

WELCOME

VIRTUAL MEETING WILL BEGIN AT

11:45 AM

Society of American Military Engineers

Omaha Post

February 11, 2025



Omaha Post Meeting

Society of American Military Engineers
Omaha Post
February 11, 2025 Meeting

Meeting Agenda

- Pledge of Allegiance
- Invocation
- New Member/ Guest Introductions
- Lunch
- Announcements
- Membership Spotlight
- Presentation
- Q&A
- Split Kitty Drawing
- Closing Remarks

Pledge of Allegiance



I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one Nation under God, indivisible, with liberty and justice for all.

Invocation

Please remain standing

Introductions

- Welcome Student Chapter Members
- Welcome to New Members
- Introduction of Guests

Lunch

Dismiss by table

Announcements

▪ **March Membership Meeting**

- ▶ March 11, 2025 @ Field Club of Omaha
- ▶ USACE Program Update - B-21 Raider Beddown

▪ **March Madness “Meet Your Team in A/E/C” Networking Event!**

- Attendees will have the opportunity to network with representatives from several organizations who support the Architectural / Engineering / Contracting professions. Stop by each organization’s table and get your program stamped for a chance to win a membership for the organization of their choice!
- Date: March 13, 2025
- Time: 4:00pm – 7:00 pm
- Location: Cunninghams, 10904 West Dodge Road, Omaha, NE 68154

Announcements

■ **Engineers Without Borders Student Chapter**

- ▶ At the Omaha Post January lunch, the University of Nebraska Student Chapter of Engineers Without Borders provided information on their Bridge Project. They are designing a pedestrian bridge over the Kalomo River in Zambia to ensure year-round access to markets, schools and medical care. They are working to raise \$90,000 to help with the cost of construction. They have several opportunities for corporations and individuals to support this amazing project. If you would like to help, please contact Zach Corey at zcorey2@huskers.unl.edu.

Announcements

■ 2025 SAME Foundation Silent Auction

This year the SAME Foundation is hosting a Silent Auction at Capital Week with a Regional Flare! Help us show our Missouri River Region Pride by helping us showcase the best of what makes our region unique by donating items that represent our spirit and pride! From local specialty goods to cultural experiences that can only be found in one place, your generous contribution will help raise funds for the SAME Foundation which helps support SAME programs in so many ways! Auction opens online March 11 and runs through March 25, 2025. If you would like more information or would like to make a donation, please contact Bobbi Jo Lang at blang2@olsson.com and 402.871.6604.

Announcements

- **SAVE THE DATE! Omaha Industry Days – May 28-30, 2025**
 - ▶ Be sure to check out the *new* Exhibit Hall schedule*, special 85th Anniversary Celebration event, and so much more on the [Industry Day website](#)



Membership Spotlight





SAME Small Business Spotlight

February 11, 2025



BUSINESS LINES

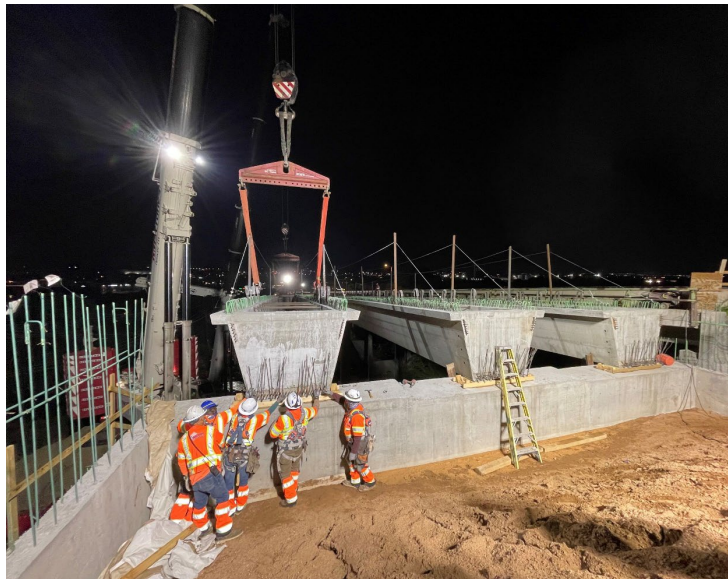
- Infrastructure Asset Management
- Owner's Representation
- Expert Witness Consulting





INFRASTRUCTURE ASSET MANAGEMENT

- Facility Lifecycle Management
- Facility Condition Assessment
- Cost Engineering
- Maintenance and Capital Improvement Plans





OWNER'S REP AND LEGAL EXPERTISE

- Owner's Representation
 - Strategic Planning
 - Contract Administration
 - Design and Construction Management

- Expert Witness Consulting
 - Claims Evaluation
 - Alternative Dispute Resolution



“An effective Owner’s Representative must navigate the complexities of contracts and project delivery, overseeing every detail while providing the owner with peace of mind.”



INTERSECTION OF INTERESTS



Gayle Sturdivant, PE, PMP
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Gary Calese, PE
Federal Services Manager
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434-249-8723



Laura Calese
Chief Operating Officer
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434-249-0525



Streetcar Project Update

Mayor Jean Stothert

City of Omaha





Building Momentum for Omaha

February 2025

 **OMAHASTREETCAR.org**



“Cities never stand still. They are either growing and moving forward, or they are declining and falling behind.”

–Omaha’s Urban Core Strategic Plan





We're on our way

Omaha is growing toward something special – a vibrant, accessible community that attracts new businesses and young professionals.

A modern streetcar in Omaha signals that we are on track to building a dynamic city for our next generation.





Omaha is running out of room

- Remaining undeveloped land in Omaha's prime growth area is dwindling
- Omaha will run out of room to expand by 2050
- Omaha will face increased costs with a fixed and declining tax base



