

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:

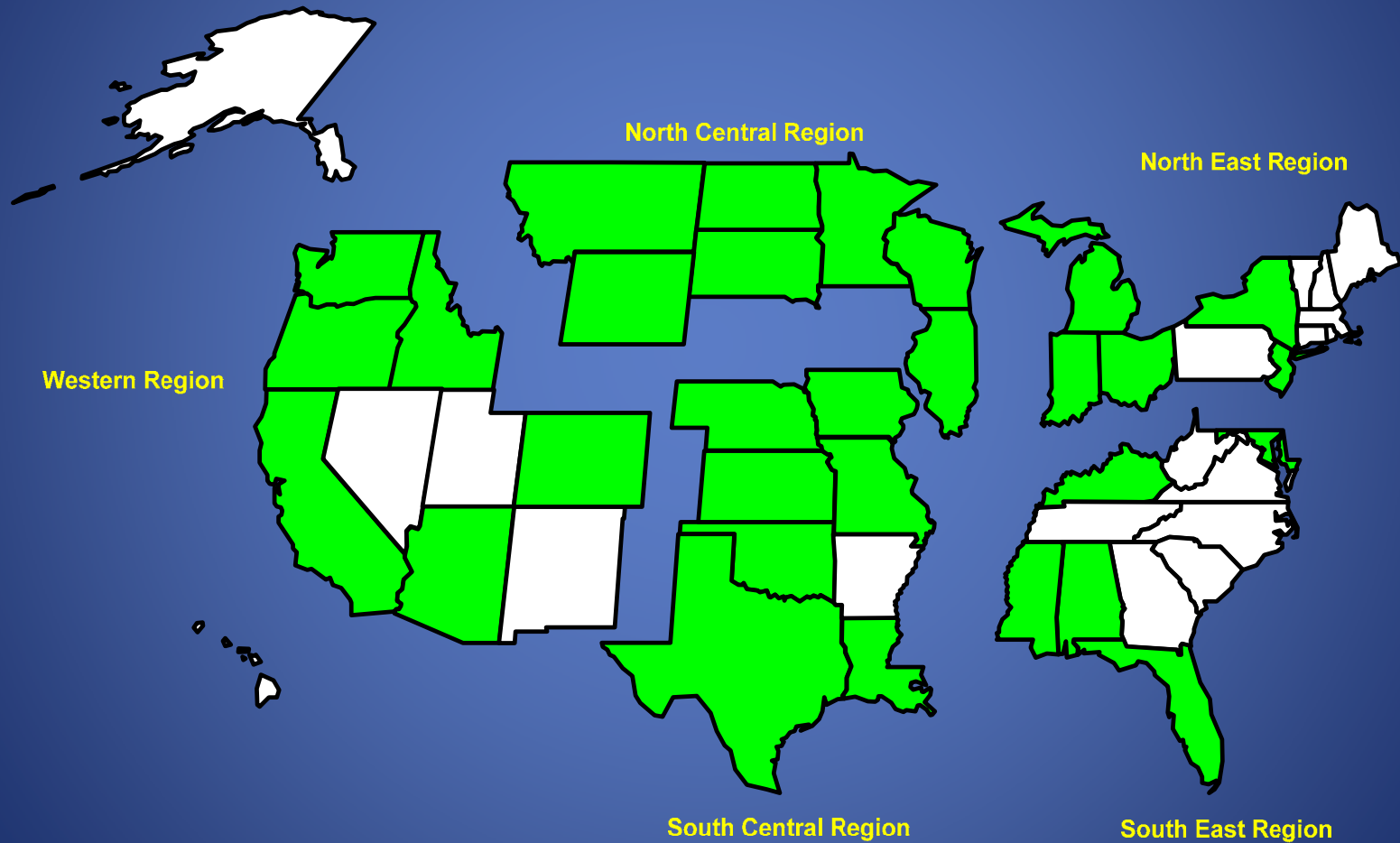
- * County Engineer * Highway Superintendent
 - * Road & Bridge Superintendent
- * Parish Engineer * Road Supervisor
 - * Commissioner of Public Works
- * Highway Administrator * Transportation Director
 - * Road Operations Manager
- * Public Works Director * Highway Commissioner
 - * Engineer-Manager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

NACE Prime Objectives:

