



National Association of County Engineers

“The Voice of County Road Officials”

Florida Association of County Engineers and Road Superintendents

June 24-26, 2025



NACE Leadership



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Pam Dingman



President
Jacob Thorius



Secretary - Treasurer
Wayne Sandberg

NACE Leadership



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North-Central
Vice President
Jodi Teich



Western
Vice President
Matt Machado

NACE Leadership



NACo Representative
Rich Sanders



Past-President
Stephen McCall

NACE Staff



Jen Voshell
Marketing and Membership
Engagement



Kevan Stone
CEO and Executive Director



Staci Morgan
Conference Director

Who is NACE?

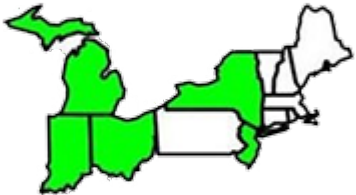
- County Engineers
- Public Works Directors
- Road Managers/Supervisors
- Highway Superintendents
- Traffic Engineers
- Land Surveyors
- Highway Department CAO's
- Bridge Engineers
-all of you.....



Member States and NACE Regions

North East

Indiana
Michigan
New Jersey
New York
Ohio



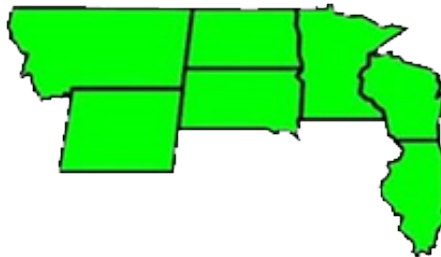
South East

Alabama
Florida
Kentucky
Maryland
Mississippi
Tennessee
Georgia
South Carolina



North Central

Illinois
Minnesota
Montana
North Dakota
South Dakota
Wisconsin
Wyoming



South Central

Iowa
Kansas
Louisiana
Missouri
Nebraska
Oklahoma
Texas



Western

Arizona
California
Colorado
Idaho
Oregon
Washington
Utah



NACE Strategic Plan

VISION:

A robust, reliable, and safe transportation network for all.

MISSION:

To improve the safety, efficiency, and sustainability of local infrastructure through advocacy, collaboration, and education of road officials

TAG LINE:

The voice of local road officials



NACE Strategic Plan – Priorities and Goals

• **ADVOCACY**

- Develop and strengthen relationships with federal agencies, elected officials, and stakeholders to foster information exchange.
- Influence federal issues important to local transportation networks.
- Create issue-specific resources and talking points that enable state directors to champion NACE priorities with members and their local, state and federal officials.
- Create agency-specific best practices and solutions that support funding and process improvements for county road officials and local transportation networks.

NACE Strategic Plan – Priorities and Goals

• **MEMBER GROWTH & ENGAGEMENT**

- Develop strategies to create a diverse and inclusive membership.
- Enhance corporate membership value proposition to attract more support through membership, exhibits, and sponsorships.
- Create member benefits specific to future road officials and operations support staff to grow and engage future leaders.
- Work with state directors to promote NACE membership benefits within their state associations.
- Develop member recognition opportunities at the individual and regional level.

NACE Strategic Plan – Priorities and Goals

• EDUCATION

- Create educational offerings outside of traditional engineering technical sessions (technology/AI, logistics, outside of infrastructure speakers outside of NACE)
- Develop leadership and management education offerings to grow future county road officials and NACE leaders.
- Develop virtual educational offerings that support NACE members and nonmembers (e.g., webinars, YouTube, live/prerecorded).
- Provide federal agency-specific education to support road officials in their work.
- Explore new opportunities with NACO to assist in educational opportunities.
- Provide education opportunities that expand corporate member visibility.
- Assess and enhance education at the NACE Annual Conference

NACE Committees – Get Involved!



- Committees are the lifeblood of NACE, providing members with a hands-on opportunity to shape policies, share expertise, and drive meaningful change in the profession.
- By getting involved, YOU will collaborate with peers, influence industry standards, and ensure that NACE remains a powerful force for progress and innovation.

