by varying the range of potential inputs. This analysis tested sensitivity by varying the following inputs:

- **Square footage by sector.** To create upper and lower bounds for economic outputs, and understand the sensitivity of the outcomes to different industry mixes, the total square footages were kept constant but evaluated assuming the industrial park was absorbed entirely by one sector (i.e., 100% agricultural processing, 100% rail car manufacturing and repair, 100% biofuel production, and 100% warehousing and distribution). This creates minimum and maximum values that illustrate the sensitivity of the outcomes to changes in industry mixes, but are themselves not likely scenarios.
- **Specific industry within each sector (IMPLAN industry designation).** Transportation equipment manufacturing and warehousing and distribution are straightforward in IMPLAN; however, agricultural processing and other manufacturing have numerous potential industry designations. Table 5 shows the IMPLAN industry designations that were tested; each creates different ripple effects through the regional economy within the model. These industry designations were chosen based on expected interest by various industries provided from Chamber input, as well as existing industries in the County.

Table 5. Variation of IMPLAN Industry Designations for Sensitivity Testing

	Agricultural Processing	Other Manufacturing
Main Scenario:	Meat processed from carcasses	Other basic organic chem mfg (biofuels)
Other Scenarios:	Rendering and meat byproduct processing Animal, except poultry, slaughtering Other animal food manufacturing Roasted nuts and peanut butter manufacturing Soybean and other oilseed processing	Ready-mix concrete manufacturing Other concrete product manufacturing

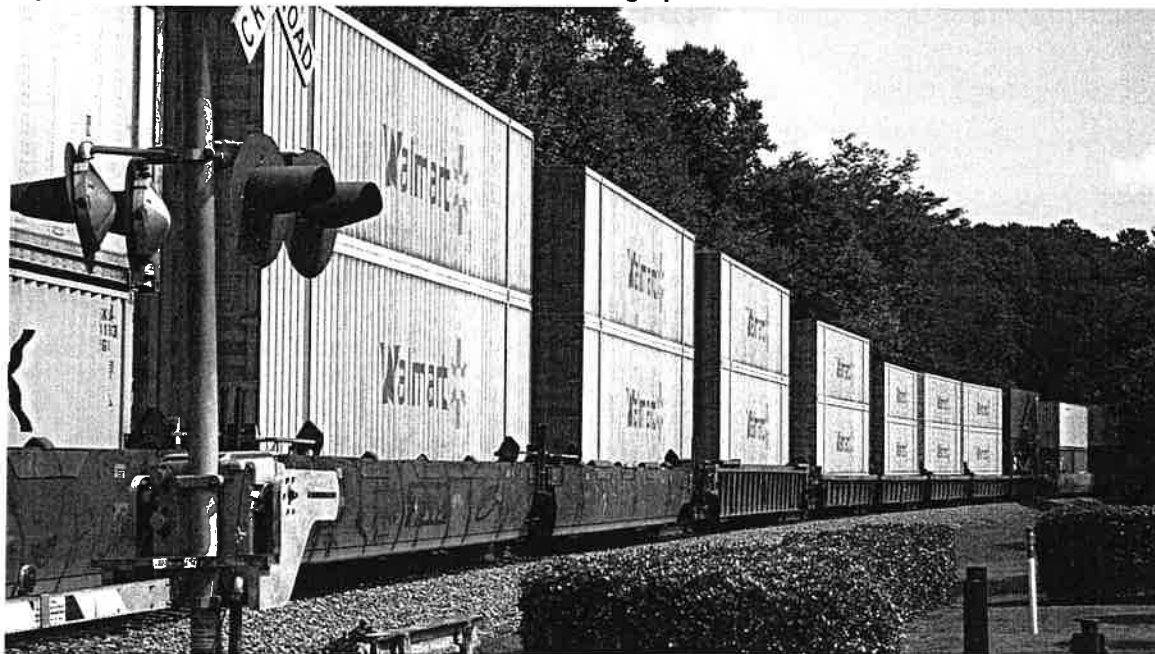
In addition to providing lower and upper bounds for the economic impacts from the proposed facilities, the sensitivity analysis includes an evaluation of output per square foot under each scenario. This helps to identify the most valuable uses for the space available based on likely industries, allowing a more targeted approach to attracting high-value industries for Lincoln County.

Economic Impacts from Transportation Benefits

The development of a rail/truck transload facility can provide a time savings, shipping cost savings, or both for businesses in the area that currently ship goods into or out of the county. Historically, due to the location of the Union Pacific’s massive Bailey Yard in North Platte, industrial rail access in the area has been heavily restricted.

Currently Walmart has an 880,000 square-foot full line food distribution center in North Platte employing over 300 people. This facility currently ships all products in and out by truck. However, nationally Walmart ships many of its products via rail. After a successful pilot in 2018 in which goods from ports in Southern California were shipped via rail to distribution centers in the Midwest and Texas, Walmart is expanding its use of intermodal freight service using its own containers and chassis to reduce costs (Figure 1).

Figure 1. Walmart Double-Stacked Containers Moving by Rail



Source: <https://www.tnnews.com/articles/walmart-expands-private-fleet-delivery-adds-new-intermodal-service>

With new rail access available, this Walmart distribution center may also be able to reduce its shipping costs by bringing in certain products by rail. Depending on the shipping distance and the availability of rail somewhat proximate to both origin and destination, shipping by rail could reduce shipping costs by as much as 50% relative to truck. This will continue to reinforce the added value for Walmart to maintain a strong presence in Lincoln County. As Walmart's shipping cost savings may not necessarily be reinvested back into this facility, impacts from these savings have not been quantified.

Other smaller agricultural producers in the area may also find value in utilizing the transload facility.