● Undeveloped Land
in Douglas County

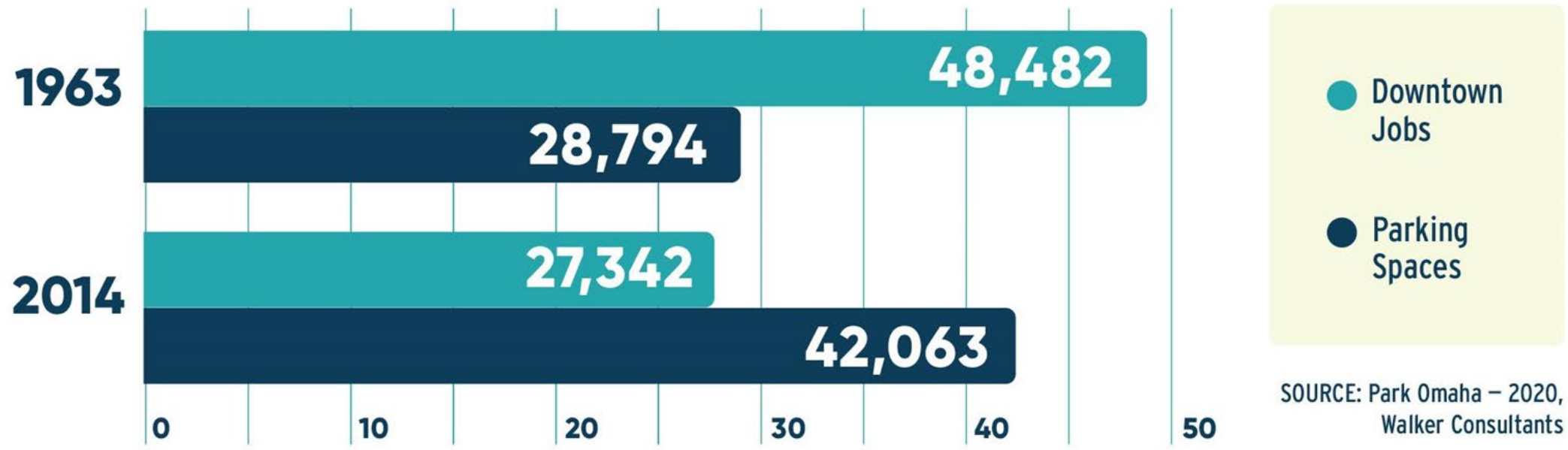
● Developed Land
in Douglas County

SOURCE: Omaha City Planning Department, 2015



Omaha's downtown: trading jobs for parking

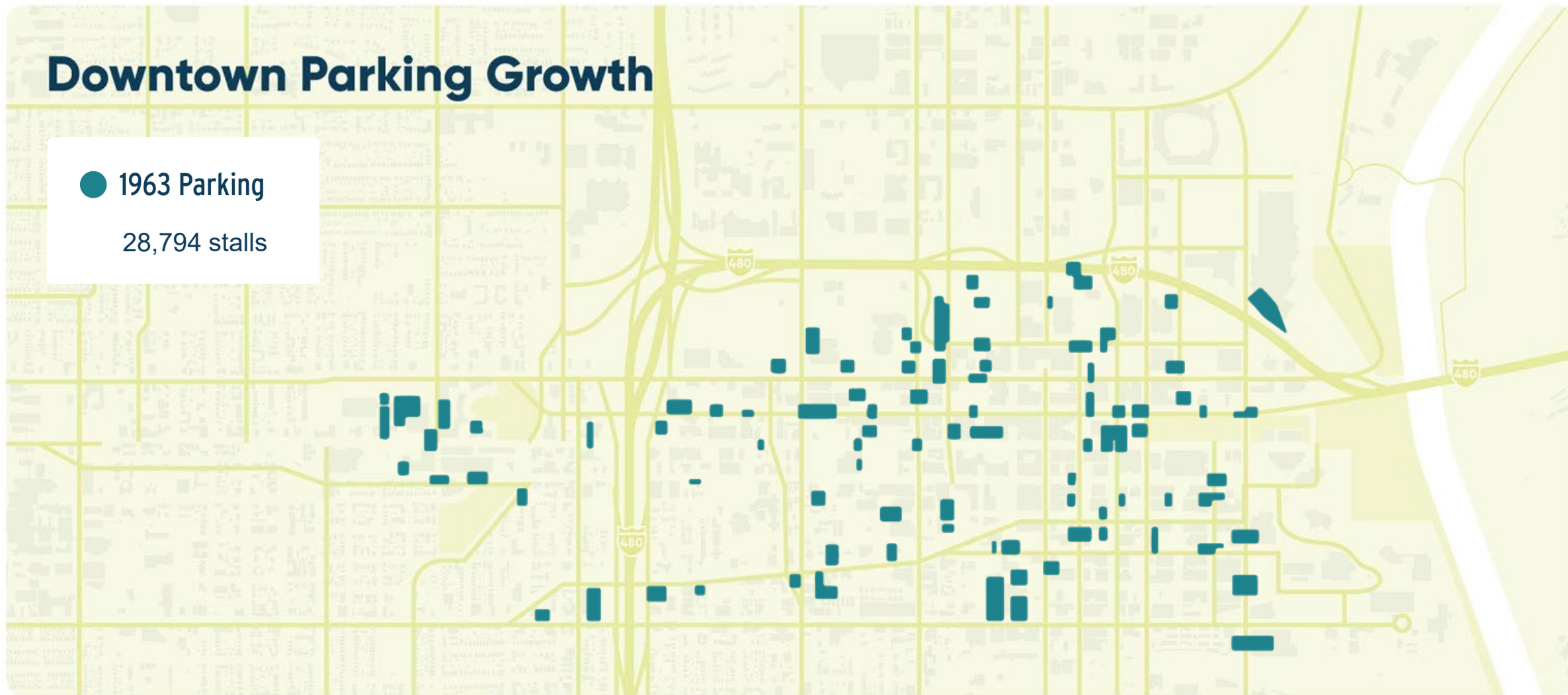
From 1963 to 2014, downtown Omaha lost 21,000+ jobs and added 12,000+ parking stalls. The streetcar allows us to prioritize jobs over parking.



Downtown Parking Growth

● 1963 Parking

28,794 stalls



SOURCE: Park Omaha

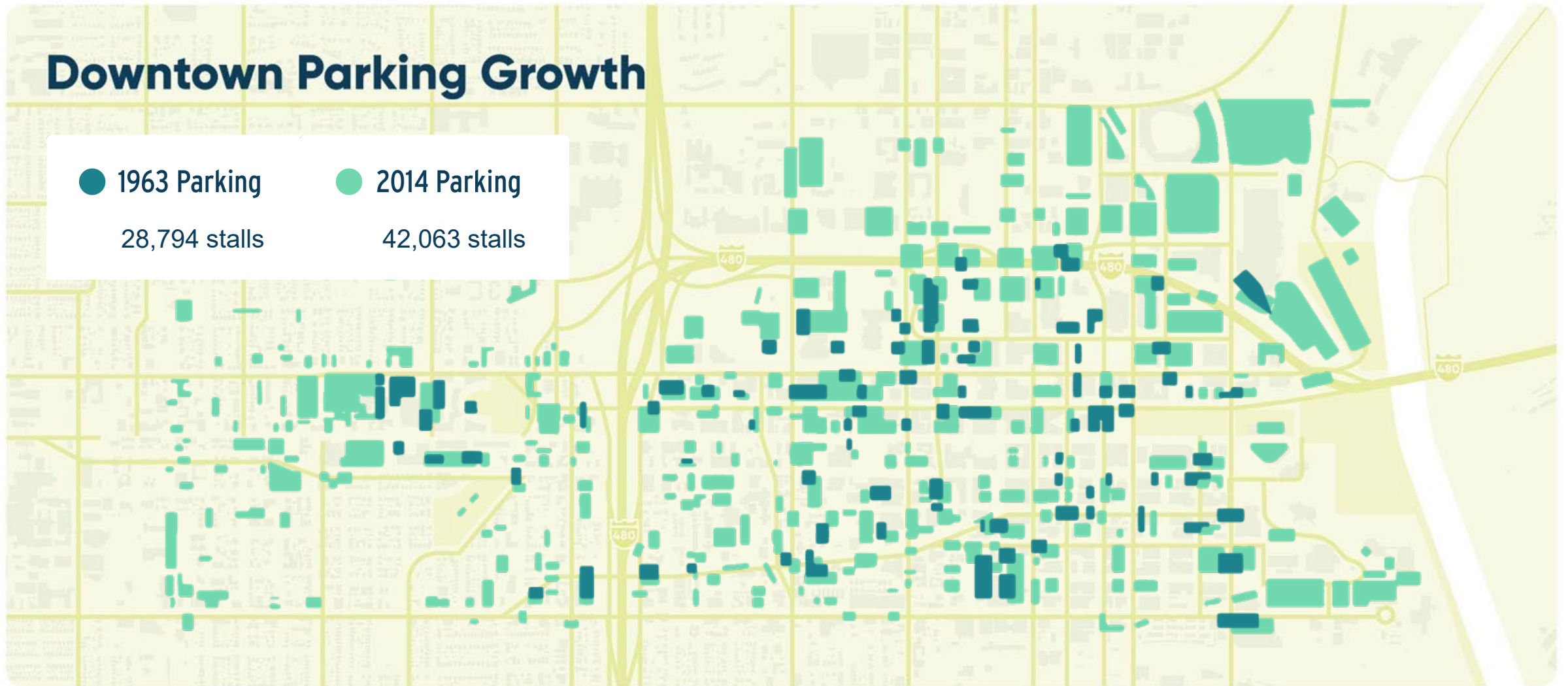
Downtown Parking Growth

● 1963 Parking

28,794 stalls

● 2014 Parking

42,063 stalls



SOURCE: Park Omaha

Nearly 50% of the core is parking. Nearly 50% of the stalls are vacant at any given time.

