

# **City Administrators Report**

May 22-June 5, 2025

## **SS4A Grant**

A resolution will be presented on the upcoming City Council agenda regarding the City of Nevada's participation in a federal grant opportunity under the Safe Streets and Roads for All (SS4A) program. This initiative, administered by the U.S. Department of Transportation (USDOT), is a key element of the federal government's National Roadway Safety Strategy (NRSS) and is aimed at achieving the long-term goal of zero roadway fatalities and serious injuries nationwide. The SS4A program is specifically designed to support local, regional, and Tribal government initiatives that address roadway safety challenges. Through a combination of planning and implementation grants, the program provides critical financial support to help communities develop and execute comprehensive safety action plans. These plans focus on reducing risks and improving safety for all roadway users—including pedestrians, bicyclists, motorists, and transit riders—by targeting high-risk corridors and intersections.

The program embraces a Safe System Approach, which emphasizes:

- Safer roadway designs and speed management,
- Enhanced vehicle and infrastructure safety features,
- Behavioral interventions to encourage safe driving and transit practices, and
- Improved emergency response and post-crash care.

The grant application is being coordinated by MIPA (Metropolitan Planning Agency) on behalf of a consortium of communities. To qualify for the level of funding sought—\$25 million—participation from multiple jurisdictions is required, and the City of Nevada is among the entities involved in the application process. A key component of Nevada's involvement is focused on Lincoln Highway, specifically the segment between 590th Avenue and 610th Avenue. This corridor has experienced a notably high number of traffic incidents over recent years, prompting the Iowa Department of Transportation (DOT) to develop a targeted safety plan for this area. If awarded, the SS4A grant would provide the City with the opportunity to implement safety improvements along a three-mile stretch of Lincoln Highway. The proposed project involves converting the roadway to a three-lane configuration, which would include:

- One travel lane in each direction, and
- A continuous center two-way turn lane to facilitate safer turning movements.

This reconfiguration is expected to significantly reduce rear-end and turning-related collisions, thereby improving overall traffic flow and safety for both local residents and regional travelers.

## **Build Grant**

The BUILD program focuses on funding capital projects that yield significant local or regional benefits in terms of safety, accessibility, sustainability, economic competitiveness, and quality of life. Eligible projects must be surface transportation-related, which includes roads, bridges, transit systems, freight and passenger rail, and port infrastructure. While projects may incorporate components such as housing, job creation, and economic development strategies, BUILD funds can only be applied to the transportation infrastructure portion of the proposed work. Applicants are strongly encouraged to leverage innovative planning strategies and demonstrate coordination across sectors. Proposals that illustrate strong interagency collaboration, integration of land use planning, and alignment with broader community development objectives are viewed favorably during the review process. In line with these objectives, I propose that the City of Nevada pursue BUILD funding to complete long-standing

infrastructure improvements along Lincoln Highway, specifically the segments outside of the Downtown District, which have been included in the City's Capital Improvement Plan (CIP) for several years. The target area would span from:

- 1st Street through 5th Street, and
- 7th Street through 19th Street,

completing the reconstruction of this critical east-west corridor within the city limits.

To develop a competitive and compelling grant application, we should structure the project around the following core priorities:

- **Stormwater Infrastructure Improvements:** Upgrade drainage systems to mitigate flooding, enhance stormwater management, and improve long-term roadway durability.
- **Transportation Safety and Design Enhancements:** Reconfigure the roadway to maintain the current three-lane format, but remove the center three-way turn lane throughout in favor of a more efficient and safer corridor design. This may involve the addition of dedicated turn pockets at key intersections, enhanced crosswalks, and improved signage and lighting.
- **Multimodal Accessibility:** Incorporate features that support pedestrians and cyclists, potentially including wider sidewalks, bike lanes, and ADA-compliant curb ramps.
- **Community and Economic Development Integration:** Highlight how the proposed improvements support surrounding neighborhoods, businesses, and future development potential, particularly in alignment with ongoing or planned housing and employment initiatives.

By aligning our project vision with the BUILD program's emphasis on strategic, equitable, and regionally impactful transportation improvements, we have a strong opportunity to secure federal funding to finally complete critical upgrades along Lincoln Highway. The next step will be to assemble a detailed proposal, including engineering plans, drainage assessments, traffic safety data, and letters of support from community partners to strengthen our application package.