Business Agglomeration and Absorption Rate Impacts

The rail/truck transloading facility is expected to attract new businesses to Lincoln County through business agglomeration and faster absorption of available land and buildings. As indicated in prior sections, there is very limited industrial rail access in the area currently. Simply the proposal for development of the transload facility already has sparked proposals from several rail-dependent businesses with interest in developing manufacturing facilities in the area both in and around the proposed industrial park. For example, one proposed facility outside of the industrial park that is interested in leveraging the transload facility estimates an annual average of 1,941 jobs, labor income of \$1.46 billion, and total output of \$16.3 billion over 15 years.⁵

Impacts from operations of businesses that locate at the industrial park itself are covered in a prior section. This section focuses on other sites in the county. Specifically, the analysis evaluates the marginal impact from development that otherwise would not have located here, causing development of the land

⁵ *The Economic Impact of the Sustainable Beef Plant on the City of North Platte, Nebraska, 2021-2047*, Goss and Associates, May 2021

to happen faster than otherwise anticipated. The impacts quantify the additional value that is created as a result of proximity to this facility.

Currently there are 49,000 square feet of vacant industrial buildings in North Platte. Adjacent to the proposed industrial park, there are approximately 19 additional acres ready for development. Assuming a similar square foot per acre ratio to the core 339 acres evaluated in the operations section of this study, and combining this with the 49,000 square feet of existing space, results in approximately 151,000 square feet of potential industrial space.

The industrial sector has had the highest pace of construction activity over the last year nationally, adding an additional 2.4% of the current inventory. Further, 518.8 million square feet of space has been absorbed since the second quarter of 2020 across the United States. The market absorbed 113 million square feet in quarter two of 2021 alone, which is the most space absorbed in a single quarter, ever. Most of this space is in the logistics sector (90 percent). Among the core commercial sectors, the industrial market has the lowest vacancy rate, and it continues to fall.⁶

Similar trends have been reported in Nebraska's major cities.

While Lincoln County has had limited net industrial (warehousing and manufacturing) development and absorption in the past decade, the robust national and state trends would indicate high potential for the sector. This analysis assumes that absent a transload facility, an average of 2,500 square feet per year of this additional space outside of the proposed industrial park could be absorbed.

This analysis assumes a conservative 20% faster absorption rate due to the transload facility. Since the facility is estimated to be operational starting in 2024, the increased absorption is estimated to start in 2024, with economic impacts from operation of this "additional" square footage starting in 2025. Therefore, in 2025 3,000 new square feet of industrial space would come online, as opposed to a baseline of 2,500, resulting in 500 square feet attributable to increased absorption from the transload facility. Then in 2026, another 3,000 new square feet would come online, again with 500 attributable to increased absorption, resulting in 1,000 total absorption-related square feet in operation. This would continue until all the space is absorbed.

For this analysis, to be consistent with national trends, 90% of the space is assumed to be in warehousing and distribution. The remaining 10% is split between other manufacturing and agricultural processing. The economic multipliers are an average blend between all IMPLAN industry categories for each sector that was tested in the sensitivity analysis.

Like the other analyses, the IMPLAN model is used for the economic evaluation; Direct jobs are used as the primary input. The model then provides the direct, indirect, and induced impacts to the regional economies from a typical year of 500 new square feet coming online. Outputs include jobs, labor income, value added (gross regional product), total output, and tax revenues.

Benefits of Inland Port Authorities

Examples from Other Regions

There are many advantages to creating a port authority to govern an inland port. As port authorities are established by municipalities through legislation to govern a set of lands or properties, they are often established to not be subject to regulatory conflicts between jurisdictions. Often, all of the lands in a port authority's district are governed by one entity as opposed to multiple municipalities. This helps make

⁶ Commercial Market Insights, National Association of REALTORS® Research Group, September 2021

freight movement within the district more efficient by providing one set of rules and point of contact and preventing the confusion of potentially differing regulations within the port district.

Another benefit is that port authorities can be self-sufficient by funding their own operations. This can be done in a variety of ways depending on the authority given to them in legislation. Common sources of revenue could include collecting fees for land use, collecting taxes, and operating shipping terminals or other facilities on the lands they govern. They frequently have the right to buy, sell, or lease land as they see fit. These powers give port authorities flexibility in adapting to changing economic needs and allow them to promote economic growth in the area. Land owned by the port authority may also be tax-free if it is a public entity. This allows the port authority to initiate economic development projects at a lower cost than the private sector.

Many states have established successful inland ports under the auspices of port authorities. The Georgia Ports Authority operates three inland ports: Appalachian Regional Port; Bainbridge Terminal; and Northeast Georgia. The State of Georgia supports these ports via the Georgia Ports Authority. The Port of Virginia operates the inland port Front Royal, and the South Carolina Ports Authority operates Inland Port Dillon. The South Carolina Ports Authority advertises its dedicated staff, responsive government, and cooperative agencies as benefits of its organization for attracting businesses.

During the last six decades, Ohio Port Authorities have evolved from an organizations involved solely with maritime commerce to strong partners in economic development. Today there are 61 Port Authorities in Ohio, most of which were formed to assist in economic development projects. Ohio Port Authorities may, or may not, be associated with a water port and participate in maritime commerce. All Port Authorities are involved in the retention and creation of jobs and the improvement of the quality of life in their communities.⁷

The Utah Inland Port Authority (UIPA) is a “state corporation directed to maximize the long-term economic and other benefits of a robust logistics system while still maintaining a high quality of life.” A Utah inland port was studied and discussed for 40 years and was finally created by the state legislature in 2018 to support the production and movement of goods in and out of Utah. Specifically, UIPA:

...serves as a coordinating and planning body for the movement of goods to and through Utah. Communities wrestle with the impacts of decentralized, uncoordinated logistics planning. Often, this has led to high costs borne by consumers, inefficient cargo delivery, congested roadways, and increased air emissions and greenhouse gases.... The UIPA can help to minimize the inefficiencies of the system by improving connections between businesses that serve Utah or utilize its infrastructure. The UIPA looks at the performance of the system and plans for logistics investments throughout the state to avoid unintended consequences to the community and environment.⁸

Many inland port authorities also operate Foreign- (or “Free”) Trade Zones (FTZ). In an FTZ, the importer (or the importer's logistics provider) may consolidate the U.S. Customs and Border Protection entries into a single weekly filing. This change alone has the potential to save large tenants hundreds of thousands of dollars annually. Furthermore, inland ports are, by definition, located in markets where overall labor and property costs are traditionally lower.⁹

⁷ <https://www.ohioportauthorities.com/>

⁸ <https://inlandportauthority.utah.gov/>

⁹ The Advantages of "Inland Ports" in Today's Global Economy, <https://www.areadevelopment.com/viewpoint/dec07/advantagesOfInlandPorts.shtml>

Quantified Benefits

The myriad benefits of port authorities, including inland port authorities, are well-documented, including the ability of such organizational structures to accelerate growth at their respective sites. They facilitate increased coordination, reduce bureaucracy and disjointed rules and regulations, create a single point of contact, allow better strategic direction, facilitate more targeted and nimble reaction to the market, allow for better self-promotion and marketing, provide for self-sufficiency, and can initiate projects at a lower cost than the private sector.