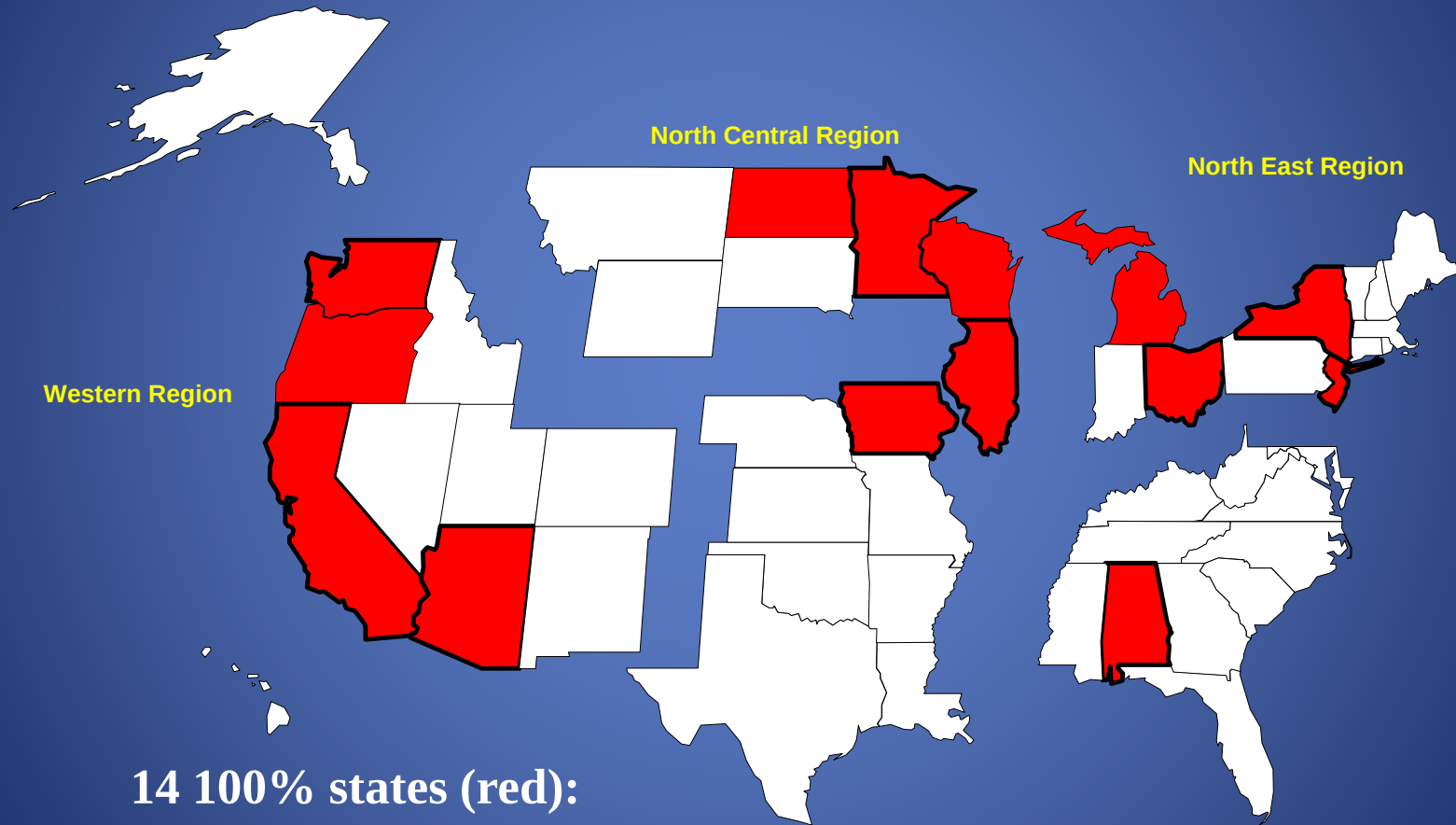
- To advance county engineering and management by providing a forum for exchange of ideas and information aimed at improving service to the public.
- To foster and stimulate the growth of individual state organizations of county engineers and county road officials.
- To improve relations and the spirit 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 20 2009

Invest in roads, bridges

The state of North Dakota is projecting a billion-dollar general fund budget surplus this biennium. The governor's original budget proposal included transferring \$120 million of that to the highway distribution fund to be used over the next two years to fund roads and bridges in the state, counties, cities and townships.