### **LMI Lots**

The City is currently in the process of developing a comprehensive and uniform policy framework for the use of Low-to-Moderate Income (LMI) housing funds. The goal of this initiative is to establish a consistent, equitable, and transparent approach to how LMI funds are allocated and utilized across all areas of the community. At present, the use of LMI resources has varied by project or location, leading to inconsistencies in implementation and outcomes. By creating a standardized policy, we aim to ensure that LMI housing efforts are coordinated, impactful, and aligned with broader community development objectives, such as affordability, accessibility, and sustainable growth. As a first step in this policy direction, we have reached consensus to allocate LMI funds toward the development of the Keystone property. This project has been identified as a strategic opportunity to advance affordable housing goals while also contributing to neighborhood revitalization and economic development. The use of LMI funds in this context is intended to support the creation of housing that is accessible to individuals and families with limited income, while meeting quality and design standards that reflect community expectations. Looking ahead, we believe there is a clear and attainable path to expand the use of LMI funds for additional housing initiatives throughout the city. This could include support for:

- New construction of affordable housing units,
- Rehabilitation of existing housing stock to meet LMI standards,
- Infrastructure improvements that facilitate LMI housing development,

- Partnerships with developers and non-profit organizations to create mixed-income or income-restricted communities.

By formalizing this policy, we will create a scalable and adaptable framework that encourages responsible investment in LMI housing and ensures that all projects contribute to a cohesive vision of inclusive community growth.

### **Keystone**

The Keystone development project is making steady and consistent progress, with construction activities becoming increasingly visible throughout the site each day. Significant strides have been made in recent weeks, and the ongoing transformation of the area is a clear indicator of the developer's commitment to advancing the project according to schedule. As previously outlined in earlier updates, the developer has expressed strong interest in establishing a continued presence in the City of Nevada. Their intention goes beyond the completion of the Keystone development alone—they have conveyed a desire to pursue additional housing and investment opportunities within the community over the long term. This sustained level of interest underscores the potential for a lasting partnership between the City and the development team. It also reflects positively on Nevada's ongoing efforts to foster responsible growth, expand housing options, and attract private-sector investment that aligns with community needs and priorities. The Keystone project represents not only a critical addition to the city's housing inventory but also serves as a catalyst for broader neighborhood revitalization and future development initiatives. As progress continues, staff will remain engaged with the developer to support successful project delivery and explore future opportunities for collaboration.

### **WW Land**

As part of our ongoing efforts to maximize the value and functionality of the land surrounding the new treatment facility, we are actively exploring a variety of potential uses for the several undeveloped acres adjacent to the site. These discussions have included the possibility of entering into agricultural lease agreements, which would allow for continued productive use of the land in the near term while aligning with the City's broader land management goals. In addition to farming, we have been approached by a group expressing interest in utilizing the property for a non-agricultural purpose. While their specific intentions are still being explored, their interest highlights the potential for alternative community-oriented or innovative uses that could complement the treatment facility and add broader value to the area. Amid these discussions, I would still strongly advocate for reserving a portion of the land—particularly the northeastern section—for educational use. More specifically, I envision the development of an outdoor classroom or environmental learning space that could serve local schools, youth programs, and community groups. Such a space would provide hands-on educational opportunities related to topics such as water treatment, conservation, ecology, and sustainable land use. It would also promote public engagement and environmental stewardship in a meaningful and lasting way. As we continue to evaluate options, our goal remains to ensure that land use decisions are both fiscally responsible and aligned with community priorities, while also promoting innovation, education, and long-term value.

### **Splashpad**

Tim, Rhonda, and I recently held a productive meeting with representatives from JEO Consulting Group to continue refining design concepts for the community splash pad project. We are pleased to report that the planning process is progressing well, and we are now approaching a consensus on a final design concept.



Throughout the discussion, it became evident that all parties involved are aligned in both vision and priorities for the splash pad features. There is strong agreement on several key elements that we believe will enhance the overall user experience and create a dynamic, family-friendly space for the community. These prioritized features include:

- Berms with integrated slides: Designed to encourage active play, these small, landscaped mounds will allow children to climb up and slide down, adding a unique topographical element to the splash pad that promotes both fun and physical activity.
- An interactive water table or water journey feature: This component is intended to provide an engaging, hands-on experience for children of various ages, encouraging creativity, exploration, and sensory play as water is moved, poured, and redirected through channels or basins.
- A large overhead tipping bucket: A popular feature in splash parks across the country, this will serve as a high-impact, crowd-favorite element, periodically dumping large volumes of water to the delight of children gathered below.

Our shared goal remains to design a space that is safe, inclusive, and exciting for users of all ages, while also incorporating visually appealing and functional design elements. We anticipate one more round of refinement before a final concept is presented for review and potential approval.