However, the quantified impacts of the existence of a port authority, separated from the overall impacts of the facilities, have not been well-documented. Therefore, a similar approach to the Business Agglomeration and Absorption Rate Impacts analysis was applied, except to the 339 acre site itself, rather than surrounding parcels. In the base case for this analysis as documented in the Operations section above, the assumption is that the site will take ten years to fully build out, at which point it reaches its maximum potential for jobs and economic output; it then maintains that steady state.

The introduction of an Inland Port Authority will increase the speed of absorption, causing the site to reach its full build out slightly faster than in ten years, causing it to produce more economic output sooner, although it will ultimately still reach the same maximum, steady state conditions.

The absorption rate was tested at a 1%, 5%, and 10% acceleration to illustrate the potential cumulative impacts over time from even small increases in the rate of development.

Limitations

In addition to the assumptions described in the analysis in the prior sections, the IMPLAN model itself contains a variety of assumptions, implicit in any input-output model. First, the assumption that there are no supply constraints and there is fixed input structure means that even if input resources required are scarce, IMPLAN will assume it will still only require the same portion of production value to acquire that input. The assumption of no supply constraints also applies to human resources, so there is assumed to be no constraint on the talent pool from which a business or organization can draw.

Second, input-output models do not account for forward linkages, nor do they models account for offsetting effects such as cannibalization of other existing businesses or diverting funds used for the project from other potential or existing projects.

Finally, the IMPLAN Model estimates impacts assuming that the relationships of the current data year are maintained. Thus, IMPLAN datasets are a snapshot in time of the local economy. While estimates of economic activity related to specific demand changes and their associated supply linkages can be estimated with IMPLAN, the software cannot predict what the total employment in a state will be five years from now. The economy of even a small region is constantly in flux, affected by decisions made in businesses and households, by policies, and even environmental factors that can contribute to whether a region thrives, stagnates, or dwindles. To make a projection of what the economy will look like five years from now, it would be necessary to predict all the demands for consumption five years from now, and know all the new commodities and technologies that will be available. Local availability of resources to meet that demand would also need to be known.¹⁰

¹⁰ support.implan.com

3. Results

Construction Impacts

As described in Section 3, for the purposes of this analysis site construction begins in 2023 and finishes in 2026, building construction begins in 2024, and 10% of building construction is completed every year through 2033. Average annual construction employment over those 11 years is estimated at 123, with an additional 33 indirect and induced jobs created as a result (Table 6). In total over those 11 years of construction, \$212 million in total economic output is generated.

Table 6. Total Impacts from Construction (Jobs; Million 2022 US\$)

	Average Annual Employment	Labor Income	Value Added	Output
Direct	123	\$72.6	\$70.5	\$154.7
Indirect	14	\$7.8	\$13.7	\$27.9
Induced	19	\$8.9	\$16.7	\$29.0
TOTAL	155	\$89.3	\$100.9	\$211.6

Contained within these outputs are federal, county, sub county general (city/township), sub county special district (police, fire, school), and state taxes. IMPLAN estimates those paid by employee compensation, taxes on production and imports, other property income, and personal tax. These totals do not reflect any potential tax benefits and do not deduct state grants or subsidies from the revenues. Tax revenues from construction impacts total \$25.1 million (Table 7).

Table 7. Total Tax Revenues from Construction (2022 US\$)

	Local General/Special	County	State	Federal	TOTAL
Direct	\$836,500	\$175,500	\$1,710,600	\$14,671,900	\$17,394,500
Indirect	\$1,067,300	\$200,000	\$812,500	\$1,734,900	\$3,814,800
Induced	\$943,000	\$177,300	\$779,000	\$2,024,900	\$3,924,200
TOTAL	\$2,846,800	\$552,800	\$3,302,100	\$18,431,700	\$25,133,400

Industrial Park Operations

Direct impacts from industrial park operations are the jobs at the industrial park itself and the associated economic outputs from those jobs. These jobs are estimated based on a ratio of jobs per square foot by industry, based on various local, state, and national industry sources, as described in Section 3.

Indirect impacts are economic effects stemming from business-to-business purchases in the supply chain (e.g., suppliers to businesses at the industrial park). Induced impacts stem from household spending of labor income, after removal of taxes, savings, and commuter income. Indirect and induced effects were estimated using the IMPLAN input-output model for Lincoln County, Nebraska.

When the industrial park is operating at full capacity with the mix of industries identified in the main scenario, which in this analysis will occur starting in 2034, it is estimated to have a total economic output of \$2.4 billion on the Lincoln County economy per year, including over 5,000 new jobs (Table 8). Total annual labor income is \$346 million, with value added (gross regional product) of \$534.9 million. The present value of the total economic output from operations to the County over 30 years, with an annual discount rate of 3.33%, is \$31.6 billion.

Table 8. Annual Impacts from Operation of Fully Built Industrial Park (Jobs; Million 2022 US\$)

	Employment	Labor Income	Value Added	Output
Direct	2,879	\$239.7	\$321.8	\$1,958.8
Indirect	1,565	\$73.3	\$151.1	\$342.4
Induced	766	\$33.0	\$61.9	\$107.7
TOTAL	5,210	\$346.0	\$534.9	\$2,408.9
PV (2023-2052)		\$4,545.3	\$7,027.6	\$31,649.5

Contained within these outputs are federal, county, sub county general (city/township), sub county special district (police, fire, school), and state taxes. IMPLAN estimates those paid by employee compensation, taxes on production and imports, other property income, and personal tax. These totals do not reflect any potential tax benefits and do not deduct state grants or subsidies from the revenues. At full operations, the facility will result in \$118.1 million in new annual tax revenues, with about \$42 million of that going to local, county, and state coffers. The present value of those tax revenues over 30 years is \$1,552.2 million.

