



National Association of County Engineers

THE VOICE OF COUNTY ROAD OFFICIALS

May 18, 2026

President
Pam Dingman, P.E.
County Engineer
Lancaster County, NE

President-Elect
Wayne Sandberg, P.E.
Director and County Engineer of
Public Works
Washington County, MN

Secretary/Treasurer
Matt Machado, P.E., L.S.
Deputy County Administrative
Officer/Public Works Director
Santa Cruz County, CA

Immediate Past President
Jacob Thorius, P.E.
County Engineer
Washington County, IA

**Northeast Region
Vice President**
Patrick Ginnetti, P.E., P.S.
County Engineer
Mahoning County, OH

**Southeast Region
Vice President**
Luke McGinty
Chief Engineer
Elmore County, AL

**North Central Region
Vice President**
Jodi Teich, PE
County Engineer
Sterns County, MN

**South Central Region
Vice President**
Andrew McGuire, P.E.
County Engineer
Keokuk County, IA

Western Region Vice President
Chris Doty
Director of Public Works
Deschutes County, OR

**National Association of Counties
Representative**
Rich Sanders, PE
County Engineer
Polk County, MN

CEO/Executive Director
Kevan P. Stone

The Honorable Sam Graves
Chairman
U.S. House Transportation & Infrastructure
Committee
2165 Rayburn House Office Building
Washington, D.C. 20515

The Honorable Rick Larsen
Ranking Member
U.S. House Transportation & Infrastructure
Committee
2164 Rayburn House Office Building
Washington, D.C. 20515

Dear Chairman Graves and Ranking Member Larsen,

On behalf of the National Association of County Engineers and the nation’s local road professionals, I write to express our strong support for the *BUILD America 250 Act* and to commend your leadership in advancing a bill that takes meaningful steps to strengthen county roads, bridges, and core surface transportation infrastructure.

We write to thank you for your leadership in advancing a surface transportation bill that offers meaningful benefits for county infrastructure professionals across the country. Counties play a central role in owning, maintaining, and improving the road and bridge infrastructure that residents, businesses, school systems, and emergency services rely on every day, and this bill recognizes the importance of strengthening those local systems.

From the perspective of county transportation officials, the bill contains several important improvements. Its focus on bridge safety, roadway resilience, roadside safety, emergency response, and project delivery reform will help local agencies better manage aging infrastructure, reduce risks, and move needed improvements forward with greater certainty and efficiency.

The bill is especially valuable because it supports the kind of practical reforms county road professionals need most: clearer federal processes, better coordination, stronger safety programs, and a more workable path for delivering projects. Provisions related to permitting streamlining, categorical exclusions, interagency coordination, safety data, and infrastructure finance can help reduce administrative burdens and improve the ability of local governments to advance road and bridge projects in a timely manner.

This legislation also reflects an understanding that transportation policy must partner with county infrastructure officials who are responsible for 1.8 million miles of local roads and bridges. County road officials have emphasized safety, efficiency, sustainability, advocacy, and process improvements as core priorities, and this bill advances many of those same goals.

Thank you for your leadership on these critical issues and for advancing legislation that recognizes the national importance of modern, safe, and efficiently delivered county road and bridge infrastructure. This bill represents an important step toward ensuring that federal transportation policy better supports timely delivery, stronger and safer infrastructure performance, and long-term economic competitiveness.

Sincerely,

Kevan Stone
Executive Director/CEO
National Association of County Engineers