### **CDBG**

The kick-off meeting for the Community Development Block Grant (CDBG) project was successfully conducted and marked a positive and informative start to the initiative. The session provided a valuable opportunity to align all stakeholders on the scope, objectives, and compliance requirements associated with the project. Sarah led the discussion, offering a comprehensive overview of the CDBG program framework. She clearly outlined the project timeline, reporting expectations, and the regulatory guidelines that must be adhered to throughout implementation. In particular, she emphasized the importance of understanding the permissible and prohibited uses of funds, ensuring that all participants are fully aware of the critical “dos and don’ts” that govern grant-funded activities. This meeting played an essential role in setting a strong foundation for the project’s success. By establishing a shared understanding of the procedural and administrative requirements, the team is now better equipped to move forward with clarity and confidence, ensuring that the project remains compliant with federal guidelines and achieves its intended community impact.

### **Monthly Meetings**

CDBG

NEDC

CEDI Legislative Briefing

Alliance Board Meeting

Rotary



**STAFF MEETING AGENDA**  
**June 2, 2025**

**A. Old Business**

- a. City Administrator
  - i. CDBG
  - ii. RR- July
  - iii. 51 Acres
  - iv. New Plant
  - v. Splashpad
  - vi. Trail-Northview
  - vii. Capstone
  - viii. Trailside-Keystone
  - ix. WWTP
  - x. Collector line
  - xi. Kading Property
  - xii. Street Lights, benches
  - xiii. Engineering



## MEMO

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To: Nevada Mayor and City Council

From: Brandon L. Mickelson, PE

Subject: Monthly Project Update from HR Green, May 2025

Date: June 4, 2025

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### **On-Call Engineering Services – 40100100**

HR Green provided the following on-call services:

- Attended City Council meetings
- Development Review/Site Plan Review
- WWTF storm water management plan
- Harrington Park Trail Concepts Cost Estimate

### **US 30/580<sup>th</sup> Interchange Well Water Main Relocation Project – 2302726**

This project consists of the relocation of Nevada's 16" Well Water Main in the vicinity of the new US 30/580<sup>th</sup> Avenue Interchange from the intersection of US 30 and Sand Hill Trail east to 580<sup>th</sup> Avenue and then north along the existing 580<sup>th</sup> Avenue right-of-way to the north end of the interchange project. The Iowa DOT will be responsible for all costs associated with this project, including construction, design, and construction phase services.

The project is complete. HRG is currently coordinating project closeout procedures including providing documentation required by the DOT. Reimbursement will occur once project closeout is complete. Water main portion is complete but closeout must wait for overall DOT project to be complete.

### **Sponsored Projects - 191900**

Nevada Sponsored Project Final Design – 191900.03

- Project C – Harrington Park construction is nearly complete. Final walkthrough completed May 5.
- Projects A&B - West Indian Creek (Lincoln Way to E Ave) and Tributary to West Indian Creek have approved contractors. NTP to be sent to RW Excavating for Project A. Project A kickoff meeting June 2. NTP pending for Project B waiting on insurance. Project B expected to start construction in July.
- Project D – Harrington Park final seed NTP and Contract to be finalized with TK Grading.

### **GIS Services – 181696**

- On-Going GIS Maintenance on GIS Server and Online Web Maps and Web Applications.
- Design Ticket Requests have been completed and are available for support on an as-needed bases.