Parking costs taxpayers and chokes development

- According to the Urban Core Strategic Plan, the core can attract:

 30,000 jobs +  30,000 residents =  50,000 parking stalls

= \$1.5 billion to construct

= **Millions / year tax subsidy** for debt service/O&M

= 40 square blocks of 6-story garages

- 40 square blocks x \$50 million/block = **\$2 billion in lost development**

When parking is prioritized



1976
Denver

When jobs are prioritized



2021 Denver

- 123,000+ jobs
- 44,000+ parking stalls

Omaha

- 27,000+ jobs
- 42,000+ parking stalls



A streetcar lessens our need for more parking.

By allowing people to move around without a car, a streetcar . . .

- Better utilizes thousands of existing parking stalls
- Reduces the number of stalls needed for new projects
- Frees land for billions of dollars in new development
- Creates funding for more affordable housing





**“The streetcar is
the reason we’re
doing this.”**

Todd Heistand
President
NuStyle Development







Streetcars drive growth

- Connect people with major districts, destinations and activity centers
- Revitalize our urban core by encouraging economic development and optimizing the associated tax base increase
- Provide simple, localized, high-frequency transit service
- Opportunities for a variety of new housing in the area
- Attract and retain young talent





The streetcar is an infrastructure investment that generates economic development

Just like Aksarben Village or a suburban SID:

- Aksarben Village - City installed initial infrastructure and was paid back with TIF
- SIDs - Developers issue municipal bonds that are paid back from the increased taxes

These projects did not require a public vote.



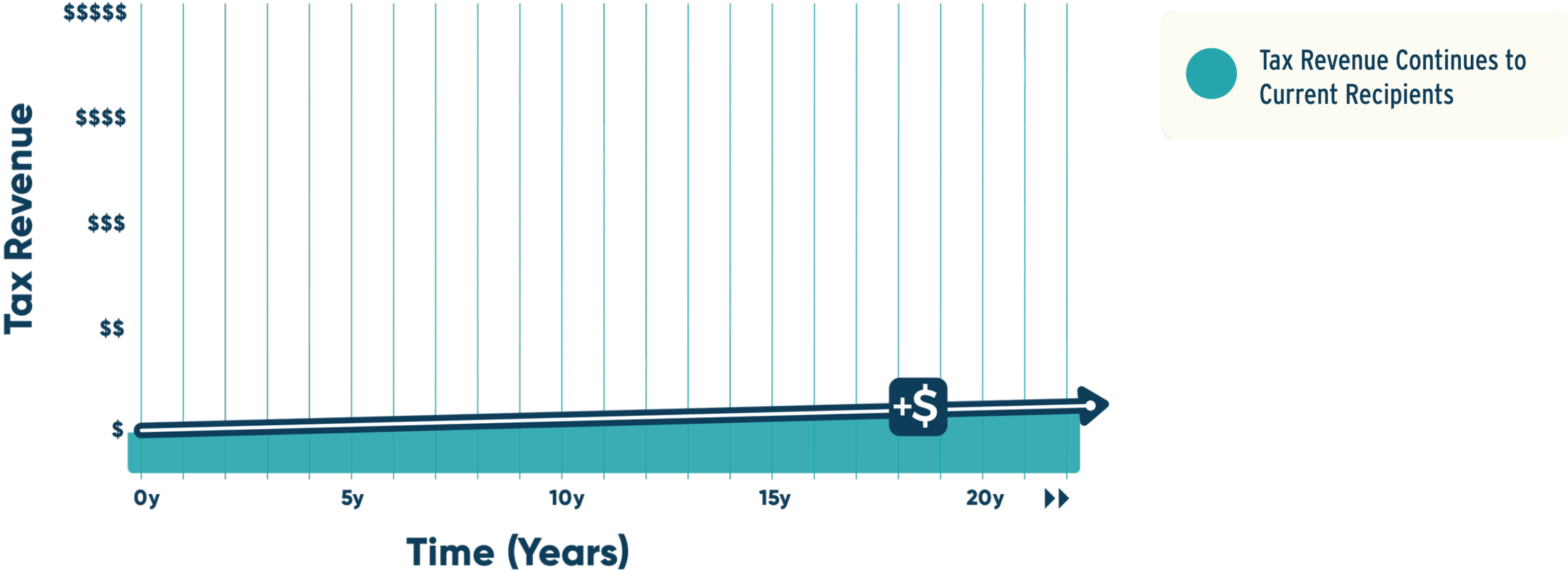
How do you pay for a streetcar?

You build a streetcar.

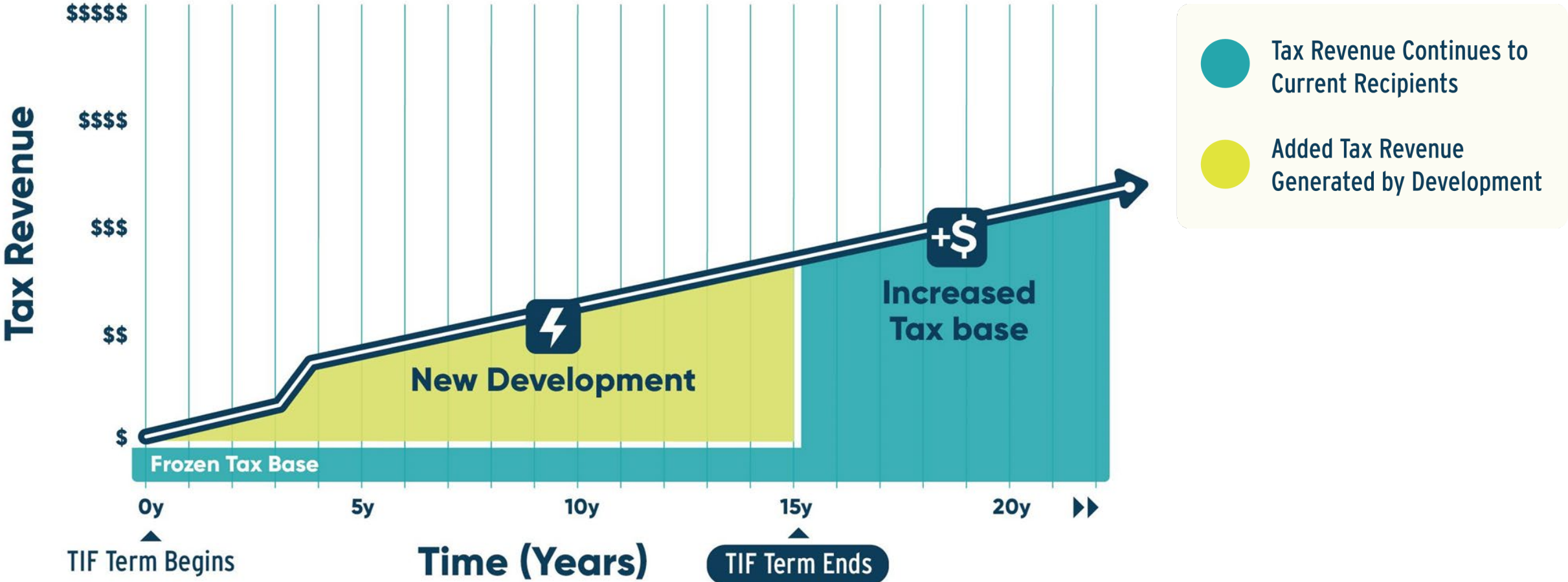
The streetcar pays for itself by sparking new economic development, enhancing the value of what already exists along the route and utilizing the increased tax and parking revenue.