Table 7. Annual Tax Revenues from Operation of Fully Built Industrial Park (Jobs; Million 2022 US\$)

	Local General/Special	County	State	Federal	TOTAL
Direct	\$8.4	\$1.6	\$9.7	\$51.3	\$71.0
Indirect	\$7.5	\$1.4	\$6.4	\$17.3	\$32.6
Induced	\$3.5	\$0.7	\$2.9	\$7.5	\$14.6
TOTAL	\$19.4	\$3.7	\$18.9	\$76.1	\$118.1
PV (2023-2052)	\$255.0	\$48.5	\$248.9	\$999.8	\$1,552.2

Table 8 shows the industries most impacted in Lincoln County by the indirect and induced effects of the proposed industrial park. Wholesalers, grain farmers, utilities, trucking, and real estate have the most impacts in terms of total output; some experience significant growth relative to their current presence in the County.

Table 8. Industries With Greatest Annual Indirect and Induced Impacts (Jobs; Million 2022 US\$)

Industry	Jobs Impact	Total Output Impact	Percent Increase in Industry for Region
Grain farming	73	\$47.4	31%
Wholesale - Other nondurable goods merchant wholesalers	186	\$46.9	93%
Local government electric utilities	33	\$21.4	13%
Truck transportation	152	\$18.8	41%
Other real estate	93	\$15.4	13%

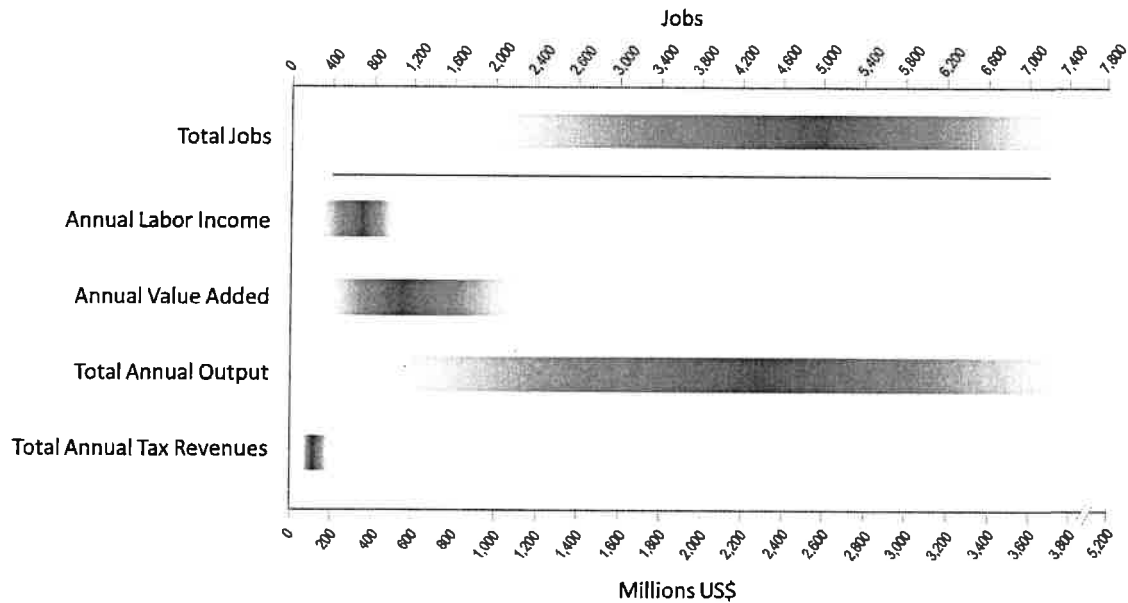
Sensitivity Analysis

Scenarios allocating all of the estimated available industrial space to a single sector were evaluated to understand the minimum and maximum values for each metric of economic output (Table 9 and Figure 2). A total allocation of the site to warehousing and distribution yields the lowest employment and total output for the region; biofuels manufacturing yields the highest. These scenarios are highly unlikely, but represent extreme minima and maxima for bounding the results.

Table 9. Variation in Annual Impacts Due to Industry Mix Assumptions (Jobs; Million US\$)

	Low	Main Scenario	High
Employment	1,255	5,210	7,755
Labor Income	\$66.6	\$346.0	\$587.7
Value Added	\$91.8	\$534.9	\$1,224.6
Total Output	\$159.8	\$2,408.9	\$5,120.7
Tax Revenues	\$18.5	\$118.1	\$237.1

Figure 2. Variation in Annual Impacts Due to Industry Mix Assumptions



Amongst the possible sectors anticipated for this site, the agricultural processing sector generally yields the highest total economic output per square foot of space (Table 10). Specifically, other animal food manufacturing yields a very high economic output per square foot. Various forms of animal slaughtering and meat or meat byproduct processing also have strong impacts per square foot. Soybean and other oilseed processing is extremely impactful relative to space utilized. Finally, biofuel manufacturing (described as “other basic organic chemical manufacturing” in IMPLAN) also yields high outputs per square foot of manufacturing space. Conversely, warehousing and distribution yields the least output per square foot per year in total economic output – about 3% of that for other animal food manufacturing.

Biofuel manufacturing maximizes total job creation in the region: every direct job at the facility results in an additional 2.5 indirect or induced jobs. Each warehousing and distribution job, by comparison, results in an additional 0.4 jobs.

Table 10. Relative Impact by Sector/Industry

Sector/Industry	Total Regional Economic Output per SF Used at Site	Indirect and Induced Jobs Created per Job at Site
Agricultural Processing		
Meat processed from carcasses	\$1,300	0.5
Rendering and meat byproduct processing	\$1,400	1.3
Animal, except poultry, slaughtering	\$1,800	0.9
Other animal food manufacturing	\$3,300	1.5
Roasted nuts and peanut butter manufacturing	\$1,400	0.9
Soybean and Other Oilseed Processing	\$12,700	3.8
Transportation Equipment (Railroad rolling stock mfg)	\$500	0.7
Other Manufacturing		
Other basic organic chem mfg (biofuels)	\$2,800	2.5
Ready-mix concrete manufacturing	\$600	0.7
Other concrete product manufacturing	\$300	0.4
Warehousing and Distribution	\$100	0.4
Administration (Facilities support services)	\$500	0.4

Agglomeration and Absorption

Impacts from agglomeration and absorption accumulate every year, starting in 2025. An additional 500 square feet of warehousing and manufacturing space is absorbed per year in this analysis: 500 square feet are online in 2025; 1,000 are online in 2026; 1,500 in 2027; continuing each year into the future.