### **Wastewater Treatment Facility – 160473**

- Phase 1, Site Preparation:
  - Work was completed as of 5/14/21.
- Phase 2, WWTF Plant:
  - Held construction progress meeting with WBCI on 4/23/25; planned 5/7/25 progress meeting as cancelled by WBCI.
  - No future construction progress meetings are currently scheduled.
  - On 5/21/24, a tornado impacted the WWTF site causing damage to multiple buildings and the site. WBCI has contacted their insurance carrier and adjusters were on-site on 5/29/24. HRG has been coordinating with WBCI regarding next steps and WBCI will be providing updates when available. WBCI is still "in-control" of the site and claim(s) would be made against the Builder's Risk insurance policy. Temporary roofing repairs and temporary Admin Building garage doors were installed by WBCI on 5/23. WBCI has not provided an updated project schedule showing impacts from the tornado damage. WBCI is expecting final report on damages from their insurance carrier very soon; Insurance adjusters report on building damage was received on 7/24/24; Engineer's report on the structural inspection for insurance claim was received on 8/27/24; As of 2/26/25, one tornado damage item (digester blower enclosure doors) remains to be completed within 2 weeks; as of 3/26/25 adjuster's report documented tornado damage repairs were complete.
  - Current work items underway includes: Equipment startups & trainings, various "cleanup" work throughout all buildings and site, installation of membrane thickening units in the aerobic digester.
  - HRG completed preliminary electrical and controls walkthroughs on 4/23/24 & 4/24/24; completed preliminary mechanical walkthrough on 5/2/24; completed site, process, structural/architectural walkthroughs on 9/13/24, 9/20/24 & 9/25/24; HRG completed walkthrough with all disciplines on 4/30/25.
  - Progress schedule shows project is behind schedule to meet updated contract completion date; however, delays with Phase 3 completion will result in the inability to begin process startups until 4/7/25; initial period of facility operation occurred between 4/7/25 and 4/14/25; facility operation resumed on 5/1/25.
  - WBCI submitted a request for Substantial Completion on 7/23/24; after considerable discussion HRG recommended denial of the request based on the work not being considered Substantially Complete and ready for its intended use due to the tornado damages and the related outstanding claim; HRG was informed that the City's insurance carrier would not provide property insurance for the facility until the tornado damages and claim have been settled; The City and HRG discussed and decided to provide lists of observed outstanding items (not an official punchlist), formal written verification related to the assessment of liquidated damages for the work completed prior to the tornado event, and a schedule for plant startup based on Phase 3 progress schedule; WBCI submitted a formal request for Substantial Completion on 2/24/25 and this was discussed at the 2/26 progress meeting, City and HRG would like to have written confirmation from WBCI's insurer that the tornado damage claim has been "settled" in order for the City to be able to obtain property insurance as previously discussed, HRG provided formal written recommendation on 3/11/25 to not issue Substantial Completion as of 2/24/25 as requested; WBCI responded on 3/26/25 and 4/18/25 again requesting Substantial Completion as of 2/24/25 which HRG does not recommend approving; on 5/23/25 WBCI again requested Substantial Completion as of 2/24/25, HRG is working on formal response .
- Phase 3, Lift Station:
  - Held construction progress meeting with Boomerang on 5/21/25.
  - Next construction progress meeting is scheduled for 6/10/25.
  - Work performed this period includes:

- Paving
- Site grading
- Fencing
- Bypass flooding cleanup
- Wall pour issues update:
  - Major wall pour completed on 10/4. HRG is working with Boomerang for remedy on defective work from wall pour. Boomerang's subconsultant (Terracon) has completed wall scanning effort and provided a summary report regarding voids (visual and subsurface). Additional issues with concrete cover over reinforcement was noted in Terracon report. HRG formally responded with comments on the Terracon report and requested Boomerang to provide formal response regarding plan to remedy and impact to schedule. Boomerang has hired a third-party structural engineer (Shuck-Britson) to assist them with further investigation and development of remedies to the defective work. Boomerang and their third-party structural engineer completed an on-site review/investigation on 2/13. They developed preliminary proposed remedies and submitted to HRG for review on 2/21. HRG review proposed remedies and provided feedback on 3/2. Boomerang submitted updated final proposed remedies on 3/27. HRG reviewed the updated remedies, met with City staff to review and discuss our recommendations on 3/28, and formally responded to Boomerang on 4/4. Decision and response to Boomerang is to allow commencing with proposed remedies with conditions to retain Shuck-Britson to assist with repair and providing a 10-year warranty bond on all repairs. Both conditions would be at no cost to the City. Boomerang's formal response accepting the City's conditions was received on 4/26; however no preliminary schedule to complete repairs accompanied their response. Boomerang has continued working on wall repairs within the screen room and screen room stairwell areas (interior and exterior); most repairs to the lower walls are complete. Boomerang and Shuck-Britson were on-site 2/26 to review wall patches that appeared to be "defective"; Boomerang completed rework of numerous patches under the direction/observation of Shuck-Britson; wall repairs are complete
  - HRG is tracking labor effort related to defective wall pour activities separately from other construction administration/observation efforts so there is a record of related engineering costs to withhold/offset from project payment to Boomerang.
- Upper Wall & ground floor slab pour issues update:
  - HRG completed site visit for full observation of upper wall and ground floor slab pour on 9/28/23; HRG issued formal notice of defective work to Boomerang on 9/29/23; Boomerang has been completing wall repairs following the same repair procedures as the lower wall repairs; Boomerang developed and submitted a repair plan for the suspended slab and upper walls on 11/22/23 with additional information submitted on 11/28/23; HRG reviewed the repair plan and return comments/questions to Boomerang on 12/4/23 for further clarification; Boomerang responded to HRG's comments/questions on 12/15; Conference call with HRG, Boomerang, SBI, and City was held on 12/22 to further discuss repair proposal; City gave final direction for approval of repair proposal and HRG issued formal notice to Boomerang on 12/26; Boomerang has scheduled a meeting with City and HRG on Jan. 2<sup>nd</sup> to discuss City's condition of approval to provide a 10-year warranty on repair work; Boomerang and Shuck-Britson were on-site 2/26 to review wall patches that appeared to be "defective"; Boomerang completed rework of numerous patches under the direction/observation of Shuck-Britson; Boomerang has removed and reset all floor hatches in the Service Area to correct per plan elevation. Boomerang has ground the floor slab to the correct plan elevation; HRG and City staff noted three minor wall patching issues in the



