Submitted by:
Mr. Pat A. Miller
APWA IA Chapter President

Greetings Iowa Chapter! We are now looking down the barrel at fall and it is hard to believe that summer of 2013 is rapidly winding down. It has been an exciting year for the Iowa Chapter, celebrating 60-years as an APWA Chapter. Most exciting to me is we are hosting the Fall Conference in Council Bluffs in the very month that the Chapter was officially recognized by National APWA as a Chapter, in September of 1953 in Waterloo Iowa. The chapter was recently recognized at the Chicago congress by the APWA National Historical Society for its 60-years and will be sending a new patch for our banner.

(Below) Members of the Iowa Chapter receive the 2013 PACE Award at the APWA Congress in Chicago. From Left: Pat Miller, Tracy Warner, John Joiner, Ron Knoche, David McDermott.

It was great to see so many Iowans in Chicago at the APWA International Congress along with the many other chapters from the United States and around the world. We had around 74 people attend the chapter dinner in Chicago. This must be close to a record number of attendees. The dinner was great; a big Thank You to Chapter Delegate, Al Olson and Secretary-Treasurer, Adam Smith for arranging the perfect venue. It was a lot fun visiting, discussing business activities, as well as celebrating with everyone in attendance.

Awards in Chicago: The Iowa Chapter again received the PACE award three years running. The

Continued on page 2
President’s Message

Continued from cover

Chapter owes a great deal of gratitude to Pat K. and the rest of the award staff for such a great job in putting the PACE app together each of these 3 years. Besides the PACE award, Cedar Rapids received an award for Project of the Year, Historical Restoration of its City Hall, $5M<$25M. Matt Dolan from West Des Moines received the Donald C Stone Award for excellence in education. Great job Matt! We are proud of you. In addition the Iowa Chapter has received a $100 gift card from National for our success bringing in new members. The Iowa Chapter was one of 28 receiving the gift cards.

Another great moment at Congress was the announcement of Iowa’s own Larry Stevens as the APWA National President Elect, Wow! We are so proud of Larry and his accomplishments in APWA! I look forward to the next few years having Larry as President Elect and then 2015 as APWA President!

A reminder that 2013 Fall Conference will be held in Council Bluffs Iowa at the Hilton Garden Inn, 2702 Mid America Drive. Registration this year is being done using the Cvent program. So, if anyone is having issues please let us know ASAP so we can make corrections. So far it seems to be working well. We have a great venue and great speakers and this is a great opportunity to communicate with Public Works officials and consultants from around Iowa and possibly even a few from Nebraska!

This will most likely be my last newsletter as your chapter President. I have greatly enjoyed serving the chapter as President this past year and hope to continue serving as a member and committee chair for many more years. I will have the great honor and historical moment this winter of turning the presidency over to the first women Iowa Chapter President Tracy Warner. I am sure Tracy will do a great job as President and in keeping us organized and on track for the future of the Iowa Chapter!

Iowa Chapter 60-Years Strong.

City of Dubuque’s Green Alley Program

Submitted by Jon Dienst, P.E., Civil Engineer II, City of Dubuque

The City of Dubuque began their Green Alley Program in 2009. Prior to constructing the first of two pilot alleys City staff decided to see first-hand what a “Green Alley” might look and function like once completed. The City of Chicago has more alleys than any City in the U.S. and has had a functioning Green Alley program since 2006 with more than 100 Green Alley projects completed. With a combined sewer system Chicago was searching for ways to both reduce the quantity of impervious surface runoff as well as improve the storm water quality in Chicago’s many neighborhoods. This goal in mind, the Chicago Department of Transportation reconstructed numerous alleys into green alleys using pervious concrete, porous asphalt and interlocking concrete pavers.

After further investigation, considering ongoing performance, cost of construction and maintenance the City of Dubuque made the decision to evaluate porous asphalt and interlocking concrete pavers.

In 2009 Dubuque constructed two pilot alleys. One intended to test the porous asphalt and the other the interlocking concrete pavers.

The porous asphalt alley included 7 inches of porous asphalt above 4 inches of ASTM #57 stone on top of 1 foot of ASTM #2 stone. All stone was washed lime-stone. The second alley was constructed using Borgert AquaBric interlocking concrete pavers. The pavers are set.
City of Dubuque’s Green Alley Program

Continued from page 2

Finished Alley w Permeable HMA

on 2 inches of ASTM #8 stone, above 4 inches of ASTM #57 stone on top of 12" of ASTM #2 stone. Granite was then swept in between the pavers to lock them in place.

