National Association of County Engineers (NACE)
Keith Berndt, Cass County ND Engineer
North Central Region Vice President
What is NACE?

- Nonprofit, non-partisan professional association
- Representing over 1,900 members since 1956.
- Roads - about 1.74 million miles by counties.
- Bridges - counties also own 231,000 bridges and operate 1/3 of the nation’s transit systems.
NACE – More Than Engineers, County Road Professionals Titles:

* County Engineer * Highway Superintendent
* Road & Bridge Superintendent
* Parish Engineer * Road Supervisor
* Commissioner of Public Works
* Highway Administrator * Transportation Director
* Road Operations Manager
* Public Works Director * Highway Commissioner
* Engineer-Manager Road Commission
* Road Master * Road Administrator
NACE Prime Objectives:

- To advance county engineering and management by providing a forum for exchange of ideas and information aimed at improving service to the public.
- To foster and stimulate the growth of individual state organizations of county engineers and county road officials.
- To improve relations and the spirit of cooperation among county engineers and other agencies.
- To monitor national legislation affecting county transportation/public works departments and through NACo, provide NACE’s legislative opinions.
Regions & State Affiliates
(31 State Affiliates Shown in Green)
NACE 100% States

14 100% states (red):
AL, AZ, CA, IL, IA, MI, MN, NJ, NY, ND, OH, OR, WA, WI
NACE Officers 2009-2010
NACE Board of Directors
Networking

Learning from each other, unique solutions to mutual problems.
Conferences

Delivering best practices and the latest technology at national and regional meetings.

- General sessions and technical sessions on issues important to you.
- Acquire information to optimize your county’s resources.
- Exhibit show – latest & greatest.
Conference Scenes
IDEAS IN CASS COUNTY THAT CAME FROM NACE CONTACTS
Advocacy

Representing county engineers and professional road managers nationally.

- Local Roads Matter! Campaign Launched
- Legislative Priorities - NACE and NACo
- Testimony before Congress
- Visits on the Hill and Legislative Fly-ins
- Information and Alerts for individual call to action
- Works with other groups such as the Local Officials for Transportation (LOT) coalition as well as the Roadway Infrastructure Safety Coalition (RISC)
When it comes to Highway Funding for local governments

*If we are not at the table, we may be on the menu*
As local road professionals we need to tell our story

Published March 24 2009
Forum editorial: Counties need road allocation

At a time when eastern North Dakota is fighting floods and western North Dakota is in the midst of an energy boom, an initiative by the governor and Republican legislatures leadership would reduce funding for local road construction and maintenance. And this spring, widespread flooding in western counties will result in more road damage than usual.

The drive to sequester the counties is tied to the way the state would use—or not use—federal stimulus money. Given the escalating need for county road work, a reduction in funding seems timely.

Initially, Gov. John Hoeven’s budget included

$120 million in general funds to be distributed to eligible local governments by the formula used in the Highway Distribution Fund. Local governments were generally pleased because they would have received significant new funding for construction and maintenance.

Then came North Dakota’s share of federal stimulus money, some $180 million allocated for transportation. It looked good, but fine print revealed $157 million could be used only for new construction, not maintenance and repair. Most road appropriations in counties and townships are for maintenance and repair. They don’t need new roads. They need to keep existing roads up to standard by repairing damage from floods, for example, or from all that post-flood traffic.

The governor and legislative leaders revisited the $120 million in light of the $180 million stimulus money. The result is no new funding will go in the Highway Distribution Fund, $20 million will go to the general fund, and $100 million will be classified “transitional,” to be used only when the stimulus money is gone.

While the governor’s plan sounds prudent—and on some levels it is—the immediate fallout for counties will be a decrease in highway fund distribution revenues for the next two years.

Considering that the primary purpose of the federal stimulus is to rapidly put money into the economy to produce jobs and spur economic growth, holding back money for county road work is counterproductive.

That is not about “wasteful” spending. It is about applying dollars where they will do the most good—where the money will have a real impact on rural and urban transportation, it.

Is about “shovel-ready” projects that are on the agendas of county road departments. Spending the money where the needs are clear and immediate makes sense.

Forum editorials represent the opinions of Forum management and the newspaper’s Editorial Board.
Transportation Day in North Dakota
NACE Local Roads Matter Campaign

• Idea taken from New York State Highway Superintendents
• Aggressive Effort to get the message about local roads out
Local Roads Matter!

Our nation’s local roads are critical to every facet of our lives. Safe and efficient roads and bridges are necessary for economic vitality, to revitalization, to schools, to trade, to healthcare, to business, in times of crisis, to families and to our overall quality of life. Join our campaign and let our country know that Local Roads.

Social Media Center

Click on the video below to hear directly from Dan Fedderly, Dunn County, Wis. Supervisor and chair of NACOs subcommittee on highways as he highlights the importance of maintaining local roads.
Information from NACE Local Roads Matter Website

Local roads matter – they constitute the vast majority of highway mileage and over half the bridges in the United States.

Local roads may not be the engineering marvels of the interstate highway system. They may not even be the equivalent of a U.S. Route 66 or Route 1. But that doesn’t mean that local roads are any less important than any other road. Local roads are where you live, where you work, and where you travel. They matter – especially if your kids go to school, walk to the park, or ride their bikes to a neighbor’s house. Local roads are critical to everyday life in the United States.