screen room and notified Boomerang to address on 6/19; Boomerang has reset and repaired the slab around the last floor hatch in the Service Area as of 8/2; HRG observed wall rub in lower Screen Room on 8/21 and finds the workmanship/quality to be unsatisfactory, HRG notified Boomerang of findings and requested the work be corrected; Boomerang completed repairs to non-conforming overhead door and walk door floor embeds per Shuck-Britson's repair plans; Boomerang applied/install flooring system to address ground level slab flatness/levelness defective work in November but issues still remain to be resolved; onsite meeting held 12/4/24 with Boomerang, Shuck-Britson, and subcontractors to review ground level slab flatness/levelness issues and develop additional repair plan for areas of concern; As of 12/18/24, Boomerang has nearly completed correction to lower Screen Room wall rub; on 1/28/25 HRG noted significant cracking in one of the wall patches on the east wall of the pumproom stairwell, documented with photos and notified Boomerang and requested Shuck-Britson be contacted to provide direction for repair; Shuck-Britson gave Boomerang direction to remove and replace the cracked wall patch found on 1/28/25 and Boomerang began repair on 1/30/25

- HRG is tracking labor effort related to defective upper wall & ground floor slab pour activities separately from other construction administration/observation efforts so there is a record of related engineering costs to withhold/offset from project payment to Boomerang.
  - Boomerang forwarded "as-built" drawings of the lower and upper wall/ground level slab repairs from Shuck-Britson on 1/21/25; HRG to do a superficial review to determine if these documents include all repair areas that HRG has previously noted
- Boomerang's systems integrator subconsultant (Jetco) informed all parties at the 10/18/23 progress meeting about a new significant delay related to delivery of the project's electrical gear (Motor Control Centers). The systems integrator has presented an alternative electrical gear arrangement as a means to mitigate this issue. HRG evaluated this alternative, impacts to the project schedule, and cost impacts and presented this information to City staff in a virtual meeting on 11/16/23; City staff decided to reject the proposed substitution; Boomerang was formally notified of this decision on 11/17/23 and an updated progress schedule was requested; On 12/13 Jetco provided an updated MCC delivery ship date of 6/21/24 from the factory; Boomerang provided an updated construction progress schedule at the 4/24 progress meeting showing MCC delivery on-site at 6/28/24; MCC was delivered on-site on 7/23/24; As of 12/18, an on-site review of progress will be done with Jetco the week of 1/6/24 to determine schedule for controls/VFD startup schedule
  - Boomerang was investigating if a temporary bypass pumping arrangement is an option to allow startup of Phase 2 work until Phase 3 is operational. On 10/24/23 HRG, Boomerang, and City staff discussed a temporary bypass pumping arrangement in detail and the general outcome of the discussion was this is not a feasible option due to multiple different factors
  - Based on HRG's observations, the last received progress schedule (4/9/25), Boomerang appears to be at least 22 months behind schedule to meet the current contract substantial completion milestone/date (June 9, 2023) based on a lift station startup date of 4/7/25. The current construction progress schedule includes the project's final completion milestone/date; however, HRG would estimate the work being fully complete (less backup repairs) no earlier than mid June 2025 (original: September 30, 2023).
  - On 4/13/25 – 4/14/25 while Boomerang was in-control of the project and site an issue with the electric utility power feed caused the lift station pumps' variable frequency drives to fault as designed to protect this sensitive electrical equipment; the temporary alarm dialer was unsuccessful in sending a notification of this alarm condition; this caused a

backup of sewage in the lower screen room and bypass from the lift station; as a result all affected non-submergence rated items are to be replaced by Boomerang; Boomerang has filed a Builders Risk insurance claim to cover the required replacements; lead times for all replacement equipment is unknown at this time, but is anticipated to be up to 12 weeks; the lift station is still operational though the condition and remaining lifespan of equipment that was submerged has been compromised; Boomerang is working to expedite replacements.