This was a positive step toward maintaining the state's aging transportation infrastructure. Unfortunately, Gov. John Hoeven, along with at least some House members, has recently withdrawn support for the

\$120 million general fund transfer this biennium, opting rather to support a \$20 million transfer. The original proposal to use a modest 12 percent of the surplus for transportation investments has been slashed to only 2 percent.

Surely with a \$1 billion surplus we should spend more than 2 percent of it on desperately needed transportation funding.

At a time when Job Service just reported that the state's unemployment has exceeded 5 percent for the first time in 15 years, now more than ever the state needs jobs, and there's likely no better way to create jobs than investing in transportation infrastructure.

Some seem to think that the federal stimulus funding will solve the national and local transportation funding crisis. There also seems to be an incorrect perception that a large percentage of the \$787 billion federal stimulus is designated for transportation.

The fact of the matter is that only 3.5 percent of the stimulus funding is designated for transportation and only 1 percent is designated to city and county transportation projects. This is no time for state and local governments to withdraw support for transportation funding.

The objective of the stimulus was to spur new projects, not give state officials an excuse to cut the funding increase they supported before the stimulus.

Apparently they believe the general fund transfer is no longer necessary because of the federal stimulus funding. The state is receiving \$170 million in federal stimulus funding for transportation projects.

While this sounds like a lot of money, the stimulus funding in combination with the original general fund transfer would not replace the buying power lost due to construction inflation in recent years.

Prices paid for asphalt by the Cass County Highway Department have nearly doubled in the past five years alone. Revenues to Cass County from state gas tax and license fees have increased by about only 2.5 percent per year over the past decade and are projected to start dropping.

Despite recent drops in crude oil prices, March 2009 asphalt bid prices in Cass County are 25 percent higher than the spring of 2008.

North Dakota's construction contractors have the capacity to take on the work that would be funded by the \$120 million general fund transfer. We need it to keep this region's skilled construction workers employed. Let's not join the rest of the country in economic recession.

The U.S. Department of Transportation estimates that for every dollar invested in the nation's highway system, \$5.69 in economic benefits are realized.

We have a billion-dollar surplus in North Dakota. We also have failing bridges and rapidly deteriorating roads. Shouldn't we be creating more jobs by investing more than 2 percent of the surplus in our state's transportation infrastructure?

Please join me in urging our elected leaders to support spending \$120 million from the general fund on transportation this biennium.

Bernold is Cass County engineer and North Central Region vice president, National Association of County Engineers.

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 legislative 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 shortchange 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 unwise.

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 oil patch truck traffic.

The governor and legislative leaders revisited his \$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 purchasing, holding back money for county road work is counterproductive.

This 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 opinion 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! web site



to revitalization! **to business!** **to the economy!**

Local Roads Matter! ▼

News that Matter! ▼

LRM! Tool Kit ▼

Needs Assessment ▼

NACE Alerts

Contact Congress

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!

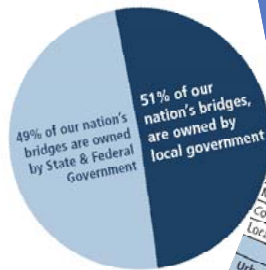
National Association of County Engineers

to trade
to families
in times of crisis
to healthcare
to seniors
to schools
to revitalization
to business
to the economy
to YOU!

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

Local roads may not have the engineering magnificence of the interstate highway system. They may not capture the imagination like U.S. Route 66 or Route 1. But that doesn't mean that local roads don't matter. In fact, local roads are where you are likely to see the real America on the move – buses taking our kids to school, trucks hauling milk and farm goods to market, and commuters pulling into their driveways after a long day of work. Local roads are critical to every facet of daily life in the United States.

Local roads and bridges constitute the bulk of our country's highway system, and are heavily used, particularly for the critical first or last mile in the safe and efficient movement of people and goods. Nationally, roads owned by counties, cities and townships account for 2.9 million miles or 75 per cent of America's highways. Counties alone are responsible for maintaining 1.74 million miles of road. Of the nation's 597,340 bridges, 298,638 are owned by local government, about 51 per cent of the total. County governments own 219,000 bridges or about 45 percent of the total.



The bottom line is that the motorists and truckers that use and depend upon America's highways and bridges are responsible for the condition of the system. They want their gas taxes and user fees directed to investments in a safe, quality, seamless system. Transportation policy-makers have an obligation to deliver that system.