The pilot project yielded several key considerations. First, permeable asphalt mixes tend to be difficult to design in a manner which would function as needed. Second, concrete pavers are more forgiving during the installation process ensuring a more consistent rate of permeability. Third, City Council members preferred the aesthetic qualities of the interlocking pavers over the more traditional look of asphalt pavement. Historically the alleys of Dubuque were constructed with red clay bricks. The interlocking concrete pavers bring that look back to the alleys. Since 2009, the City of Dubuque has constructed six additional green alleys all using interlocking concrete pavers.

Of course not all alleys allowed for standard design and construction. One alley in particular was on a hill and required protection of the existing retaining wall. To accomplish this City Engineer’s designed dikes, placed every 25’, to encourage infiltration. The dikes are lined with 40 mil PVC fabric to prevent water from blowing out the bricks at the downstream end of the infiltration trench. Thus far the approach seems to be working well.

Jon Dienst, P.E., Civil Engineer II, City of Dubuque can be reached at jdienst@cityofdubuque.org.
Mobile GIS Takes the Pain Out of Sign Management

Submitted by: Brad Becker, Traffic Signal Lead Technician, City of Ames

AMES - In the summer months Ames is a quiet community of nearly 30,000 residents. The rest of the year Ames is a bustling city swelling to more than 60,000 as Iowa State University students return to school.

You've probably all heard the old adage that Midwesterners really only experience two of the four seasons; one being winter and the other construction, giving us a short timeframe to accomplish the majority of our maintenance. Ames has nearly 10,000 traffic signs which require repair, replacement and inspection to ensure each is compliant with retroreflectivity and other regulatory standards.

Old Way
For years the City's Traffic staff managed all sign related assets within a customized Microsoft Access database. Although not integrated within the City's GIS it did provide a way to track sign maintenance history and provide a location description usually reference from the nearest intersection. This was a useful tool but was not without substantial limitations. Paper was still required in the field which meant staff had to manually enter daily work records. The database would only allow one user at a time. Paper was sometimes lost or records failed to be entered consistently. Location descriptions were often inaccurate and there was really no way to tie a particular record to a map.

Improved Way
Federal Highway Administration (FHWA) requires Cities to establish a plan to meet minimum levels of retroreflectivity. FHWA has options to achieve minimum levels of retroreflectivity compliance including: establishing a blanket replacement policy; visual inspection by elderly persons at night; or retroreflectivity assessment. We wanted to move away from blanket replacement and instead conduct a retroreflectivity inventory.

To accomplish this we needed a better system for managing sign related data. Traffic staff collaborated with City GIS staff to develop proper database schema which could handle complex sign assets and begin the process of building a GIS sign inventory. Once existing sign features were loaded in the GIS database a QA/QC process was followed to ensure a quality dataset and each record given a unique identifier. Surprisingly nearly 1500 signs were discovered to either not exist or had been improperly deleted from the database!

Mobile Application
City GIS Specialists worked to conceptualize an application with functionality to overcome limitations in the out-of-the-box ESRI iOS mobile application. Namely, barcoding and related table functionality to enable accessing and editing of historical information. The GIS team selected DGTEX, Inc. a reputable, Florida based, software development company to turn the concept into a working application. DGTEX was able to leverage the ESRI ArcGIS SDK for iOS and create an application developed to our exact specifications. The final application allows the user to see all maintenance records and related information in the field, access signal plans, attach images to sign features and is barcode enabled.

Barcoding
With the database constructed and the app up and running we refocused our efforts on field inventorying and applying barcodes to each sign. The barcode links the retroreflectometer to the GIS database, it is also the quickest means to access the information in the field. We chose a small and durable adhesive metal barcode manufactured by Metal Craft.

GIS staff created predefined routes to help Traffic staff place barcodes on the correct assets. These routes match the order the barcodes were packaged which allows staff to quickly find the correct tag for each location and save time in the field.

Continued on page 5
Mobile GIS Takes the Pain Out of Sign Management

Continued from page 4

Retroreflectometer
We purchased the RoadVista 922 Hand-held Retroreflectometer. The 922 has both GPS and barcode reading capability making it a perfect fit with the application. Thus far the unit has performed perfectly and the exported table is easily joined with the GIS.

Ongoing
This year we hired 2 additional part-time summer employees to allow our full time staff to focus on the inventory process. The process includes attaching the barcode, adjusting the location within the GIS, retroreflectivity sampling and photographing the sign. In the 4 months we’ve been at it we’ve inventoried roughly half of the 10,000 signs.

