

Meet your LTAP advisory board

HOW DO THE FOLKS at Iowa's LTAP know what kind of technical information and training will be helpful for hard-working transportation professionals, supervisors, and staff all across the state? How do new LTAP initiatives, like the Road Scholar Program (see pages 2-3), get started? Who makes sure Iowa's LTAP strives to meet the needs of city, county, and state transportation agencies?

Meet your LTAP advisory board. Board members represent the various groups LTAP serves and, twice a year, meet with Duane Smith, director of Iowa's LTAP, and other LTAP staff to help formulate the program's policies and activities.

A list of board members, with contact information, is on page 3. Feel free to contact anyone on the board with suggestions, requests for training topics, or other information that can help make LTAP better. If you haven't met these individuals, here's a little background information about each of them:

Saleem Baig, transportation services engineer in the Iowa DOT's Office of Local Systems, says the most beneficial aspect of LTAP is its service to Iowa cities and counties through workshops and technical assistance offered at an affordable cost. Saleem enjoys being a part of LTAP because of the program's reputation for providing quality service to local Iowa governments.

Gary Fox has long served as director of traffic and transportation in Des Moines. Before being invited to sit on the LTAP advisory board several years ago,

he served as an advisor for many CTRE-organized committees and participated in the organization and implementation of CTRE workshops.

Kevin Gilchrist, Des Moines Area Metropolitan Planning Organization (DMAMPO) senior transportation planner, knew of the LTAP program because of the services provided through the program, particularly CTRE's lending library. A member of the advisory board for several years, Kevin helps contribute an urban perspective on transportation issues.

Larry Jesse has known about LTAP since the mid-1980s, but it wasn't until he attended a meeting of LTAP coordinators in Kansas City in 1991 that he became interested in participating in the program. In 1997, after becoming the director of the Iowa DOT's Office of Local Systems, Larry also became a member of Iowa's LTAP advisory board. Larry says that, because the Office of Local Systems is the liaison between local governments and the Iowa DOT, it's natural that any program benefiting local agencies is of interest to Local Systems staff. He's dedicated to continuing to move the LTAP program in a direction that will most benefit local agencies.

Bob Sperry, Webster County engineer, appreciates the LTAP training program because it provides participants across the state with a unified set of principles, as well as opportunities to work with experts. Bob became involved with LTAP primarily as a liaison with the Iowa County Engineers Association (ICEA), and he helps LTAP focus on needs of ICEA members. He says that LTAP will be one of the communication instruments that can help Iowa's transportation agencies to utilize new and vital technologies.

Our newest members

John Goode, Monroe County engineer, says that what attracted him to the LTAP program is its potential as a vital link for agencies between new information and technology and the application of that information and technology. John says that LTAP has been a great resource for county engineers, and he hopes to offer suggestions to make LTAP even better.

Neil Guess originally served on LTAP's advisory board when he was the public works director and city engineer at Newton. Now an engineering

LTAP advisory board and LTAP staff at the June 2001 meeting in CTRE's offices, left to right: (back row) Duane Smith, Tom Parham (sitting in for Larry Jesse), Wally Mook, Susan Klekar, Neil Guess, Tom McDonald; (front row) John Goode, Saleem Baig, Kevin Gilchrist, Bret Hodne.



LTAP 101

consultant with Howard R. Green Company in Des Moines, he's been re-invited to serve on the board to represent the perspective of Iowa's consulting engineers.

Bret Hodne, West Des Moines public works superintendent, first became involved with LTAP when conducting statewide seminars on snow and ice management with Duane Smith, CTRE's associate director for outreach and the LTAP director. New to the board this year, Bret believes that training is the most critical aspect to turning an individual into a great employee, and that the educational opportunities offered by LTAP centers help managers achieve their staff training goals. Bret is looking forward to working with other LTAP board members to develop new training programs and launch the "Maintenance Managers Program."

Susan Klekar, Iowa Division FHWA assistant division administrator, has known about LTAP from earlier years when it was called the Rural Technical Assistance Program (RTAP). Susan enjoyed helping develop the national strategic plan for LTAP because the people are hard working and dedicated. Susan welcomes the opportunity to work on the LTAP advisory board because LTAP delivers information and technology to the local transportation communities. She looks forward to helping LTAP extend information on the best safety, savings, and mobility practices to even more local agencies.

Wally Mook was introduced to the LTAP program when he became the Bettendorf director of public works. Bettendorf's city engineer was Ray Holland, who kept Wally informed of the LTAP program activities. When Ray retired earlier this year, Wally agreed to serve as his replacement on the LTAP advisory board. Wally believes that LTAP has the opportunity to provide a valuable service to a multitude of users, particularly through the reference library and workshops. Wally looks forward to his time on the board because he can help direct a focus to local city issues. Initially, Wally thought that the LTAP's attention was strictly toward county issues, but he has been pleasantly surprised to discover that LTAP's concerns are broader.

Wade Weiss, Greene County engineer, will soon join the advisory board as a representative of the Iowa Highway Research Board. •

EVEN PEOPLE who've been using LTAP services for years are sometimes confused about what LTAP is and about its connection to the Center for Transportation Research and Education (CTRE) at Iowa State University. You don't have to understand all the administrative ins and outs to take advantage of LTAP, but if you're curious, here's a summary:

The Federal Highway Administration sponsors a Local Technical Assistance Program (LTAP) in every state and Puerto Rico, and five regional Tribal Technical Assistance Programs (TTAPs). Iowa's LTAP helps city and county governments stay current on transportation issues by offering technical and management assistance through this newsletter, training workshops, the Safety Circuit Rider, a lending library, and an information/referral service.

Iowa's LTAP is housed in, and is one of several programs managed by, CTRE, which is a center at Iowa State University. The graphic below shows LTAP's relationship to CTRE. Many people who use LTAP services also benefit from other CTRE programs. Many local governments, for example, participate in Iowa's Pavement Management Program and get maps from the Iowa Traffic Safety Data Service. It's understandable, then, why some people say "CTRE" and mean "LTAP," and vice versa. (We don't care what you call us, as long as you call us!)

Iowa's LTAP is jointly financed by FHWA, Iowa DOT, Iowa Governor's Traffic Safety Bureau, Iowa Highway Research Board, Iowa State University Extension, and workshop fees. For information about LTAP, contact any of its advisory board members (see list on page 2), or Duane Smith, CTRE's associate director for outreach and the director of Iowa's LTAP, 515-294-8103, desmith@iastate.edu. •

