



National Association of County Engineers

“The Voice of County Road Officials”
Florida Association of County Engineers and Road
Superintendents
November 20, 2025

NACE Leadership Officers



Pam Dingman, P.E.
President-Elect



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President



Wayne Sandberg, P.E.
Treasurer/Secretary



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NACo Representative

NACE Staff



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Conference Director



Kevan Stone
CEO & Executive Director



Jen Voshell
Membership & Marketing



Member States

North East

Indiana
Michigan – 100%
New Jersey
New York
Ohio – 100%



South East

Alabama – 100%
Florida
Kentucky
Maryland
Mississippi
Tennessee
Georgia
South Carolina



North Central

Illinois – 100%
Minnesota – 100%
Montana
North Dakota
South Dakota – 100%
Wisconsin – 100%
Wyoming



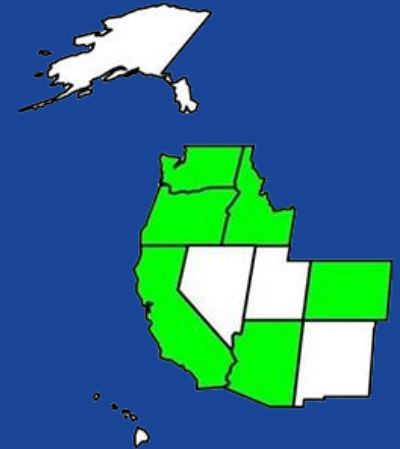
South Central

Iowa – 100%
Kansas
Louisiana
Missouri
Nebraska
Oklahoma
Texas



Western

Arizona
California – 100%
Colorado
Idaho
Oregon
Washington – 100%
Utah



NACE Members

- County Engineers
 - Public Works Directors
 - Road Managers/Supervisors
 - Highway Superintendents
 - Commissioners
 - Land Surveyors
 - Highway Department CAO's
 - Bridge Engineers
-and their staffs



“The Voice of County Road Officials”

NACE County Membership

ANNUAL DUES ARE BASED ON THE COUNTY'S POPULATION

ALL COUNTY STAFF ARE MEMBERS AND CAN PARTICIPATE

COUNTY DELEGATE - VOTING MEMBER

COUNTY VOTES BASED ON THE COUNTY POPULATION

NACO DUES DO NOT INCLUDE NACE MEMBERSHIP

NACE IS A PARTNER WITH NACO

NACE Committees

GET INVOLVED

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



STRATEGIC PLAN

- MEMBERSHIP SURVEY AND NACE BOARD SURVEY - **COMPLETED**
- STRATEGIC PLANNING MEETING USING THE RESULTS OF THE SURVEY - **COMPLETED**
- BOARD REVIEW AND ACCEPTANCE - **COMPLETED**
- CREATE NEW PRIORITIES AND DATES TO MEET MILESTONES
- SET PLAN INTO ACTION

NACE PRIORITIES

ADVOCACY – MORE DISCRETIONARY FUNDS TO LOCALS
FEWER REGULATIONS AND STREAMLINED

ADDING VALUE TO OUR MEMBERSHIP - DELEGATES AND CORPORATE MEMBERS

HOSTING SUCCESSFUL CONFERENCES

UPDATING/UPGRADING OUR WEBSITE

RECRUITMENT OF CORPORATE MEMBERS

Multi-Year Focus on Leadership



- This year's conference Leadership Track
- Moving forward expand the Leadership Track into a year long program
- Focus on telling the story of county engineering