Benefits
Whether you are starting from scratch or utilizing existing data this method has proven to be successful. We are already reaping the benefits of the new system; in the past when a sign was delivered to the shop we may not have any information on where it came from so we’d have to drive the town, now we can scan the barcode and are directed to its exact location on the map. Anticipated benefits are: sign stub location during winter months when the snow is piled high; sign lifecycle budgeting; cost savings in that signs which need changed out due to reflectivity can be done on an individual basis rather than a blanket replacement; and time savings, when a sign is reported damaged staff can pull up information to determine exact supplies to repair the sign.

Brad Becker can be reached at bbecker@city.ames.ia.us

DGTEX, Inc: info@dgtex.com

New Flashing Yellow Arrow (FYA) Left-Turn Signal

Submitted by: Jim Dickinson, PE
Principal Engineer – Traffic
City of West Des Moines

The City of West Des Moines has installed a new traffic signal display at 17 intersections to provide a safer, more efficient left turn for motorists. The flashing yellow arrow (FYA) display replaces the circular green ball indication for left turns at signalized intersections. The new display will be implemented when new signals are installed and as some existing signals are modified.

How does it work?
A flashing yellow arrow means left turns are permitted, but you must first yield to oncoming traffic and pedestrians, and then proceed with caution. The flashing yellow arrow replaces the green ball indication for a yielding left turn, but it does not replace the solid yellow arrow. The signal phases are shown below:

**Why the change?**
This change is the result of a new national standard for permissive left-turn operation, as adopted by the Federal Highway Administration (FHWA). National studies conducted for the FHWA demonstrated that drivers made fewer mistakes with the new signals than with the traditional circular green ball indication. Many drivers perceived the circular green ball to mean “go” and forgot to yield to oncoming traffic when turning.

**Why is it a better left-turn signal?**
- It’s safer. According to preliminary evaluations, FHWA estimates that the new display results in a 30% reduction in left-turn collisions. This is the 2nd highest type of crashes in West Des Moines behind rear-end collisions.

- It’s more efficient. The new display gives traffic engineers more options to handle variable traffic volumes during different times of the day.

- It’s more consistent. As the new signals are introduced throughout the United States, you’ll see the same left-turn signals in every state.

**Does it really reduce left-turn crashes?**
Left turn crash data for thirteen intersec-
New Flashing Yellow Arrow (FYA) Left-Turn Signal

Continued from page 7

Average annual number of left turn crashes four years prior to FYA = 20 crashes. Number of left turn crashes one year after FYA = 10 crashes

We continue to monitor the crash data at these intersections as well as new installations. From the data we have collected after the first year of operation, the installation of the flashing yellow arrow left turn signal is having an impact on reducing left turn crashes at those intersections.

Jim Dickinson, PE, can be contacted at: jim.dickinson@wdm.iowa.gov

Diversity Corner

Submitted by: Tracy Warner, P.E., IA APWA President Elect Municipal Engineer, City of Ames

APWA Diversity Committee is pleased to present the 2nd Edition of the APWA Diversity Resource Guide. Responses were very favorable to the first editions (both Volumes 1 and 2) and due to this response, and the age of the previous volumes, the Committee decided in 2012 to revise and consolidate the volumes into one Guide. The Diversity Resource Guide can be found in the Diversity Toolbox on the APWA website (http://www.apwa.net/discover/Diversity/Diversity-Toolbox). This document highlights specific metrics, programming ideas, and explanations for common issues that occur not only in our profession but in our workplaces in general.

The APWA Board of Directors believes that institutionalizing the diversity concept takes a commitment from all levels of the association, but that it must be embraced at the top level in order to empower the concept throughout APWA. The concept involves constant introspection and attention to the ways we all communicate and work with one another.

The APWA Diversity Statement approved by the Board of Directors states:

"The American Public Works Association recognizes, appreciates and fosters the synergy, which is created when the work environment values the differences in individuals and practices inclusiveness and open communication."

Diversity is neither an affirmative action nor an equal opportunity program. Through legislating equality we can fail to recognize the spectacular ways in which people are different. APWA is moving beyond affirmative action and is affirming diversity. Diversity means "all the ways in which people differ from each other" and how we accept and use those differences depends on whether diversity becomes an asset or a liability for APWA, its Chapters, and for our workplace.