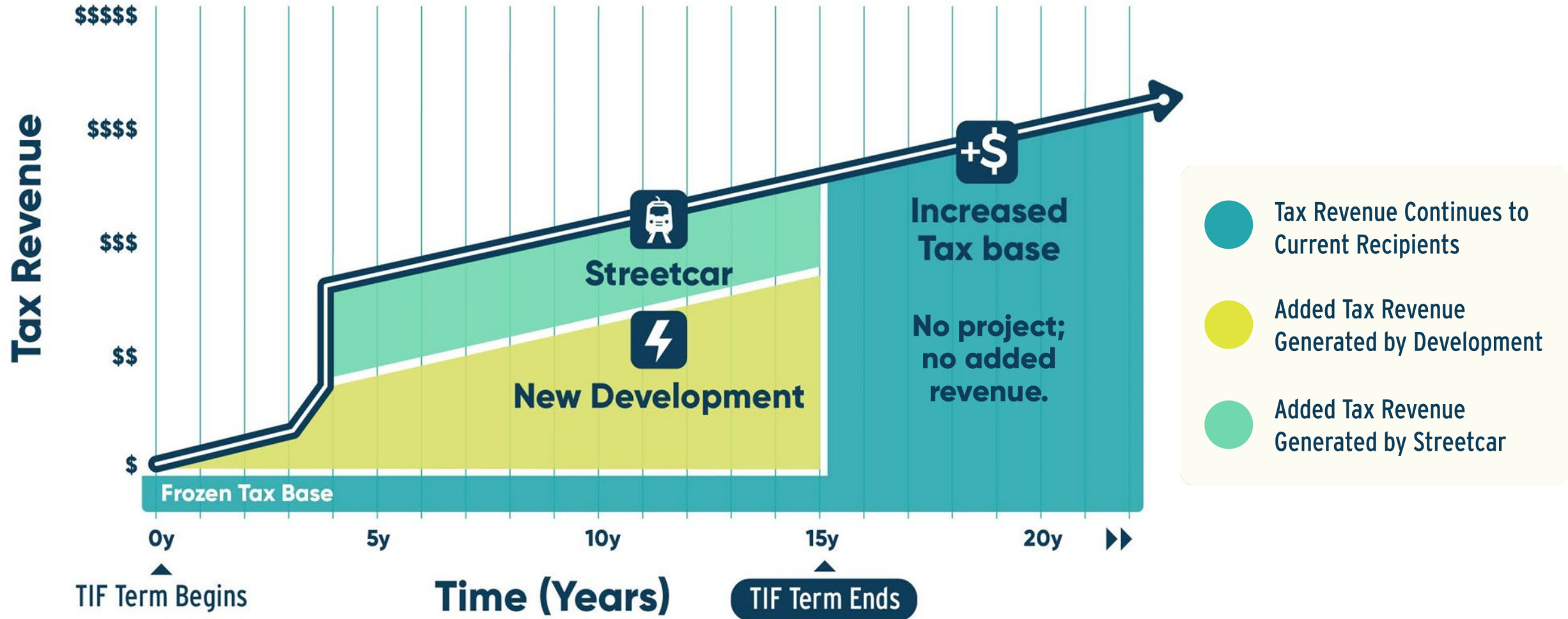
Status Quo (No Growth)



Typical Tax Increment Financing (TIF) Project



The Streetcar Effect





Where TIF Comes From

The tax increment financing used for the streetcar is from taxes paid by new or redeveloped income-producing commercial and multi-family properties. This does not include existing single-family homes, condominiums, and residential buildings with four or fewer units.



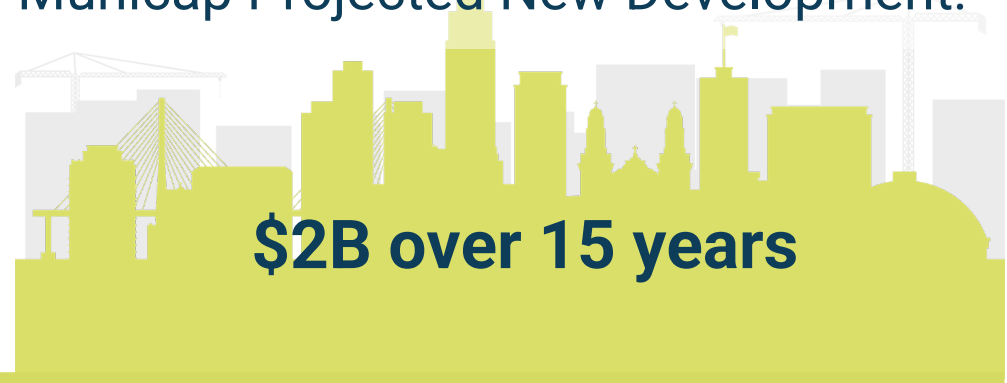
Cost + Revenue Projections

Initial bond cost estimate:



**\$306
Million**

Municap Projected New Development:



\$2B over 15 years

- ① **Minimum Verified TIF revenue:** \$608M (Municap Report)
- ① **City Council Authorization:** Up to \$440M in bond financing

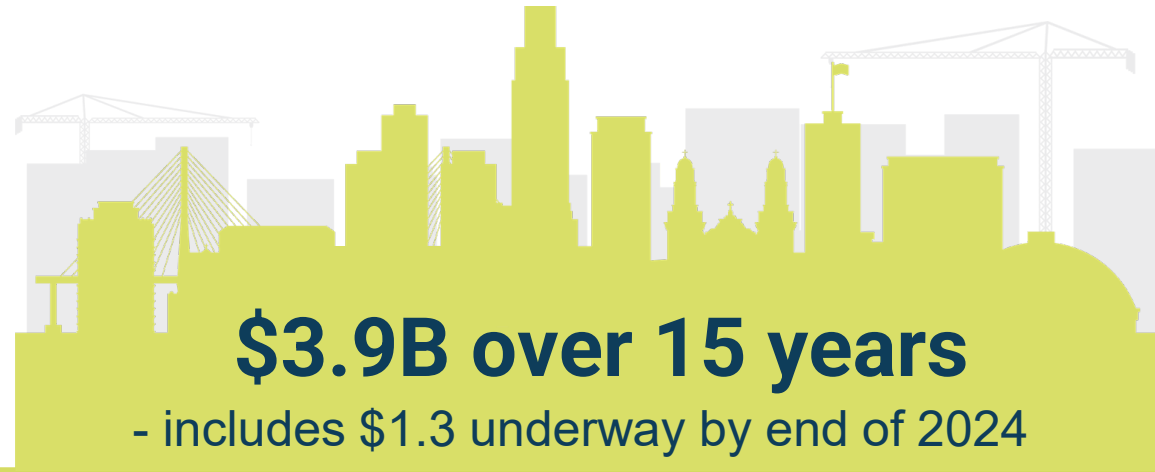
Cost + Revenue Projections

Current bond cost estimate:



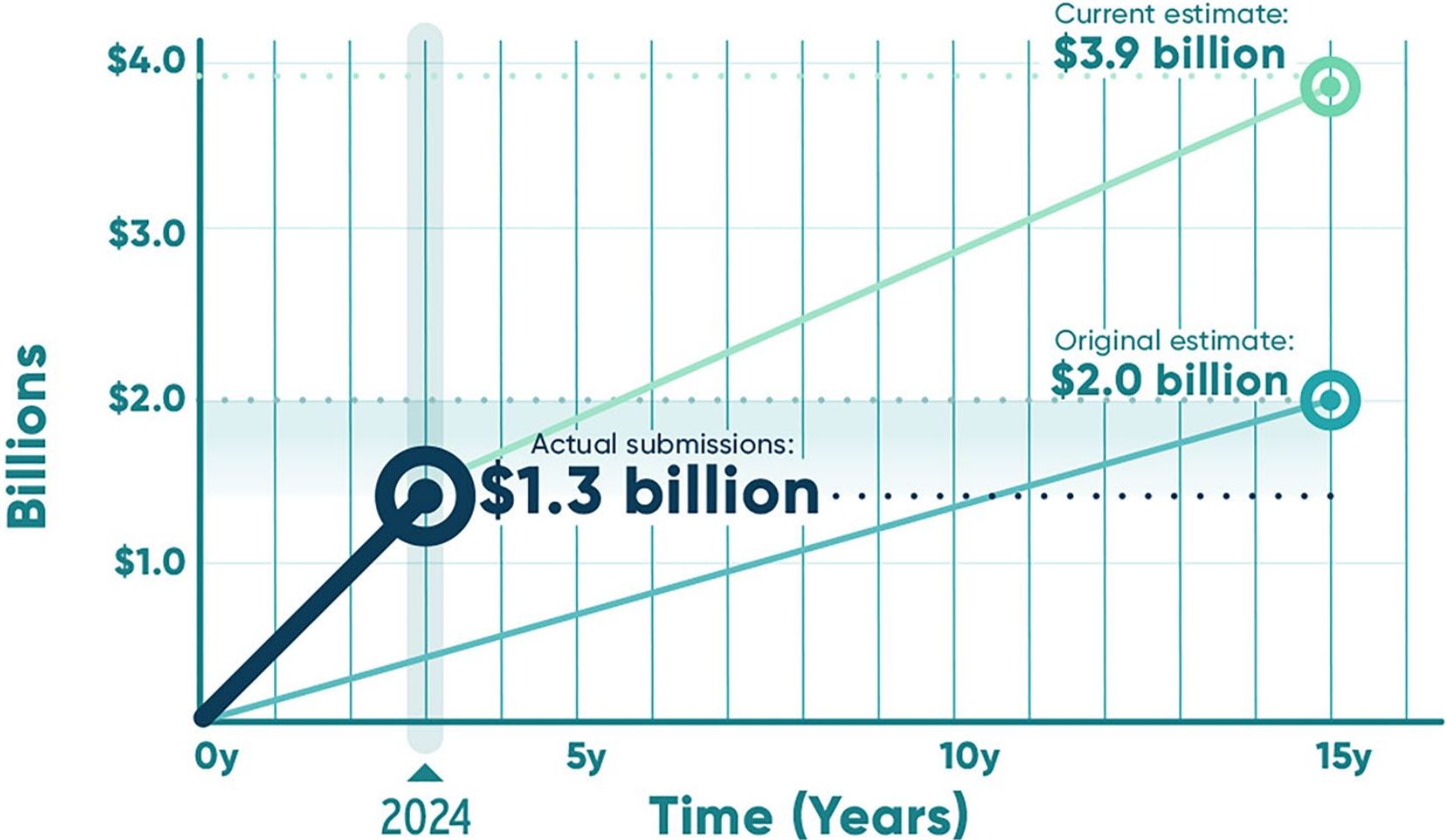
**\$389
Million**

Current Projected New Development:



Minimum Projected TIF revenue: \$940M+

Streetcar-driven development almost doubles from original estimate



TIF Projects within Omaha's Urban Core

2022–2025

Signed, approved, & projected projects

\$1.3 Billion in projects over first three years

TIF Projects within Urban Core

2022 - 2025 (Signed, Approved, Projected)

Year	Project Name	Investment*
2022	48th and Dodge	82,292,578
	Flats on Howard	27,900,000
	1501 Mike Fahey	56,782,391
	Keeline Building	6,818,000
	Dizzy Mule	42,600,000
	Project Beacon	443,125,000
		659,517,969
2023	Leavenworth Lofts	7,613,054
	Digs Mason	46,087,630
	Digs Apartments	8,635,736
	Square Apartments	18,111,868
		80,448,288
2024	Service Life Building (1904 Farnam)	23,106,666
	1508 Marcy	18,461,780
	NODO (1001 N 12 St)	19,617,910
	The Duo	163,700,000
	1501 Howard / 500 S 18th St	24,733,348
	Millwork Hotel	101,493,266
	3552 Leavenworth	25,000,000
	27th & Leavenworth	44,000,000
	8th & Douglas (The Beam)	87,000,000
2025	The Mueller	9,558,623
	Project 1	60,000,000
	Project 2	65,000,000
	Project 3	7,000,000
	Project 4	50,000,000
	Project 5	40,000,000
	Project 6	75,000,000
		306,558,623
Total		1,553,637,850

* Investment per the TIF application

Housing & Mobility Redevelopment Plan

- 2022 plan produces funding for streetcar, affordable housing and bikeways
- The pace of high-value development and lower construction costs confirms...
 - \$200 million +/- for affordable housing and bikeways
 - \$4.5 million +/- available beginning in 2030
- Hundreds of units already under construction
- Ultimately thousands of units will be funded





The streetcar pays for itself.



- NO city-wide property tax rate increase
- NO money diverted from other city projects
- NO money used from property outside the streetcar corridor
- NO money used from existing single-family homes, condos, and residential buildings with four or fewer units
- ONLY revenue from new or redeveloped income-producing, commercial and multi-family properties within the corridor
- ONLY people who benefit from the streetcar will pay for the streetcar.



OMAHA STREETCAR



Proposed Phases:

- Phase 1A: Off-Wire (thick black line), On-Wire (thick blue line)
- Phase 1B: Future (thick green line)

Proposed Stops:

- Side (yellow square)
- Median (blue square)

- ORBT Route (orange line with circle)
- Streets/Roads (grey line)
- Buildings (grey square)
- Parks (green square)
- Maintenance Facility (yellow star icon)

OMAHASTREETCAR



View Route Map

Vehicle Rendering

Vehicle renderings have been provided courtesy of CAF USA, Inc.

Images are for visualization purposes only. Final design, including color scheme, is not complete.