Committees

- | | |
|--------------------------------------|------------------------------------|
| • Emergency Preparedness | • Awards |
| • Pavement Preservation | • Constitution & Bylaws |
| • Safety & Technology | • Corporate Services |
| • Structures and Environment | • Legislative |
| • Unpaved Roads | • Membership |
| • Leadership & Management | |

NACE Connect: Professional Development Webinars



- July 10th, 1 pm CST – John Deere – From Data to Decisions: How Mapping Tools can Enhance Snow Plowing and Road Maintenance
- September 17th, 1 pm CST – American Concrete Pavement Association
- October 2nd, 1 pm CST – Vaisala, Xweather – Efficient Counties, Massive Savings – Technologies for Data-Driven Road Management
- November 5th, 1 pm CST – JBand
- December 4th, 1 pm CST – Corrective Asphalt Materials

NACE Special Committees



- Strategic Plan – working to continue the implementation of the plan
 - Wayne Sandberg, Matt Machado, Luke McGinty, Andrew McGuire, Josh Harvill
- Conference – working to evaluate, modify & improve the annual conference
 - Jeff Linkous, Stephen McCall, Pam Dingman, Rich Sanders, Jody Teich
- Leadership & Management – working to create additional content/sessions at the annual conference and throughout the year for the “soft skills” part of our jobs
 - Pam Dingman, Others

NACE Partners

- NACo
- NLTAPA
- FHWA
- USDOT
- CABT
- Short Span Steel Bridge Alliance
- National Pavement Preservation
- National Rural Road Safety Council



NACE Legislative Fly In

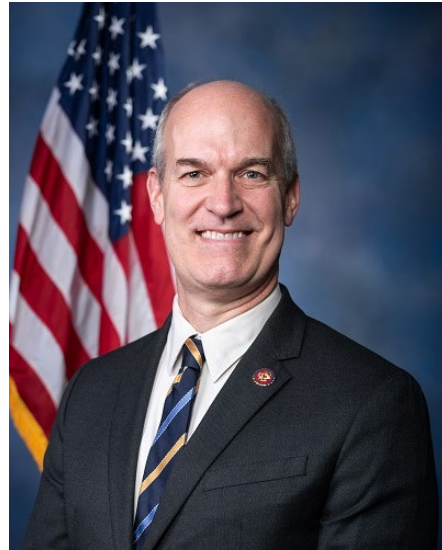
- Annual Event
- Washington D.C.
 - February 18-20, 2026
- Connect with:
 - USDOT
 - White House
 - House T&I Committee
 - FEMA
 - Legislators
 - Peers



House T&I Leadership



Sam Graves
Chairman
(R – Mo.)



Rick Larsen
Ranking Member
(D – Wash.)



Eleanor Holmes Norton
H&T Ranking Member
(D – Washington, D.C.)

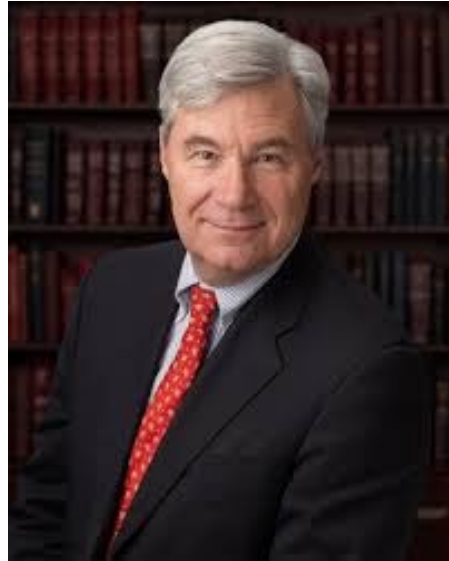


David Rouzer
H&T Chairman
(R-N.C.)

Senate EPW Leadership



Shelley Moore Capito
Chair
(R- W.Va)



Sheldon Whitehouse
Ranking Member
(D- R.I.)



Kevin Cramer
T&I Chairman
(R-N.D.)



Angela Alsobrooks
T&I Ranking Member
(D- Md.)