Local roads are at risk – in every corner of the country, roads and bridges are falling further into a state of disrepair as local officials struggle to make ends meet amid growing demand for services.

As local roads and bridges compete for scarce local property taxes and increasingly limited state funding, the dangers of a decaying transportation infrastructure become more apparent.

Data available from USDOT's Bureau of Transportation Statistics demonstrates that the functional classes of roads most likely to be under local jurisdiction have a disproportionately high amount of pavement in poor to fair condition. Nearly 65 percent of major collector mileage in rural areas is reported to be in only poor to fair condition, in urban areas, nearly 70 percent of minor arterial and collector mileage is rated poor to fair.

USDOT Bureau of Transportation Statistics
Condition of U.S. Roadways by Functional System

Functional Class	Total Miles In U.S.	# of Miles Reporting to Pavement Condition Report	% Reporting Miles that are Poor to Fair	# Reporting Miles that are Poor to Fair	% Share of Total Poor to Fair Miles
RURAL					
Interstate	-	-	-	-	-
Other Principal Arterial	20,360	30,512	22.8	6,957	2.0
Minor Arterials	94,766	94,500	34.6	32,697	9.4
Major Collectors	135,286	134,914	46.6	62,870	18.1
Minor Collectors	419,437	378,753	64.9	245,811	70.5
Local	262,899	-	-	-	-
Rural Total	2,045,900	378,753	34.5	348,325	100.0
URBAN					
Interstate	2,987,758	638,753	39.8	6,328	3.7
Other Expressways	-	-	-	-	-
Other Principal Arterials	16,132	15,899	49.5	5,276	2.7
Minor Arterials	10,913	10,650	70.5	43,050	21.3
Collectors	62,282	61,064	66.9	67,895	34.4
Local	104,033	101,637	70.0	74,790	37.9
Urban Total	1,093,555	101,637	66.7	197,439	100.0
Urban and Rural Total	1,244,368	106,843	-	-	-
	4,032,126	296,102	-	-	-

Source: https://www.bts.gov/publications/national_transportation_statistics/table_01_26.html



to trade
to families
in times of crisis
to healthcare
to seniors
to schools
to revitalization
to business
to the economy
to YOU!

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).

Legislative Priorities

1. Making Local Roads Safer

Safety Program “Toward Zero Fatalities” policy goal reduction of fatalities and serious injuries by ½ 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.

NACE Ohio State Director Testifies Before Congress



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.

U.S. Secretary of Transportation



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.

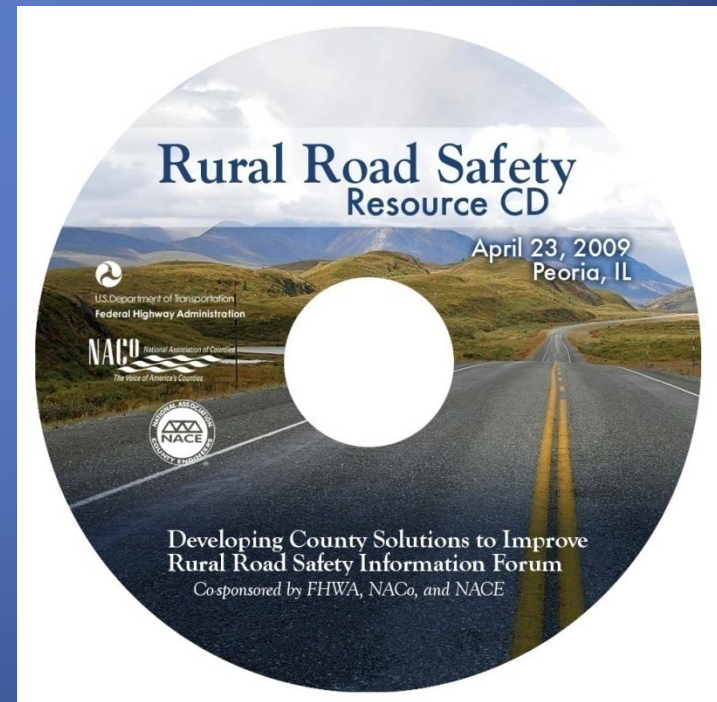
Technical Assistance and Training

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.

NACE 2010: April 25-29, 2010



Contact NACE

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THANK YOU