The American Public Works Association values all individuals and different perspectives of those individuals, and believes in providing the process for all to feel included as part of the whole.

Tracy Warner, P.E. can be reached at twarner@city.ames.ia.us
SUDAS: ADA Curb Ramp Clarifications

Submitted by: Beth Richards
SUDAS Program Coordinator
InTrans/Iowa State University
brich@iastate.edu

When we initially developed the new SUDAS/Iowa DOT Design Chapter 12 based on ADA, one of the main points of contention was the issue of resurfacing. The question was if all resurfacing projects triggered the need to install curb ramps. On July 1, we received information from FHWA, Iowa Division, that the DOJ/U.S. DOT developed clarifications on what constitutes resurfacing and further identified work elements that are considered maintenance. The links to these documents are included below.

http://www.fhwa.dot.gov/civilrights/programs/doi_fhwa_ta_glossary.cfm
http://www.fhwa.dot.gov/civilrights/programs/doi_fhwa_ta.cfm

- Based on those clarifications, the Iowa ADA Standardization Design Committee (consisting of SUDAS, Iowa DOT, and Iowa FHWA staff) met to revise Section 12A-2 accordingly. Here’s a summary of the changes made:
  - Resurfacing is an alteration the triggers the requirement for curb ramps – new or reconstruction of non-conforming curb ramps.
  - There are additional surface treatments listed that may have been considered maintenance that are now an alteration. For example, mill and fill, microsurfacing, and thin lift overlays are alterations.
  - Incorporated the same expanded list of maintenance activities that is included in the DOJ/U.S. DOT technical assistance document.
  - The DOJ/U.S. DOT technical assistance document stated that “A combination of several maintenance treatments occurring at or near the same time may qualify as an alteration and would trigger the obligation to provide curb ramps.” We included that language following the list of maintenance items. It will be up to the individual agency to determine what constitutes “several” and will need to document that decision if the determination is maintenance.
  - Revised the numbered descriptions for the various situations depicted in Figure 12A-2.06. As a result of information provided in the technical assistance document, our committee asked for further clarification on "where must curb ramps be provided." The response, according to Federal regulation 28 CFR 35.151, indicates, “When there is an alteration on the street where there are curbs or barriers in the path of travel between the sidewalk on one side of the street to the sidewalk on the other side of the street, curb ramps are required. Barriers can be the grass portion from the back of curb to the pedestrian walkway.” This clarification impacted situation #3 on Figure 12A-2.06 - in those situations, construction of a curb ramp is now required. The DOJ/U.S. DOT clarification also necessitated revisions of situations #4 and #5.

The updated version of Chapter 12 has been approved by Iowa FHWA and the SUDAS Board of Directors and is included on the Iowa DOT and SUDAS websites. SUDAS printed versions will be included in the 2014 Edition updates. It is important to note that these requirements must be included in any project let after January 1, 2014. www.iowasudas.org

Iowa Chapter Award Nominations

Submitted by: Eric Cowles, P.E., Awards Committee Chair, Civil Engineer II, City of Ames

**Disaster <$5M:** Modern Woodman Park Flood Protection, City of Davenport

**Environmental <$5M:** Concrete Rubble Recycling, City of Newton

**Environmental $25M < $75M:** Clinton Regional Wastewater Reclamation Facility, City of Clinton

**Historical Restoration/Preservation $25M but < $75M:** Paramount Theatre Restoration, City of Cedar Rapids

**Transportation <$5M:** 2011/2012 Downtown Street Pavement Improvements (Kellogg Avenue and Main Street), City of Ames

**Transportation $5M < $25:** Northwest 62nd Avenue Improvements, City of Johnston

**Transportation $25M < $75:** I-35 & NE 36th Street Interchange, City of Ankeny

**L.O. Stewart Service Award (APWA 5, Same Agency 15):**
Albert Aguilar, City of Des Moines
Bob Younke, IDOT
Claudia Rodenburg, City of Council Bluffs
Dan Granter, City of Muscatine
Dean Glunz, Scott County
Dennis Webb, City of Knoxville
Jeff Krist, City of Council Bluffs
John Gilson, City of Waterloo
John Rouse, City of Boone
Jolene Belzung, City of Ankeny
Kent Ellis, IDOT
Mike Kunz, City of Cedar Rapids
Rob Davis, City of Cedar Rapids
Ron Wiese, City of West Des Moines

Scott Kleppe, City of Solon
Steve Hansen, City of Le Mars
Tim Higgins, City of Sioux City
Tim Stovie, City of Urbandale
Todd Jones, City of Davenport
Tom McDonald, InTrans
Wilfrid Nixon, University of Iowa