USDOT Appointees



Sean Duffy
Secretary of Transportation



Stephen Bradbury
Deputy Secretary of Transportation



Sean McMaster
FHWA Administrator*

Courtesy: National Association of Counties

President
Stephen McCall, PE, PS
County Engineer
Champaign County, Ohio

President-Elect
Jacob Thorius, PE
County Engineer
Washington County, Iowa

Secretary/Treasurer
Pamela Dingman, PE
County Engineer
Lancaster County, NE

Immediate Past President
Jeff Blue, PE
County Engineer
Champaign County, Illinois

Northeast Region Vice President
Jeff Linkous, PE, PS
County Engineer
Clifton County, Ohio

Southeast Region Vice President
Josh Harvill, PE
County Engineer
Chambers County, Alabama

North Central Region Vice President
Wayne Sandberg, PE
County Engineer
Washington County, MN

South Central Region Vice President
Andrew McGuire, PE
County Engineer
Keokuk County, IA

Western Region Vice President
Matt Machado, PE, LS
Deputy County Administrative Officer/Public Works Director
Santa Cruz County, CA

National Association of Counties Director
Rich Sanders, PE
County Engineer
Polk County, Minnesota

CEO/Executive Director
Kevan P. Stone



National Association of County Engineers

THE VOICE OF COUNTY ROAD OFFICIALS

April 28, 2025

The Honorable Sam Graves

Chairman

United States House of Representatives Committee on Transportation and Infrastructure
2167 Rayburn House Office Building
Washington, DC, 20515

The Honorable Rick Larsen

Ranking Member

United States House of Representatives Committee on Transportation and Infrastructure
2167 Rayburn House Office Building
Washington, DC, 20515

Dear Chairman Graves and Ranking Member Larsen:

The National Association of County Engineers (NACE) appreciates the opportunity to provide legislative proposals for next year's Surface Transportation Reauthorization. As counties own 44% of the nation's roads and 38% of the nation's bridges, more than any other subdivision of government, it is imperative that funding opportunities be readily available for both formula allocation from states as well as a more simplified and streamlined discretionary grant opportunities. Furthermore, reform of existing programs and the regulatory process will save billions of dollars. NACE thereby supports the following legislative proposals:

1. Simplified Grant Application Process

The current Notice of Federal Opportunity (NOFO) process for grants developed under the current surface transportation authority has become cumbersome, requiring significant resources for local communities to understand the NOFO, difficulty in evaluation of selection criteria, and the burden of preparation and submission of the grant applications. In order to compete for federal dollars, there is often no differentiation in requirements between large dollar and small dollar projects forcing communities with resource challenges to forgo federal dollars needed by their communities. We recommend the Committee consider the development of a simplified grant application system for grants of less than \$10M that provides for a clear, simple system for local communities to demonstrate the need and the impact of grant funding while also simplifying the grant review and allocation process. A successful model is the application for the Planning and Demonstration Grants for the Safe Streets and Roads for All (SSAA) program. Local governments were extremely successful in obtaining planning grants, with a simplified application being no coincidence. A simplified

application process also eliminates any unfair advantages in resource procurement during the application process with a more level playing field between small and large jurisdictions.

2. Increased and broader categorical exclusions for projects within existing right-of-way with shorter approval times

Categorical exclusions currently exist in the NEPA process where a federal agency determines that a proposed action, or class of actions, normally does not have a significant impact on the human environment, thus exempting it from detailed environmental analysis. We have found that the application of these categorical exclusions differ broadly between different agencies and jurisdictions, resulting in additional time and resources for local jurisdictions to meet the requirements for a categorical exclusion. Often, the requirements and data required to demonstrate a project meets a categorical exclusion can often be equal to the requirements for what is needed for an Environmental Assessment in areas where potential environmental impact is negligible. We recommend the Committee consider providing increased and broader categorical exclusions for projects that are located in existing road rights-of-way or which include the acquisition of minimal right-of-way adjacent to existing rights-of-way which already have experienced development, or would be eligible for a U.S. Army Corps of Engineers Nationwide Permit Authorization. In addition, we recommend that like U.S. Army Corps of Engineers Nationwide Permits, review of categorical exclusions be limited to less than 60 days after a request is provided to the applicable review agency and if not acted upon be approved at that time. Time is money, and the longer municipalities wait, debate, and execute cumbersome and unnecessary reviews further stretches already stretched funds to complete the project.