This results in 1 job online faster in 2025, 2 jobs in 2026, and 3 jobs in 2027, continuing each year into the future (Table 11). That results in a present value of \$25.1 million in additional total economic output over the next 30 years. Table 12 shows the additional tax impacts from the faster absorption.

Table 11. Annual Additional Impacts from Agglomeration and Absorption, 2025 (Jobs; 2022 US\$)

	Employment	Labor Income	Value Added	Output
Direct	0.3	\$19,400	\$26,500	\$87,600
Indirect	0.1	\$5,600	\$10,500	\$23,500
Induced	0.1	\$2,700	\$5,000	\$8,700
TOTAL	0.5	\$27,700	\$42,000	\$119,800
PV (2023-2052)		\$5,797,900	\$8,796,500	\$25,072,900

Table 12. Annual Additional Tax Revenues from Agglomeration and Absorption, 2025 (Jobs; 2022 US\$)

	Local General/Special	County	State	Federal	TOTAL
Direct	\$400	\$80	\$600	\$4,200	\$5,400
Indirect	\$300	\$60	\$300	\$1,300	\$2,000
Induced	\$300	\$50	\$200	\$600	\$1,200
TOTAL	\$1,000	\$200	\$1,200	\$6,100	\$8,600
PV (2023-2052)	\$216,400	\$41,800	\$255,400	\$1,275,900	\$1,789,500

Benefits of Inland Port Authority

As described in the approach section, the primary quantifiable benefit of the inland port authority is slightly faster absorption of square footage on the property beyond the expected baseline due to the strategic, financial, and marketing advantages of such an organization. Therefore, the development will eventually reach the same maximum number of annual jobs and output as in the Industrial Park

Operations section above; however, since it will reach that maximum value *faster*, the net cumulative economic impact over the next ten years will be *greater*.

Table 13 illustrates how the cumulative impacts (expressed as present value, or PV) vary based on the assumed level of absorption increase as a result of the establishment of the inland port authority. While the benefits of inland port authorities (and port authorities in general) in promoting and accelerating inland port development have been well-documented qualitatively, exact resulting increases in absorption are difficult to quantify. For a conservative assumption of a 5% faster absorption rate, for example, an additional PV of \$414 million of total economic output could be expected for Lincoln County, with all of that additional output taking place during the first ten years of development.

Table 13. Additional Present Value due to Faster Absorption from Inland Port Authority, 2023-2052 (Million 2022 US\$)

Percent Increase in Absorption Rate	Additional PV for:			
	Labor Income	Value Added	Output	Total Tax Revenue
1%	\$11.9	\$18.4	\$82.7	\$4.1
5%	\$59.4	\$91.8	\$413.6	\$20.3
10%	\$118.8	\$183.7	\$827.2	\$40.6

Total Impacts

Table 14 summarizes the impacts of all the various economic mechanisms described in the prior sections. Since different analyses present impacts in different slices in time, the present value of each over 30 years is shown in the table and summed. Employment calculated for each economic impact is also presented; however, these values cannot be summed into one total value. Approximately 156 jobs per year are generated during the construction period from 2023 through 2033; 5,210 jobs will exist in the region due to industrial park when it is fully operating after full buildout, starting in 2034, with employment ramping up to that over the preceding 10 years. Approximately 1 additional job per year, starting in 2025 and accumulating every year after that, can be attributed to the transload facility, resulting in 28 jobs by 2052.

Regular operations of the facility over time is the primary driver of employment and economic output for this project, resulting in a present value of \$32 billion over 30 years. Creating an Inland Port Authority has the potential to accelerate reaching full build-out and achieve the economic impacts from full operations faster; as a result, in the first 10 years of development an additional \$413.6 million in economic output can be achieved for the region. Construction also creates \$181.3 million in economic impacts in the near term, and development and nearby parcels in the region that locate or expand due to the existence of the new rail transload facility creates \$25.1 million in economic outputs.

Table 14. Total Present Value of All Impacts, 2023-2052 (Jobs; Million 2022 US\$)

	Employment	Labor Income PV	Value Added PV	Output PV
Construction	156 per year during construction	\$76.2	\$86.3	\$181.3
Operations	5,210 at full build-out	\$4,545.3	\$7,027.6	\$31,649.5
Additional Port Authority Absorption Impacts	Above annual operations jobs are reached faster	\$59.4	\$91.8	\$413.6
Outside Agglomeration/Absorption	1 additional per year; 28 by 2052	\$5.8	\$8.8	\$25.1
TOTAL PV		\$4,686.7	\$7,214.5	\$32,269.5

EXHIBIT B

A tract of land in Sections 26, 27 and 28, Township 14 North, Range 32 West of the 6th P.M., Lincoln County, Nebraska more particularly described as follows:

Referring to the Northwest Corner of Section 27, Township 14 North, Range 32 West of the 6th P.M., Lincoln County, Nebraska; thence south on the west line of said Section 27, a distance of 79.17 feet to the Point of Beginning on the southerly Highway 30 right-of-way; thence S 89°22'29" E on said right-of-way, a distance of 460.44 feet; thence S 00°36'49" W on said right-of-way, a distance of 22.00 feet; thence S 89°21'35" E on said right-of-way, a distance of 2165.61 feet; thence S 89°31'23" E on said right-of-way, a distance of 2627.05 feet to the east line of said Section 27;

thence N 00°47'56" E on said east line, a distance of 5.00 feet;

thence S 89°21'43" E on the southerly Highway 30 right-of-way, a distance of 2632.18 feet to the east line of the Northwest Quarter of Section 26;

thence S 00°41'10" W on said east line, a distance of 1788.53 feet to the northerly Union Pacific Railroad right-of-way;

thence N 85°22'17" W on said right-of-way, a distance of 2641.59 feet to the west line of said Section 26;

thence S 00°47'56" W on said west line and said Union Pacific Railroad right-of-way, a distance of 100.24 feet;

thence N 85°29'44" W on said right-of-way, a distance of 2630.66 feet;

thence N 85°30'14" W on said right-of-way, a distance of 2631.71 feet;

thence N 00°45'30" E on said right-of-way, a distance of 99.99 feet;

thence N 85°54'43" W on said right-of-way, a distance of 1577.44 feet;

thence N 85°54'32" W on said right-of-way, a distance of 567.54 feet to the Southeast Corner of Lot 1, Scoular 1st Subdivision;

thence N 00°42'36" E on the east line of said Lot 1, a distance of 179.40 feet;

thence N 48°48'45" W on the north line of said Lot 1, a distance of 279.61 feet;

thence N 87°59'08" W on the north line of said Lot 1, a distance of 269.26 feet to the Northwest Corner of said Lot 1, also being the Northeast Corner of Lot 1, Simplot 2nd Replat;

thence N 88°00'41" W on the north line of said Lot 1, a distance of 1322.04 feet to the Northwest Corner of said Lot 1;

thence N 00°36'41" E on the east right-of-way of Young Street, a distance of 744.80 feet to the southerly Highway 30 right-of-way;

thence S 85°04'42" E on said right-of-way, a distance of 109.26 feet;

thence S 01°25'35" W on said right-of-way, a distance of 78.50 feet;

thence S 89°30'42" E on said right-of-way, a distance of 1213.10 feet;

thence N 00°32'05" E on said right-of-way, a distance of 42.90 feet;

thence S 89°26'22" E on said right-of-way, a distance of 836.50 feet;

thence S 84°23'48" E on said right-of-way, a distance of 255.00 feet;

thence S 84°23'10" E on said right-of-way, a distance of 146.36 feet;

thence N 83°53'36" E on said right-of-way, a distance of 301.73 feet;

thence S 89°25'45" E on said right-of-way, a distance of 1039.15 feet;

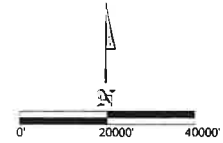
EXHIBIT B

thence S 89°19'41" E on said right-of-way, a distance of 50.29 feet;
thence N 00°50'57" E on said right-of-way, a distance of 24.96 feet to the Point of Beginning;
said described tract contains 372.27 acres, more or less.

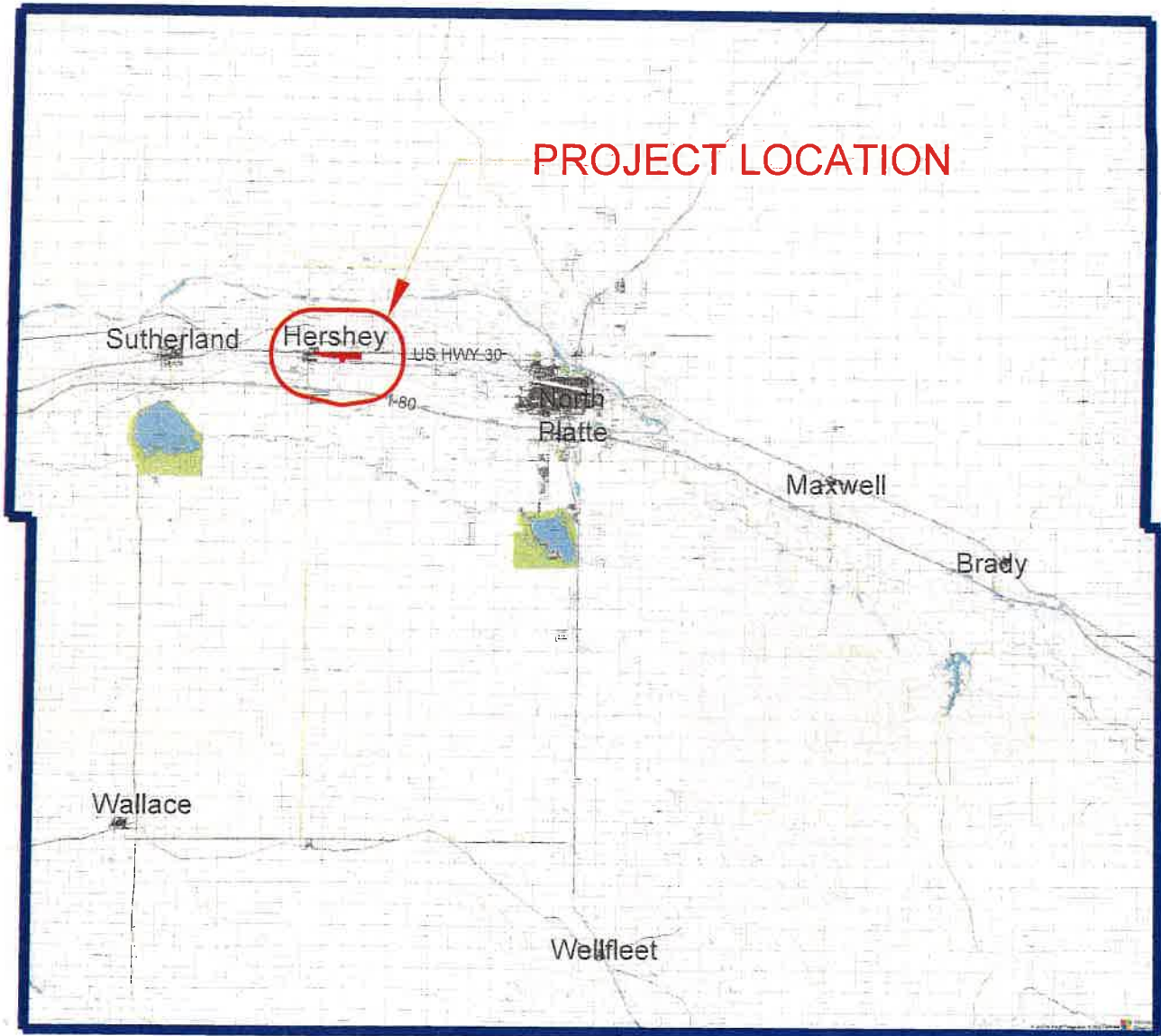
AND

The Southwest Quarter of the Northeast Quarter of Section 27, Township 14 North, Range 32
West of the 6th P.M., Lincoln County, Nebraska lying south of the Union Pacific Railroad right-
of-way and north of the north right-of-way of Drainage District No. 1
said described tract contains 20.97 acres, more or less.