**Samuel A. Greeley Service Award (APWA 15, Same Agency 30):**
Patrick J. Kozitza, City of Des Moines
Dennis J. Ryan, City of Davenport
Andy Dibbern, City of Davenport
Lyle Krueger, City of Cedar Falls

**25 year Service Award**
Lynn Brennan, City of Ames
Duane Neff, City of Grinnell
Glen Wazny, City of Davenport

**50 year Award**
Theodore Clausen, City of Grinnell
Eugene Niebuhr, City of Clinton
2013 Iowa Chapter Fall Conference

SAVE THE DATE
2013 APWA FALL CONFERENCE
Sept. 18-20, 2013
Winter Maintenance Training, golf outing at
Dodge Riverside, Fall Conference,
delicious food, great speakers!!

Hilton Garden Inn
at Horseshoe Casino
2702 Mid America Dr.
Council Bluffs, Iowa
51501 USA 712-309-9000

Guest Speaker: Ian Hill
Humanitarian, business leader, award winning philanthropist. These are some of the words that are often used when referring to Ian Hill. Whether running a multi-million dollar business operation with over 1000 employees, or spearheading first of their kind life-changing community projects, Ian Hill has been recognized for being a catalyst for positive change throughout the Globe.
Iowa Chapter APWA
Fall Conference
Golf Outing
September 18, 2013
Dodge Riverside Golf Club

Our APWA Iowa Chapter Golf Outing held in conjunction with the Fall Conference will be held on Wednesday, September 18, 2013. The outing will be at Dodge Riverside Golf Club (2 Harrahs Blvd., Council Bluffs, IA). Shotgun start at 1:30 p.m. and all golfers must be registered by 1:00 p.m.

Our golf outing will be a two person Rider Cup format. If you would like to pair up with another twosome please list the two other players making up the foursome.

Cost will be $60 per player, which includes green fees, carts and prizes.

Welcome Reception and Golf Awards to follow at 6 p.m. at the clubhouse restaurant.

Please fax your registration by Friday, Sept. 10 to Tiffany Nation, City of Council Bluffs at 712-328-4975.

If paying that day, checks should be made payable to APWA Iowa Chapter.

Printed Name ____________________________
Partner ____________________________
Foursome Golfers ____________________________

Any company wishing to donate prizes to this golf event contact Tiffany at 712-328-4641.

Fax to Tiffany Nation at 712-328-4975
Or mail to: 1001 10th Ave., Council Bluffs, IA 51501
Or email to: tnation@councilbluffs-ia.gov
# 2013 Iowa Chapter Fall Conference

## Agenda

### Wednesday, September 18, 2013

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
<th>Location</th>
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<tbody>
<tr>
<td>1:30 PM</td>
<td>Golf Outing - Tee Times Start</td>
<td>Dodge Riverside Golf Course</td>
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<tr>
<td></td>
<td></td>
<td>Location: 2 Harrah's Blvd.</td>
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<tr>
<td>5:30 PM</td>
<td>Welcome Reception &amp; Golf Awards</td>
<td>Caddy's Club House</td>
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<td></td>
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<td>Location: 2 Harrah's Blvd.</td>
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Please see separate agenda for the APWA Winter Maintenance Supervisor Certificate Workshop.

### Thursday, September 19, 2013

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
<th>Location</th>
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<tbody>
<tr>
<td>7:30 - 8:45 AM</td>
<td>Executive Committee Meeting Registration - Continental Breakfast</td>
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<tr>
<td>9:00 - 9:15 AM</td>
<td>Welcome</td>
<td>Pat Miller (Iowa Chapter President)</td>
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<td>Mayor Thomas Hanafan</td>
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<td></td>
<td>Moderator (Morning): Pat Kozitsa (Region-5 Director)</td>
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<tr>
<td>9:15 - 10:15 AM</td>
<td>The Changing Point Motivational Keynote Speaker</td>
<td>Mr. Ian Hill</td>
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<td></td>
<td></td>
<td>Humanitarian, Business Leader, Award Winning Philanthropist</td>
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<tr>
<td>10:15 - 10:30 AM</td>
<td>Morning Break</td>
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<tr>
<td>10:30 - 11:15 AM</td>
<td>Council Bluffs Rivers Edge Parks</td>
<td>Larry Foster (Director, Parks &amp; Rec.)</td>
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<tr>
<td>11:15 - 11:30 AM</td>
<td>APWA National Update</td>
<td>Larry Stevens (Region-6 Director)</td>
</tr>
<tr>
<td>11:30 - 12:00 PM</td>
<td>SUDAS &amp; LTAP Update</td>
<td>Paul Wiegand (SUDAS), Keith Knapp (LTAP)</td>
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<tr>
<td>12:00 - 1:00 PM</td>
<td>Lunch</td>
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Moderator (Afternoon): Dave McDermott (Region-4 Director)