NACE CONNECT

Professional Development Series

Hosted by NACE Platinum Members

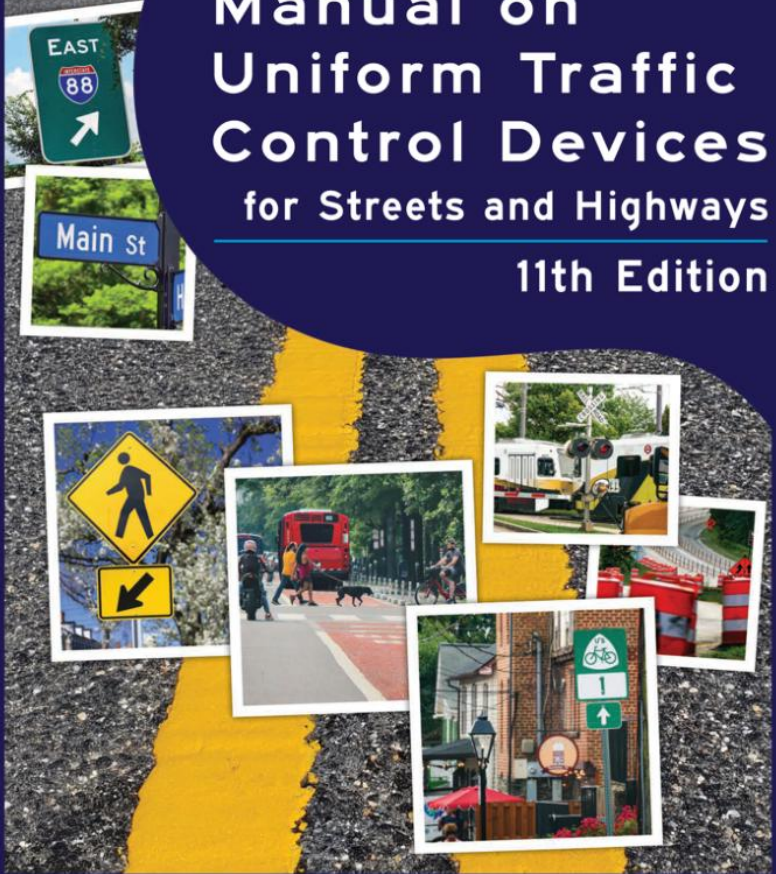
See Web Site for Updates





National Committee on Uniform Traffic Control Devices

Manual on Uniform Traffic Control Devices for Streets and Highways 11th Edition



December 2023



U.S. Department of Transportation
Federal Highway Administration

In the short-term, we can expect to see Revision #1 of the 11th edition MUTCD focus on incorporating Public Rights-of-Way Accessibility Guidelines (PROWAG) into the MUTCD. The first step in this process will be for the Department of Transportation to conduct rulemaking to adopt PROWAG as a federal regulation. Once that rulemaking is complete, FHWA will conduct rulemaking to incorporate PROWAG into the MUTCD.



NACE Partners

NACo

NLTAP

FHWA

USDOT

CABT

Short Span Steel Bridge Alliance

National Pavement Preservation

National Rural Road Safety Council



NACE Fly-In



FEMA



U.S. Department of Transportation
**Federal Highway
Administration**





National Association of County Engineers

THE VOICE OF COUNTY ROAD OFFICIALS

April 28, 2025

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

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Jacob Thorius, PE
County Engineer
Washington County, Iowa

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County Engineer
Lancaster County, NE

Immediate Past President
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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, IS
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

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,

[Handwritten signature]

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



NACE PROPOSALS TO HOUSE T&I & USDOT

NACE PROPOSALS/PRIORITIES TO HOUSE T&I & USDOT

- Simplified Grant Application Process
- Increased and Broader Categorical Exclusions for projects within existing right-of-way with shorter approval times
- Increased Carveouts for formula funding
- Microgrants
- Grant Distribution Conference
- Increased Safety Grant Programs





NACE 2026



SAVE THE DATE!

NACE 2026
Annual Conference
Arlington, Texas

April 12 – 16, 2026





NACE 2027

A green rectangular sign with rounded corners and a white border is mounted on a wooden post. The sign features the words "Thank You" in a large, white, sans-serif font. The background is a sky with scattered, light-colored clouds.

Thank You

Kevan Stone

Executive Director/CEO

National Association of County Engineers

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Pamela Dingman, P.E.

Lancaster County Engineer

NACE President-Elect, 2025 – 2026

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