LINCOLN COUNTY NEBRASKA

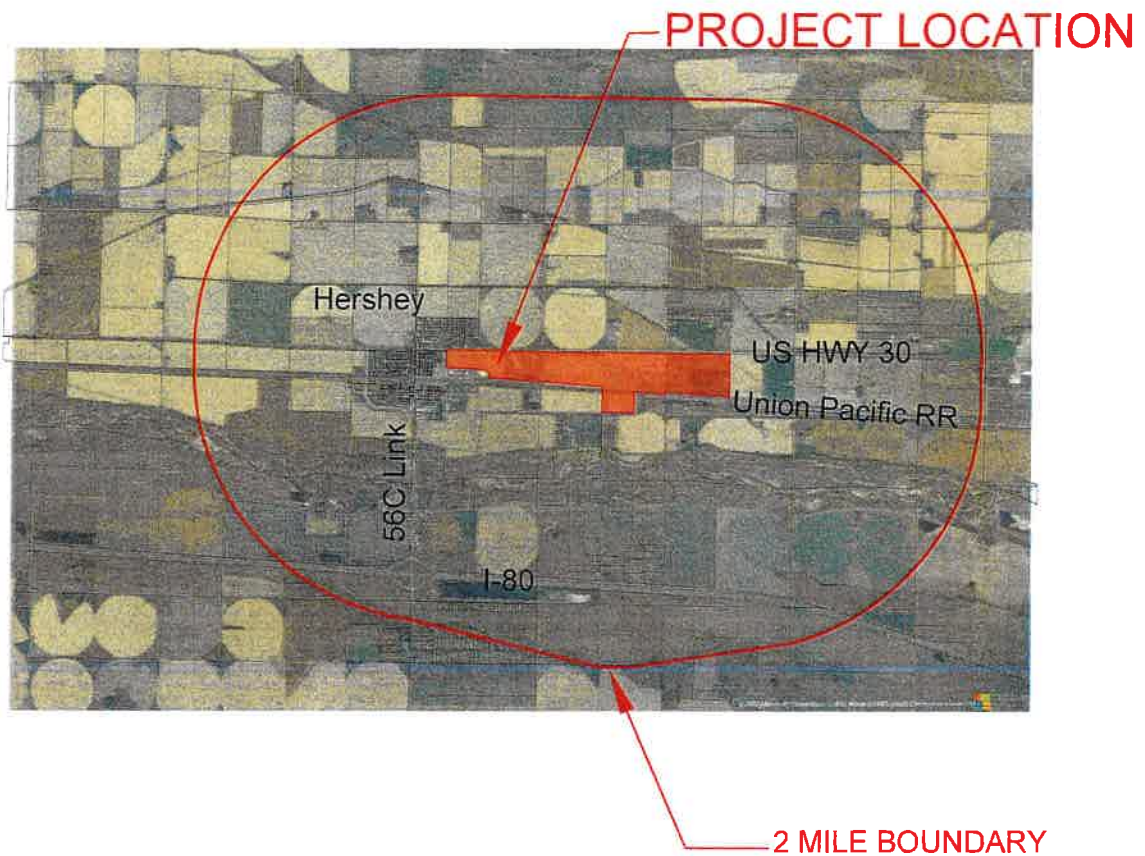
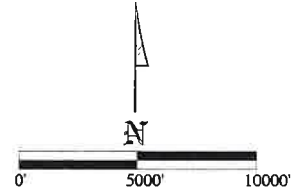


 COUNTY BOUNDARY



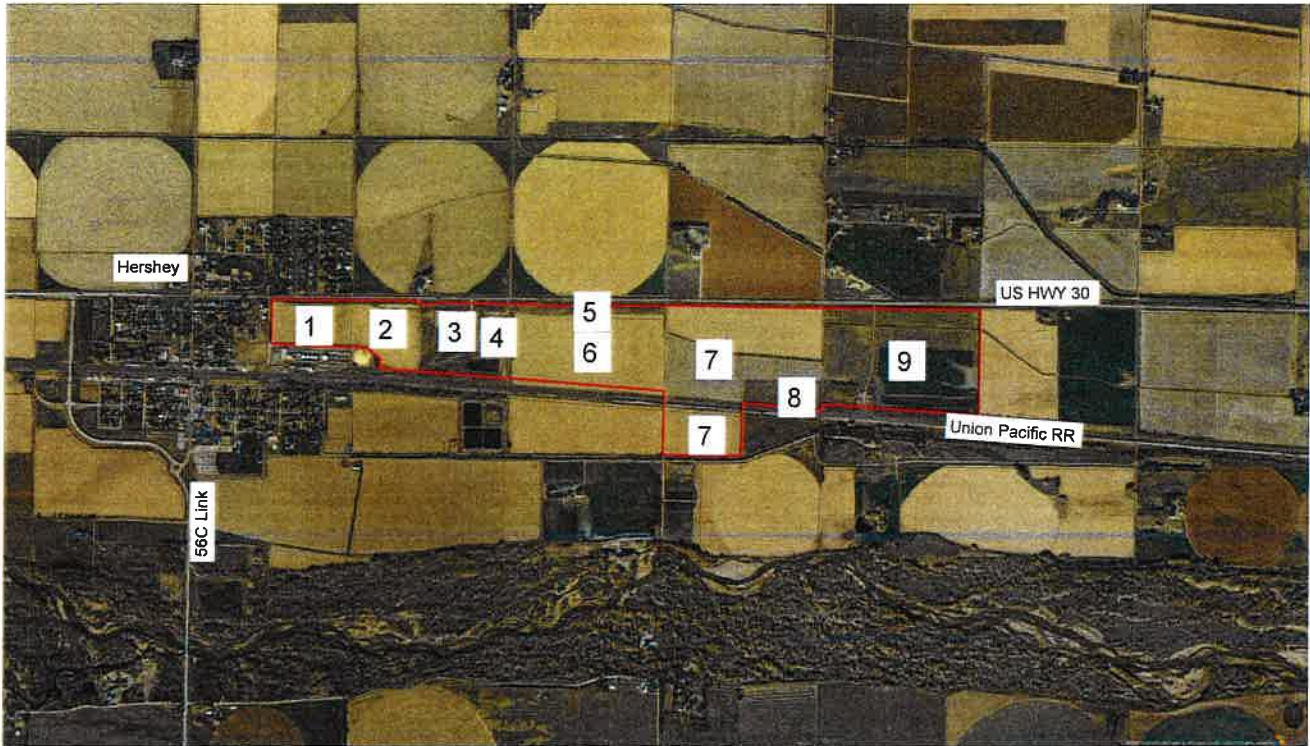
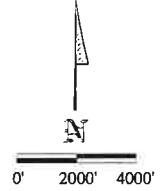
LOCATION MAP EXHIBIT 'C'