Local roads and bridges maintain the flow of the country’s highway network and are highly used, particularly in rural areas. According to the U.S. Department of Transportation, there were 12,795 million miles of road in the United States in 2018. Of these, 22 million miles were part of the National Highway System. These roads are maintained by local governments, which invest over $20 billion in road maintenance and construction each year.

In addition to their role in transportation, local roads also play a crucial role in the economy. They are a vital part of the supply chain, providing access to markets and customers. Local roads also contribute to the quality of life for residents, providing access to schools, hospitals, and other essential services.

The condition of local roads is critical to the safety and efficiency of the transportation network. The U.S. Department of Transportation (DOT) regularly monitors the condition of local roads and bridges to ensure they are safe and able to support the needs of the community. This information is used to prioritize investments in local infrastructure, allowing local governments to allocate resources effectively.

The importance of local roads cannot be overstated. They are the backbone of our transportation system and play a vital role in the health and well-being of our communities. By investing in local roads, we can ensure that they remain safe, efficient, and accessible for all.
NACE Officers Testify Before Congress

NACE President, George Webb, and President-elect, Sue Miller, testifying at U.S. House of Representatives Transportation & Infrastructure Committee on Bridge Deficiencies and Needs on Local Roads (Sept. 2007).
1. Making Local Roads Safer

Safety Program “Toward Zero Fatalities” policy goal reduction of fatalities and serious injuries by $\frac{1}{2}$ over the next transportation authorization.

Improve the Highway Safety Improvement Program (HSIP) and the ability of greater access to and assured funding from it for local road safety improvements.

Support the High Risk Rural Road Program (HRRR) and recommend higher levels of funding, $1 billion program over the authorization.

Implement Project Streamlining for Low Cost Safety Improvement Projects.
Legislative Priorities

2. Enhance the set aside for Federal Highway Bridge Replacement and Rehabilitation Program (HBRRP).

Raise the current limit for off-system bridges from a minimum of 15% to a new minimum limit of 25% or greater if the State DOT and State Association representing local interests mutually agree (formally) to another method.

3. Raise Federal Gas Tax

Support raising the federal gas tax an additional 10 cents in the next authorization to achieve a $73 billion program by 2015.

Support increase federal revenues to meet the above goals. NACE opposes the use of rescissions of unobligated highway contract authority as a means to offset highway related or non highway related budget activities.
David P. Brand P.E., P.S. County Engineer Madison County, OH testifies before the Senate Environment & Public Works Committee on S. 1876, the Clean Water Restoration Act of 2007 (April 9, 2008).
Other Legislative Issues:

- Expand funding for the Local Technical Assistance Program.
- Support for the principals in the Metropolitan Congestion Relief Act.
- Remain opposed to change the definition of the Clean Water Act from “navigable waters” to “waters of the United States.”
- Remain opposed to issuance by the Governmental Accounting Standards Board (GASB) of any standard on performance measurement.
- Support greater use of automated traffic law enforcement.
- Support the use of motorcycle safety programs.
- Support increased use of renewable and alternative fuels programs.
- Oppose any increases in vehicle size and weights unless set-aside funding is provided for the improvement of all roads.
Access to National Leaders

John Horsley, AASHTO, Bob Fogel, NACo, Rick Capka, FHWA with Royce Fichtner, Marshall County Engineer

Duane Blanck (Past NACE President) with Horsley and Capka.
Phil Demery, Sonoma County Public Works Director, Valerie Brown, Sonoma County Vice Chair, Ray LaHood, Suzanne Smith, Sonoma County Transportation Authority Executive Director
Staying Up-to-Date

Communicating vital information, ideas, and available resources.

• Bi-weekly E-News

• Monthly newsletter, NACE News

• NACE Website www.countyengineers.org
Research & Information

*Supplying specific answers to specific questions.*

- Research of special subject areas such as bridge standards, best practices, consultant selection, capital programming, road benchmarking, and a multitude of other subjects.
- The NACE list service provides an easy venue to ask your colleagues about how they “solved” issues you face.
Technical Assistance and Training

*Exploring the best way to deploy technologies and information.*

- The NACE list service provides an easy venue to ask your colleagues about how they “solved” issues you face.
- Full catalog of training publications available in print, on CD, and on the members only section of website.
- Local & Tribal Technical Assistance Program (LTAP/TTAP) centers in every state to promote expanded and state-of-the-art training.
- Other Partners (AASHTO, ATSSA, FHWA, Forest Service, NCPP, NACo) and NACE Corporate members.
National Partnerships

Working with others to promote better communication within the industry.
Professionalism
How can you get involved?

- Get Active in NACE Committees, task forces, or volunteer for national committees, studies, etc.
- Sign-up for NACE List service programs. Share your experience and help other colleagues.
- Stay informed on Federal & State Legislative/Regulatory Issues - Join the NACE Alert.
- Establish communications and relationships with federal, state, and locally elected officials in your State. Take the “Local Roads Matter!” message to them.
- Get Active in your State Association by volunteering for committees, task forces, etc.
Contact NACE

National Association of County Engineers
Tony Giancola, Executive Director
25 Mass. Ave. NW, Suite 580
Washington, DC 20001-1454
Phone (202) 393-5041
Fax (202) 393-2630
Email: nace@naco.org
www.countyengineers.org

Keith Berndt
Cass County ND Engineer
National Association of County Engineers
North Central Region Vice President
berndtk@casscountynd.gov
(701)298-2372
THANK YOU