- Phase 4, Force Main and Trunk Sewer:
  - The project was declared Substantially Complete as of 4/12/24.
  - Future construction progress meetings will be scheduled on an “as-needed” basis until the project is fully complete.
  - Abandonment of existing 8” gravity sewer is complete less the final ~300’ due to potential service line connection conflict which is being investigated. There is apparently an active service line connection from the condo units on the south side of Highway 30 that are preventing this sewer line to be completely removed. The City will need to work with the property owner(s) to relocate their sewer service connection to another part of the collection system as the 8-inch gravity sewer in the Highway 30 right-of-way will ultimately need to be removed completely.
  - Fiber optic cabling installation work commenced the week of 12/4/23 with reinstallation of damaged/destroyed conduit and handholes within the IDOT S14 project work area followed by aerial fiber optic cable installation. Note that end connections cannot be completed until Phases 2 & 3 will allow. The City will need to determine how/if to assess the IDOT for reinstallation of fiber optic conduit and handholes damaged as part of the IDOT S14 project by the IDOT’s contractor. End connections and fiber optic cable installation is anticipated to begin once associated conduit and handholes on Phase 3 are installed (Phase 2 is ready)
  - On 10/10/24 the fiber optic subcontractor expressed concerns with some clearance heights above driveways/field accesses/roadways on the aerial portion of the fiber optic cable route. HRG has taken field measurements to check clearances and is coordinating with all parties to provide required clearance heights, if needed; HRG provided a formal field order (FO#6) with revisions to the aerial fiber optic installation on 2/26/25, Phase 3 has completed installation of underground fiber optic conduit and handholes that will allow connection into the lift station electrical room.
  - Fiber optic cable installation between Phases 2 and 3 commenced on 4/16/25; installation and testing was completed on 5/2/25.

#### **2024 Street Improvements, Division 1, Street Reconstruction – 2303452**

- Project complete.

#### **North Well Field Exploration - 2303590**

- HR Green submitted Draft Report for the project to City staff to review.
- Next steps are to schedule a review meeting, receive feedback to incorporate, and finalize the report. The Report could be submitted to Iowa DNR for review as the basis for future raw water improvements (as needed).

#### **19<sup>th</sup> Street Trail – 2402192**

- Division 1 work (earthwork/utilities) is complete. Division 2 (paving) is substantially complete. After verification of punch list completion, certificate of final completion and release of retainage will occur.

**Oak Park Estates Trail from 6<sup>th</sup> Street to 8<sup>th</sup> Street – 2502027**

- Bid opening held on Tuesday June, 3<sup>rd</sup>, 2025. Project completion anticipated to occur by September 30, 2025.





# NEVADA PUBLIC SAFETY DEPARTMENT

1209 6<sup>th</sup> Street – P.O. Box 530 Nevada, Iowa 50201 Tele: 515-382-4593



*Chris Brandes*  
*Public Safety Director*  
*Chief of Police*

**To:** Mayor and City Council  
**From:** Chris Brandes, Public Safety Director/Chief of Police  
**Date:** Tuesday, June 3, 2025  
**Ref:** Report for City Council Meeting for Monday, June 9, 2025

## Staffing

Officer Meyer and Officer Morpew are now in their Field Training Officer (FTO) phase.

Officer Walleser has deployed as a member of the Iowa Army National Guard.

## Activity

The police department will be hosting a bicycle rodeo on June 21<sup>st</sup> from 10AM to 1PM. The bicycle rodeo has become an annual event the department has hosted with the intent of teaching bicycle safety, providing helmets to those in need of one, and introducing the community to the department.

The police department has either responded to or self-initiated 464 calls for service in the month of May.

*Highest number of calls listed below:*

Traffic Stops: 170  
General Info: 56  
Medical Assists: 30  
Animal Call: 23  
Suspicious Person: 21  
Welfare Checks: 15  
Parking Complaints: 13

Respectfully submitted,

Chris Brandes  
Public Safety Director  
Chief of Police



# NEVADA PUBLIC SAFETY DEPARTMENT

1209 6<sup>th</sup> Street – P.O. Box 530 Nevada, Iowa 50201 Tele: 515-382-4593



*Chris Brandes*  
*Public Safety Director*  
*Chief of Police*

TO: Chris Brandes, Public Safety Director

FROM: Ray Reynolds, Director of Fire and EMS

DATE: May 5, 2025

REF: Activity report for Trustees, City Council and Honorable Mayor.