LINCOLN COUNTY NEBRASKA



PROXIMITY MAP
EXHIBIT 'D'

LINCOLN COUNTY NEBRASKA

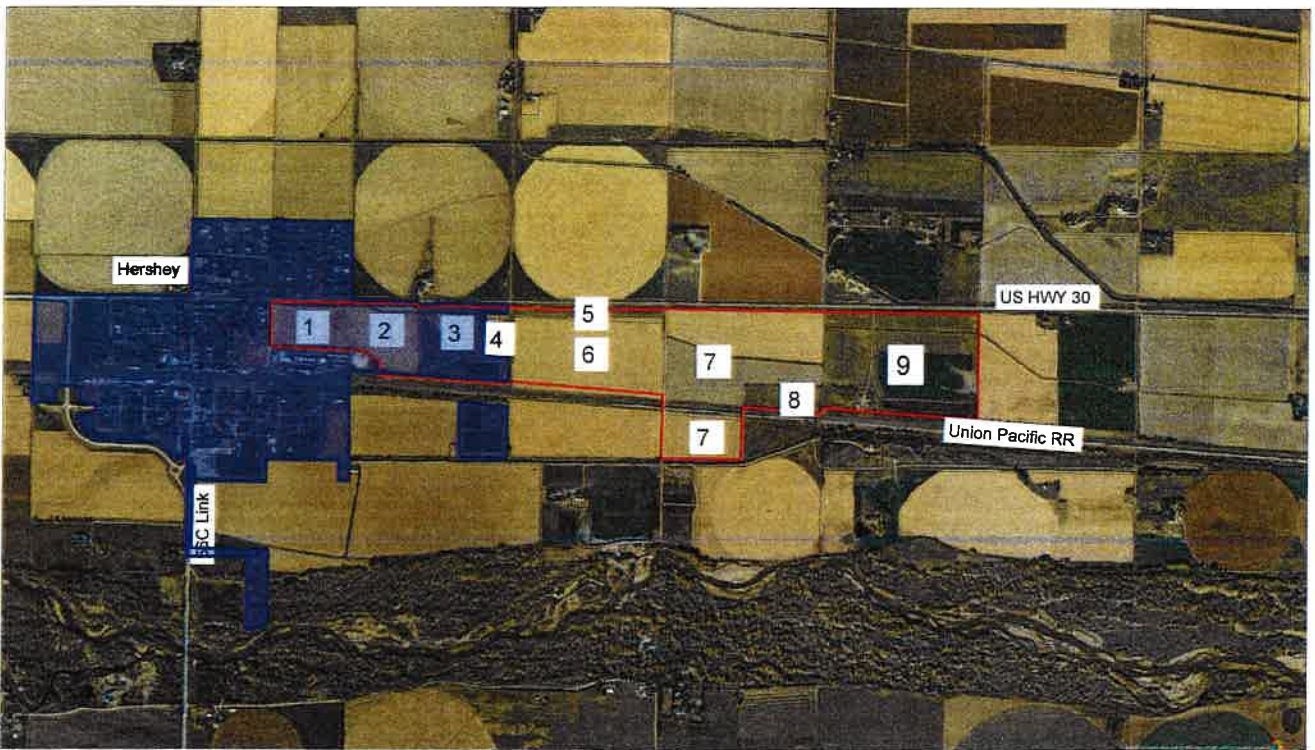
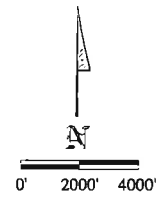


Parcel #	Assessor Parcel ID	Address	Acres
1	0078700.00	None-no structure	20.02
2	0078700.10	None-no structure	25.05
3	0078700.15	18610 West Highway 30	34.28
4	0081261.00	18488 West Highway 30	7.2
5	0081231.00	None-no structure	9.28
6	0081230.00	None-no structure	76.98
7	0081200.00	None-no structure	111.42
8	0081210.00	None-no structure	13.08
9	0081185.00	16530 West Highway 30	102.64
Total			399.95



PARCEL MAP EXHIBIT 'E'

LINCOLN COUNTY NEBRASKA



- VILLAGE OF HERSHEY CORPORATE LIMITS
- INLAND PORT BOUNDARY

NOTE: OUTSIDE OF HERSHEY CORPORATE LIMITS SHOWN ARE LINCOLN COUNTY



TERRITORIAL LIMIT MAP EXHIBIT 'F'

Municipal Inland Port Authority Act: Parcel Identification Spreadsheet

**Instructions: List all parcels comprising the proposed inland port district. Upload the completed spreadsheet to the application.*

EXHIBIT G

County PID	Corresponding street address (if a parcel does not have a street address, indicate N/A)
0078700.00	N/A
0078700.10	N/A
0078700.15	18610 West Highway 30, Hershey, NE 69143
0081261.00	18488 West Highway 30, Hershey, NE 69143
0081231.00	N/A
0081230.00	N/A
0081200.00	N/A
0081210.00	N/A
0081185.00	16530 West Highway 30, Hershey, NE 69143