3. Increased carveouts for formula funds

Most surface transportation formula funds provided to States either have a minimum formula allocated to local jurisdictions or none at all. We recommend formula funding have specific percentages that would be allocated to local jurisdictions, especially Counties, as they own and operate more road miles and bridges than any other subdivision of government. The mandatory carveouts seen in the IJA have proven to be successful in ensuring funding makes its way to all communities. Furthermore, some projects have carveouts that were, for example, for off-system bridge inventory. If a state has ownership of such assets, in many cases the state would use the funds on its own off-system bridges. In these cases, the carveout funds provided would not make its way to local communities or the amount available to local communities would be greatly reduced. Specific legislative direction for funds to be provided to local communities will ensure that the funds will be allocated in a way which will be spent quickly and allow local jurisdictions to best determine the roadways and projects that will have the largest impacts on communities. Much like the APRA funding, which directed grant funding to local jurisdictions and included specific parameters on the types of projects where funds could be spent, we believe a similar type of program for surface transportation would ensure funds will be spent quickly and to the benefit of local communities. Too often, formula funding given to states do not make its way to local roads or to local jurisdictions.

4. Microgrants

We recommend a microgrant type of funding program be provided to local jurisdictions for demonstration projects that can improve safety, pavement performance, bridge longevity, or to utilize new materials to increase the life and expectancy for transportation assets.

We recommend local governments be eligible to receive funding through the FHWA Accelerated Innovation Deployment Demonstration Program and for a certain percentage of the grant funds to be provided to local governments. Local governments can provide a leading role in driving transportation innovation as local road agencies have a larger incentive to innovate to make scarce funding go farther. Microgrants to local governments provide a unique opportunity to drive innovation on local roadways that carry the most traffic and have different pavement and bridge structures that are typically used by state road agencies. These types of small grants can be used to develop demonstration projects that can improve safety, pavement performance, bridge longevity, or to utilize new materials to increase the life and expectancy for transportation assets. Furthermore, while good intentioned and overall successful, the Bridge Improvement Program had a floor of \$2.5 million to qualify. While bundling was permitted to reach that number, it was not always an available option for localities. Across the country there are bridge projects that cost less than \$2.5 million and could be addressed with a new program at very little cost comparable to its effect on the communities and economy.

5. Grant Distribution process

After notification of award of a project, too often local jurisdictions waited significant periods of time waiting for receiving and execution of a grant agreement and for the distribution of funds. Delay in fund allocation results in delay of project execution and inflationary risk on local governments who often do not have the ability to absorb the additional costs above those provided by federal funding. We recommend specific deadlines be provided in legislation for the funding agencies to execute a grant agreement and distribute funds to local government agencies. We furthermore request language be inserted that ensures cooperation between agencies for a more streamlined process. In addition, we also recommend consideration be given to provide advance of funds to local governments as smaller units of government do not often have the cash flow or ability to pay for construction projects in advance prior to reimbursement. This change, while having a relatively low federal cost, can provide billions of dollars in savings for local governments.

6. Increased Safety Grant Programs

More deaths and serious injuries take place on roadways under the control of local jurisdictions than under the control of state agencies. Therefore, we recommend increased federal funding for road safety programs such as Safe Streets and Roads for All and the Highway Safety Improvement Program. In addition, we recommend

legislation provide a specific percentage of the funding be allocated to local agencies and local roadways. In addition, we recommend the current practice of providing direct federal funding for safety planning and demonstration activities be maintained and increased to enable local communities to continue to maintain Transportation Safety Action Plans for local jurisdictions as well as demonstration activities. This would provide savings by using demonstration projects to test and gather data on implemented projects and to also provide the public with the opportunity to familiarize themselves with new safety practices. Once again, this proposal requires a relatively small federal investment where the benefits would far exceed the cost required to implement.

As you consider various proposals over the coming months, we urge you to consider the important role counties play as transportation infrastructure stakeholders. The nation's local road professionals stand ready to assist in any way we can to ensure the forthcoming legislation provides a playing field we all can benefit from, sharing the common goal of safe and reliable transportation infrastructure that will lead to continued and improved prosperity for the American economy and the safety of those who use it every day.

Should you have any questions on this or any other issues, please do not hesitate to contact us for any further assistance or information we can provide.