Stations

TYPICAL STATION - PERSPECTIVE

26TH & FARNAM



Stations

MEDIAN STATION - PERSPECTIVE

34TH & FARNAM



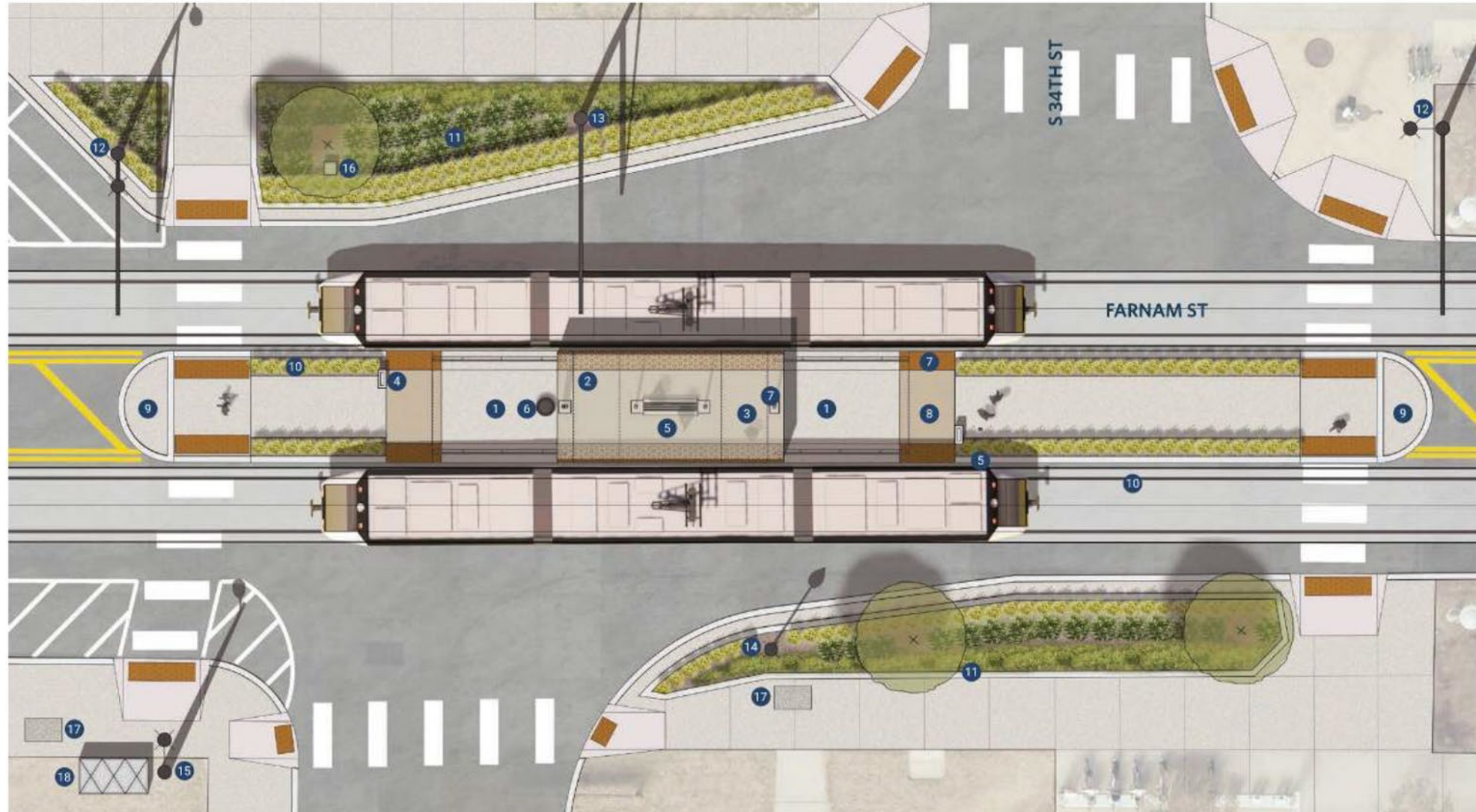
Median Station – Site Plan

34th & Farnam



LEGEND

- 1 PLATFORM ACCESS RAMP
- 2 SHELTER CANOPY
- 3 PLATFORM BOARDING ZONE
- 4 STATION SIGNAGE
- 5 BENCH
- 6 TRASH RECEPTACLE
- 7 DETECTABLE WARNING PLATES
- 8 ACCENT PAVING
- 9 MEDIAN NOSE
- 10 PLANTING BUFFER ZONE
- 11 URBAN LANDSCAPE PLANTER
- 12 OVERHEAD CONTACT SYSTEM (OCS) POLE W/ STREET LIGHT FIXTURE
- 13 OVERHEAD CONTACT SYSTEM (OCS) POLE
- 14 PEDESTRIAN LIGHT POLE
- 15 STREET LIGHT POLE
- 16 STATION ELECTRICAL SERVICE CABINET
- 17 TRAIN CONTROL HANDHOLE
- 18 COMBINED TRAIN CONTROL & COMMUNICATIONS CABINET