Calls to date in May 2025: 336  
Calls to date same time last year (2024): 308

Fires for May 2025: 5  
EMS for May 2025: 40  
Good intent for May 2025: 16  
Community events for May 2025: 9

Current roster number of members: 46

## Membership

Griselda Smith was removed from membership for non-participation.

## Stop the Bleed Kits

Thanks to a county-wide EMS grant the city was able to get a stop the bleed kit for the library and city hall. These kits will be mounted near the AED cabinet. They contain items needed to stop any major bleeding incident and include tourniquets. The kits cost around \$1,000. They were free to the city and distributed through the fire department and only costs us our annual \$25 membership to the Story County EMS Association.





## **Pizza Pie Looza**

The fire department had 23 members who were involved in supporting PPL this year. The modifications to the event really helped. The department set up an incident command center with tents, had additional earpieces for radios, put a railing up front to separate the crowd from the front stage where volunteers were staffed, and had an incident action plan reviewed by an expert from Redrock Entertainment. The flow of the concert worked very well. The department had 3 medical calls at the event and had a fire call at the same time as the concert. The National Weather Service was requested to monitor the weather 6 days out and the FBI provided analyst support to assure there were no specific threats to the event. Even in small towns, outdoor events need to be treated with public safety as the highest priority. Our operations plan worked well.



## **Wrong way Drivers**

The department responded to a fatality accident late Wednesday eve. The new construction around Nevada has helped with greatly reduce fatality accidents in the city limits at S-14 but we are seeing really bad crashes near 580<sup>th</sup> Ave and Hwy 30. The latest accident was reported as a wrong way driver at Airport road and Hwy 30 going West in the Eastbound lanes. The case is under investigation by the Story County Sheriff's Office but initial reports suggest the wrong way driver was Westbound in the eastbound lanes for several miles before striking an oncoming car and killing the driver.

## **Close Call with Home Oxygen Therapy**

Two residents escaped a close call in Nevada while one was on home oxygen for COPD. The couple was in bed. The male was on 24/7 oxygen. When the male was reaching for an object and could not find it on the nightstand, a Bic lighter was ignited for additional lighting. A giant fireball flashed across the couple's bed. The next day we installed 2 thermal fuses to the oxygen system and 5 smoke alarms in the home.

As I lead the nation's efforts to reduce home oxygen therapy (HOT) fires for the International Association of Fire Chiefs (IAFC), I see these reminders all too often. The time for people to escape a home fire has dramatically reduced to less than 3-5 minutes. The amount of plastics and synthetics have created very

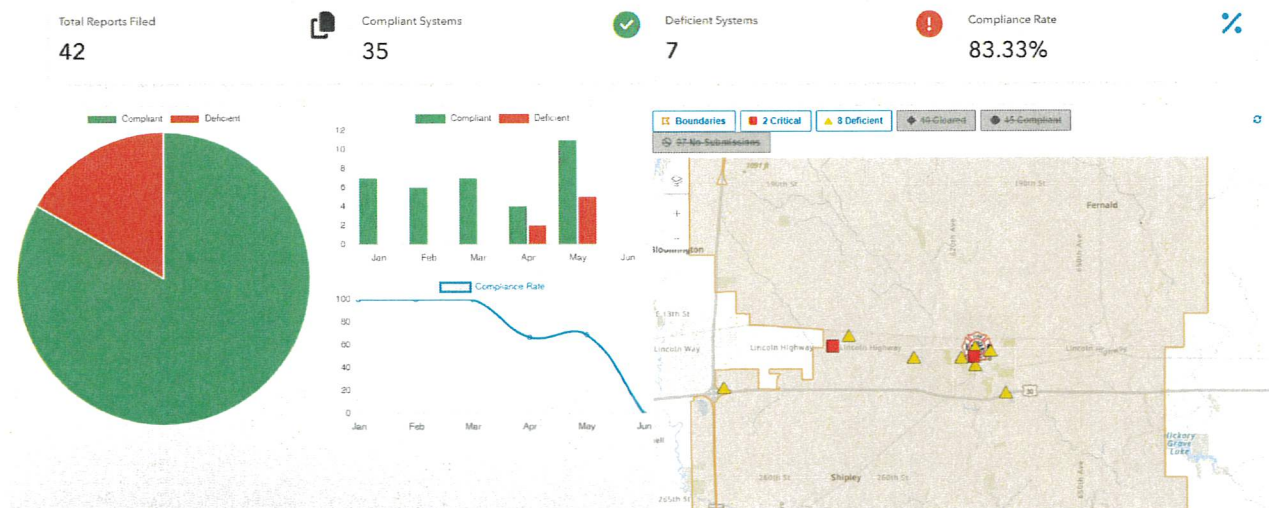


smoking toxic fires. Add 24/7 flow of oxygen in the home and the escape time is even less. The photo on the right was shared by the Newton Fire Marshal when a HOT fire occurred in the home of an elderly couple. The oxygen tubing caught fire when the occupant was smoking and removing the tubing. The fire burned up the couch and burned all the way back to the concentrator in another room. The couple tried to fight the fire and it grew too fast creating a life or death moment for them. Both were injured. This happened in our community twice and it happens almost daily with a fatality reported every four days. It is important we keep up our prevention efforts in Nevada to reduce these risks.