Sincerely,

Kevan P. Stone
Executive Director & CEO
National Association of County Engineers



NACE PROPOSALS TO HOUSE T&I

NACE Proposal to House T&I

- Simplify Grant Application Process
- Increased and broader categorical exclusions for projects within existing right-of-way with shorter approval times
- Increased carveouts for formula funds
- Microgrants
- Grant Distribution Process
- Increased Safety Grant Programs



Reconciliation

Budget reconciliation (or simply “reconciliation”) is a special congressional procedure that allows for easier passage of tax and spending changes—as long as the changes adhere to certain rules.

Congress can pass most bills with a simple majority in the House of Representatives, but 60 votes are needed in the Senate due to the filibuster. However, there are a few limited paths in the Senate to avoid a filibuster entirely and so pass a bill with a simple majority. The most well-known of these paths is a “privileged” process called budget reconciliation. In today’s era, reconciliation is used exclusively as a mechanism to avoid the filibuster and pass partisan legislation, usually with a slim majority. Indeed, five enacted reconciliation bills have passed the Senate with only 50 senators in support, usually relying on the vice president to break the tie. However, budget law imposes meaningful limitations on what can be included in that legislation.

Reconciliation is a powerful tool that Congress has used to enact major deficit-increasing and deficit-reducing legislation, such as:

- ☐ The Clinton deficit reduction package
- ☐ Multiple rounds of the Bush tax cuts
- ☐ The second part of the Affordable Care Act (ACA)
- ☐ The Trump tax cuts
- ☐ The American Rescue Plan Act
- ☐ Inflation Reduction Act



What can be included in reconciliation?

- Reconciliation legislation can address taxes and spending. It can change existing taxes, create new taxes, or repeal existing taxes, and it can similarly change existing spending, create new spending, or repeal existing spending.
- Reconciliation can be used to change both mandatory and annually appropriated “discretionary” spending—though annual discretionary appropriations have never yet been included in reconciliation bills—with some exceptions, detailed below.
- Reconciliation legislation can also change the debt limit, though it must specify a dollar level; it may not suspend or repeal the debt limit.



Transportation Program Changes Proposed in 2025 Budget Reconciliation

- New Registration Fees on Electric and Hybrid Vehicles (a proposal for all cars was axed)
- President Donald Trump wants \$26.7 billion in base discretionary funding for DOT compared to \$25.2 billion in fiscal 2025, an increase of around 6 percent.
- Also seeking an 11.1 percent decrease in non-base discretionary funding from the 2021 infrastructure law, lowering it from \$36.8 billion to \$32.7 billion year-over-year.



**BUT REMEMBER.....
(AND THIS IS IMPORTANT)**

**This is simply President Trump's ask to Congress —
appropriators will haggle out the details in the
coming months.**

(THE FOLLOWING SLIDE IS MEANT TO BE FUNNY, NOT POLITICAL)



AND THAT COULD MEAN.....





- **NACE Annual Conference**
- Arlington Texas - April 12-16, 2026



NACE 2027 - Ohio



- Dates and Location - TBD



NACE – Stay Connected





National Association of County Engineers

730 Tweets

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The voice of the nation's local road professionals.
Facebook: facebook.com/engineersnace/

Professional Services ⓘ

Washington, DC

countyengineers.org

Joined May 2018

365 Following

450 Followers

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National Association of County Engineers

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Page · Nonprofit organization

660 N. Capitol St NW, Suite 420, Washington D.C., DC, United States, Washington, District of Columbia

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National Association of County Engineers

May 30 at 9:04 AM · 🌐

Don't miss today's deadline to volunteer your talent and expertise to a NACE Committee! Serving on a NACE task force or committee is more than giving back — it's a chance to:

Build your network.

NACE – Stay Connected

NACE Website



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SAVE THE DATE! NACE 2026 in Arlington, TX on April 12-15!

WELCOME TO THE
National Association
of County Engineers



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The National Association of County Engineers is a nonprofit, nonpartisan professional association in our 7th decade. We're the voice America depends on for safe, efficient county roads and bridges. Nationwide, counties own and maintain 46% of the nation's roads and 40% of the nation's bridges, making them the single largest stakeholder in local road and bridge construction, rehabilitation, expansion and maintenance. NACE advocates to federal officials and lawmakers the importance of funding these county-owned assets. Our members rely on NACE for information and awareness on the latest innovations in engineering technology, best practices, management systems, and software.

www.countyengineers.org

Questions and Discussion

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NACE President 2025-2026
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