Stations

MEDIAN STATION - PERSPECTIVE

34TH & FARNAM



Bridges over I-480

Harney Street

LEGEND

- 1 ON-GRADE SIDEWALK APPROACH
- 2 CONCRETE BARRIER W/ GALVANIZED HANDRAIL
- 3 EDGE OF BRIDGE

-  OCS POLES
-  CONCRETE PYLONS (AT EACH BRIDGE CORNER)
-  ACORN LIGHT POLES ON BLISTER
-  OCS POLES ON BLISTER



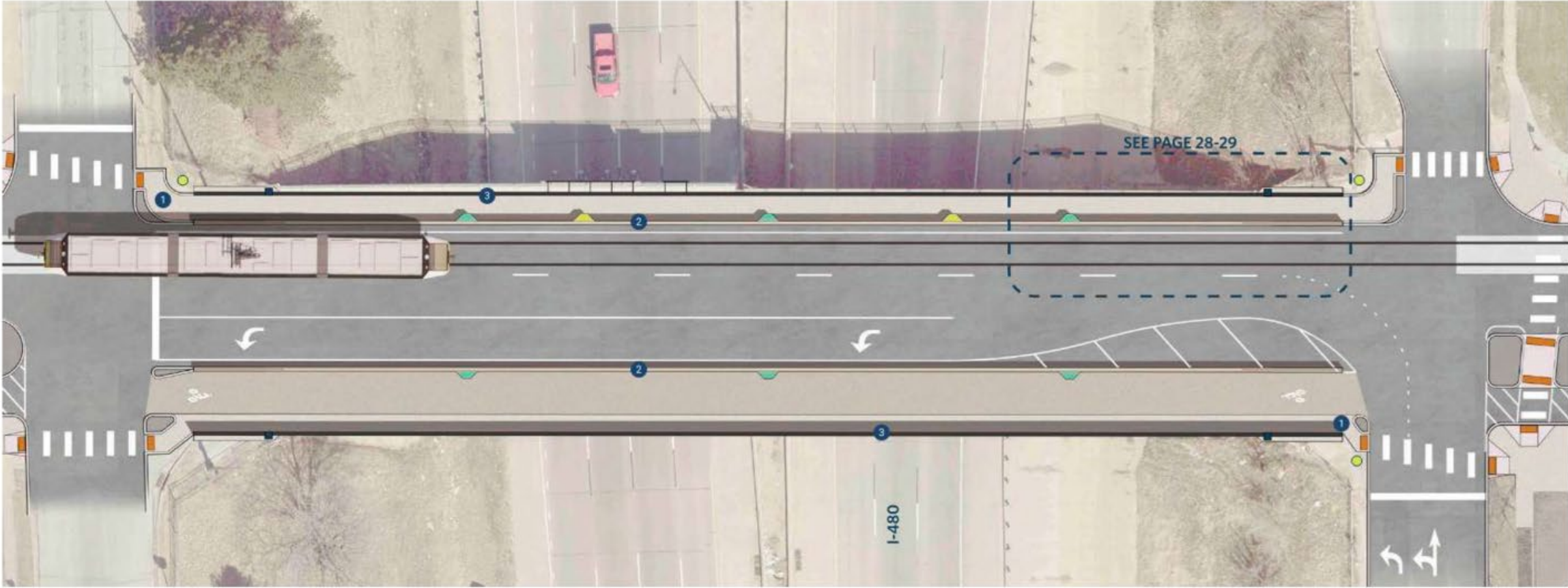
Bridges over I-480

Farnam Street

LEGEND

- 1 ON-GRADE SIDEWALK APPROACH
- 2 CONCRETE BARRIER W/ GALVANIZED HANDRAIL
- 3 EDGE OF BRIDGE

-  OCS POLES
-  CONCRETE PYLONS (AT EACH BRIDGE CORNER)
-  ACORN LIGHT POLES ON BLISTER
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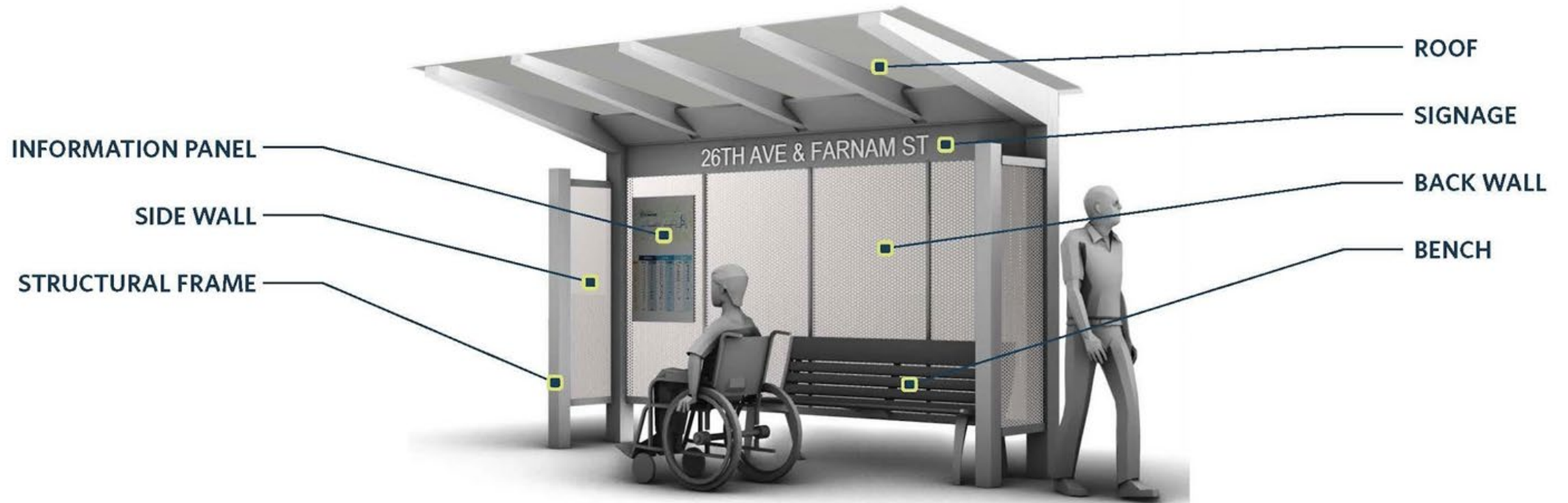


Shelter - Design

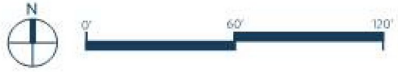
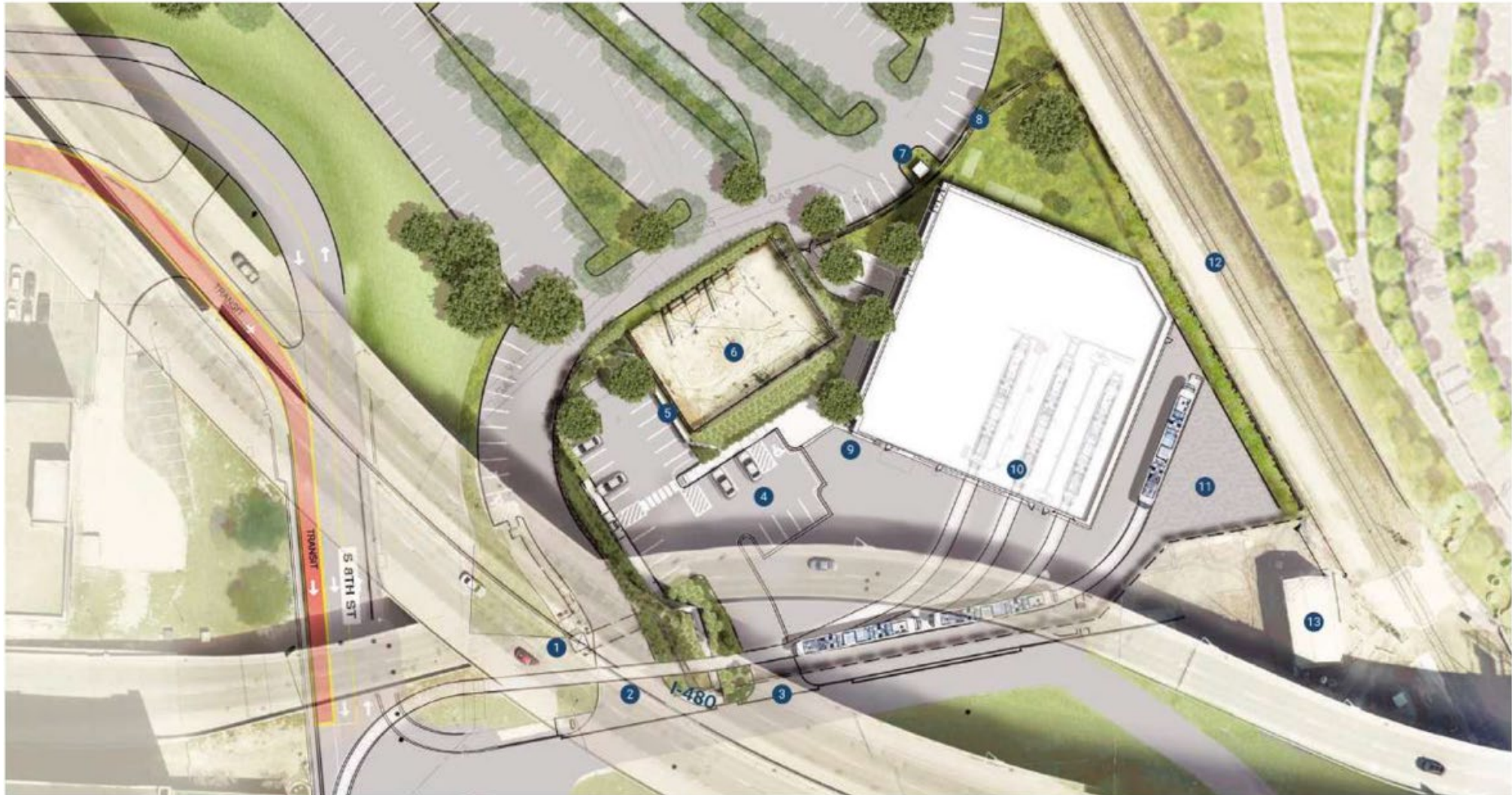
CONCEPTUAL PERSPECTIVE

NOTES:

- SEE MATERIAL INDEX SLIDE FOR SHELTER STYLE OPTIONS
- SEE SITE ELEMENTS SLIDE FOR BENCH STYLE OPTIONS



Vehicle Maintenance Facility



LEGEND

- 1 MECA ATTENDANT BOOTH
- 2 MECA PARKING LOT ENTRANCE
- 3 VMF PARKING LOT ENTRANCE
- 4 VMF EMPLOYEE PARKING
- 5 SITE RETAINING WALL
- 6 EXISTING OPPD SUBSTATION
- 7 ELECTRICAL TRANSFORMER
- 8 SECURITY FENCE
- 9 VMF OFFICE ENTRANCE
- 10 VMF MAINTENANCE BAYS
- 11 LAY DOWN AREA
- 12 RAILROAD RIGHT-OF-WAY
- 13 MECA STORAGE FACILITY