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<th>Time</th>
<th>Event</th>
<th>Location</th>
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<tbody>
<tr>
<td>1:00 - 1:45 PM</td>
<td>Bridges to Prosperity</td>
<td>Will be advised</td>
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<tr>
<td>1:45 - 2:30 PM</td>
<td>Mill Work Project, City of Dubuque</td>
<td>Jon Gieret (Civil Engineer, City of Dubuque)</td>
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<tr>
<td>2:30 - 2:45 PM</td>
<td>Afternoon Break</td>
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<tr>
<td>2:45 - 3:30 PM</td>
<td>Roundabouts</td>
<td>Patrick Kuster</td>
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<td></td>
<td></td>
<td>(Foth Infrastructure &amp; Environment)</td>
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<tr>
<td>3:30 - 4:15 PM</td>
<td>Implementing Sustainability - An Operational Perspective</td>
<td>Bret Hodge (P.W. Director, West Des Moines)</td>
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<td>Mark Devries</td>
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<td>Superintendent McHenry County</td>
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<tr>
<td>5:00 - 8:30 PM</td>
<td>Hospitality Hour and Awards Banquet</td>
<td>Eric Cowles (Civil Engineer, Ames) Awards</td>
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### Friday, September 20, 2013

Moderator: Nathan Easter (Region-2 Director)

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
<th>Location</th>
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<tbody>
<tr>
<td>7:30 - 8:00 AM</td>
<td>Continental Breakfast</td>
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<tr>
<td>8:00 - 9:00 AM</td>
<td>Concrete Paving Association Update</td>
<td>John Cunningham (Iowa Concrete Paving)</td>
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<tr>
<td>9:00 - 9:30 AM</td>
<td>Asphalt Paving Association Update</td>
<td>Bill Rosener (Iowa Asphalt Paving)</td>
</tr>
<tr>
<td>9:30 - 10:00 AM</td>
<td>Iowa Department of Transportation Update</td>
<td>John Dostart (I.D.O.T.)</td>
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<tr>
<td>10:00 - 10:15 AM</td>
<td>Morning Break</td>
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<tr>
<td>10:15 - 11:00 AM</td>
<td>League of Cities Legislative Update</td>
<td>Dustin Miller, Alan Kemp</td>
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<tr>
<td>11:00 - 11:45 AM</td>
<td>Council Bluffs Public Works Operations Facility</td>
<td>Dean Faigen (HGM)</td>
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<tr>
<td>11:45 AM</td>
<td>Tour of Operations Facility (Lunch Provided)</td>
<td>Dean Faigen (HGM)</td>
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<td></td>
<td></td>
<td>Pat Miller (Operations Director)</td>
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</tbody>
</table>

Location: 1001 10th Avenue, Council Bluffs
Upcoming Conferences and Training Opportunities

SAVE THE DATE!

Time to mark your calendars for the
2014 Mid-America Conference and Exhibit Show!
This triennial event is sponsored by your APWA Heart of America Chapters:
IOWA, KANSAS, KANSAS CITY METRO, MISSOURI & NEBRASKA

May 21-23, 2014
Overland Park Convention Center | Overland Park, Kansas

You don't want to miss this experience! Make sure your APWA profile has current contact information, then watch your email later this year for details about the program, for registration information, and exhibit opportunities.

Immediate information needed?
Contact Your Chapter Management Committee Representatives

Save the dates for
Upcoming LTAP Events

September 10 and 11, 2013
SNOW PLOW OPERATOR TRAINING 2013
www.intrans.iastate.edu/events/SPOT/

September 12, 2013
SNOW ROADEO 2013
Loader, Motor Grader, and Truck Roadeos
www.intrans.iastate.edu/events/roadeo/

At the Iowa State Fairgrounds in Des Moines, Iowa
- Outdoor Vendor Displays (weather permitting)
- Celebrity drive-offs
- Questions? Contact Jennifer Serra 294-4401 or jserra@iastate.edu