## IROL Dashboard

There were 42 reports of hood, fire alarm, and sprinkler inspections submitted this month. Of those 7 had issues including two critical deficiencies, which if left uncorrected would render a critical life safety system inoperable. Imagine a large facility where the fire alarm failed to operate and notify the occupants of a working fire? The value of IROL as a free service to our city has really helped us go after the systems that need our intervention the most. We have had 100% success in getting people to fix things that break. There is nothing more important than having confidence an alarm will sound automatically and call the fire department within 90 seconds. More important is a sprinkler system to put out a fire when it starts. This has truly helped me with time allocation to manage the real trouble issues in our community.





June - 2025

To: Mayor Condon & Nevada City Council  
City Administrator, Jordan Cook

From: Tim Hansen, Director of Parks and Recreation

Re: Monthly Information Report

- SRF Sponsored Projects:
  - We had a walkthrough of Project A (Indian Creek) with property owners on May 21<sup>st</sup>. RW Excavating is scheduled to begin work on June 2<sup>nd</sup>. They will start in the fairgrounds area and work west and north.
  - TK Grading will be in this month to do the seeding at Harrington Park.
- We received final approval from the DNR after inspection for the Community Forestry Grant tree plantings along Fawcett Parkway, Lincoln Highway, and around the elementary school. We can now submit for reimbursement.
- Splash Pad Project: We have a meeting with JEO on June 5<sup>th</sup> to review options.
- Pool opened June 2<sup>nd</sup>. This was one day later than planned due to cold weather and water temperatures impacting in-water training.
- We have 3 more planning meetings for the Wall That Heals event that will be held in August at SCORE.
- Staff has been doing spot spraying for weed control at various locations around town.
- Tree removal at Harrington Park. We still have about a half dozen Ash trees to remove. We will follow up this spring and summer with all the necessary stump removal once we have some of our seasonal staff on board.
- Continuing education for staff.
- Staff, City Council, Safety, and Nevada Foundation meetings.

If you have any questions, please feel free to contact me at 382-4352 (Office) or by email at [thansen@cityofnevadaiaowa.org](mailto:thansen@cityofnevadaiaowa.org).

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The Nevada Street Dept has been working on the following

- ❖ Vehicle maintenance
- ❖ Locates
- ❖ Patching holes
- ❖ Graded gravel roads
- ❖ Water break patches and seed backs
- ❖ Camera sanitary sewers
- ❖ Mowing guard rails
- ❖ Sewer cleaning
- ❖ Rob is removing more trees and stumps
- ❖ Intake work
- ❖ Painting
- ❖ Installing way finding signs



June 9th / 2025

## Water Pollution Control Council Report

- Regular operation, monitoring & maintenance of the wastewater treatment plant, lift station, and remote flow basin.
- Ongoing training for new plant and lift station
- Well repairs to well at new plant Line came apart and pump had to be fished out
- Sampler tubing replacement to influent sampler at new plant
- Phones and office computers moved to new plant
- Fixed flush valve in men's restroom
- Belt replacement and filters to secondary treatment building make up air unit



## **Library Council Report – June 9, 2025**

### **1. BUILDING UPDATES:**

- a. AC Units are all up and going.
- b. We have more exteriors lights that are burned out and will need to look into solutions for that.
- c. We continue to have leaks that pop up on the roof and we get them repaired as needed and a volunteer changes out the ceiling tiles.
- d. Craig is working on setting up the server.
- e. Working on replacing our projection screen in the meeting room as it is broken.

### **2. PROGRAM UPDATES:**

- a. Saturday, June 7<sup>th</sup> from 10-12 is our Summer Reading Kick Off! Anyone that signs up for the program will receive a free book. We plan to host this event in Patton Park.

### **3. OTHER UPDATES:**

- a. Working on a 2-week staff rotating schedule for continuity purposes.
- b. Hiring for another part-time employee per the next fiscal budget.