Vehicle Maintenance Facility

CONCEPTUAL SITE PERSPECTIVE



Looking North

Vehicle Maintenance Facility

CONCEPTUAL SITE PERSPECTIVE



Looking East

Vehicle Maintenance Facility

CONCEPTUAL SITE PERSPECTIVE



Looking West

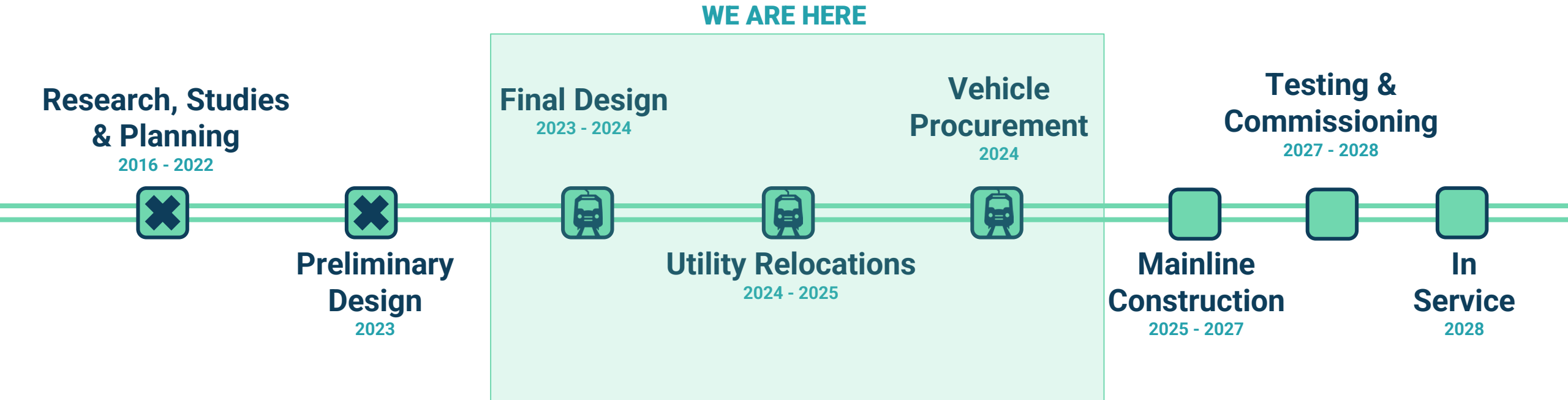
Vehicle Maintenance Facility

CONCEPTUAL SITE PERSPECTIVE



Looking South

Project Schedule





Keeping the Urban Core Strategic Plan as our guide

“To reach our potential, Omaha must reaffirm and reinforce the urban core’s historic role as the cultural, entertainment, residential and employment heart of the region.”

The streetcar gets us there.





Questions





Stay Informed



Website:

OmahaStreetcar.org



On Track Newsletter:

Sign up at OmahaStreetcar.org



Social media:

@omahastreetcarauthority



Information line:

402-300-3180



Email us:

omahastreetcar@publicinput.com

OMAHASTREETCAR



View Website



Thank You



Answers to Common Questions



Why not a bus?

Studies show that because buses aren't permanent, they do not:

- Reduce the number of stalls built with new development
- Increase the value of existing properties and new development
- Produce revenue needed to pay for increased service

Therefore, increased service requires a tax increase or reduced service elsewhere.





How much will it cost to operate and maintain?

- Annual costs to operate and maintain estimated at \$6.4 million
- Paid by added revenue from increased use of currently vacant stalls and more efficient use of meters and new garages





How will the streetcar interact with traffic?

- At least one travel lane open adjacent to the streetcar lane (exception in Blackstone)
- Streetcars help reduce traffic congestion during major events by eliminating the need to park near the event





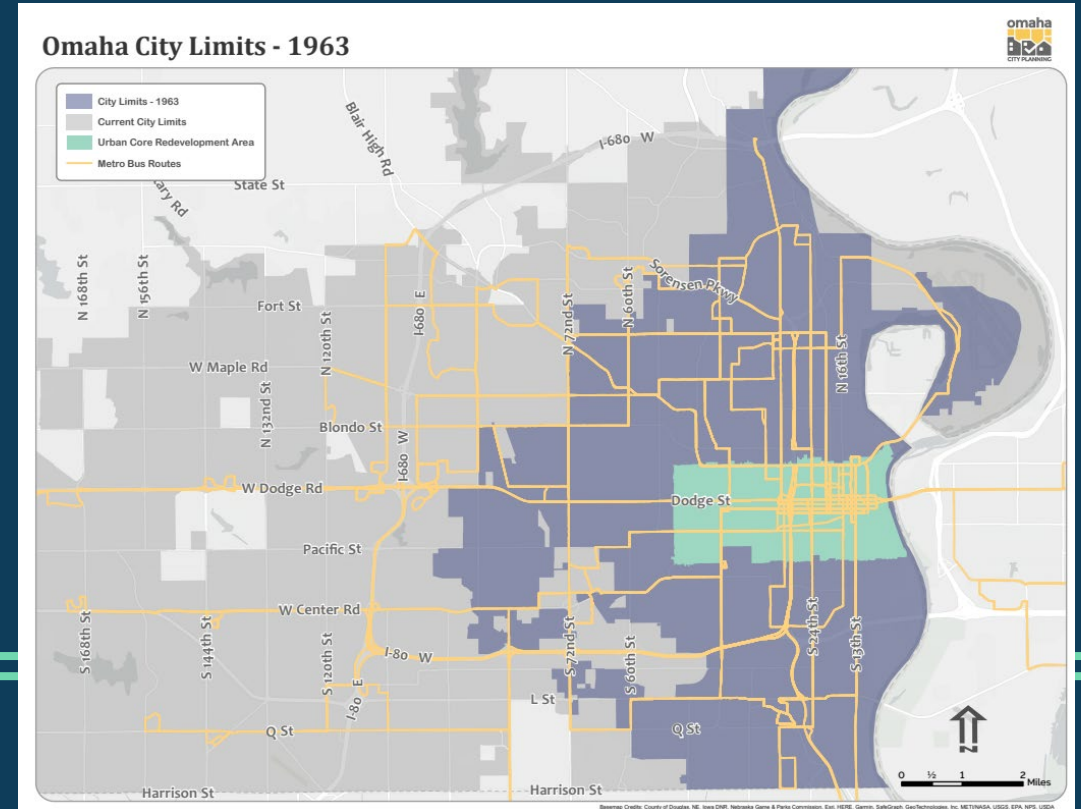
What about routes to other parts of the city?

- Additional north/south and east/west routes are currently being studied
- Metro studying a new north/south transit service BRT route along 24th Street to connect to streetcar corridor
- Exploring possibility of federal funding for future streetcar development



Who will fill 30,000 jobs if everyone lives out west?

- Bringing back jobs downtown will help revitalize neighborhoods that once helped fill 48,000 downtown jobs





Are streetcars good for the environment?

- Streetcars will run on electricity and batteries
- Typically carry 130-170 people per vehicle
- Streetcar vehicles have life spans twice as long as buses or cars



Final thoughts: Omaha is moving forward!

The streetcar means we are positioned for upward expansion.

- Streetcars drive economic development
- Fixed rails spur high-density growth
- A new transit mode improves overall accessibility



Meeting Close

- Split Kitty Drawing
- Emergency Kit Drawing

- PDHs available from the Omaha Post Website
 - ▶ <https://www.same.org/omaha/resources/>