1906 The Washington State Association of County Engineers was organized.

Before the turn of the century, automobiles were regarded simply as luxury pleasure vehicles and no special facilities were provided for them. About 1904, motor trucks made their first appearance, performing routine commercial tasks. Until that time, travel had been limited to water routes, trails, a few old stage roads and some railroad extensions. However, the advent of the automobile and truck, stirred interest in a lot of people. The Washington State Good Road Association was created as a layman's organization to help direct the destiny of Washington's road and highway development. The Auto Club of Washington, then known as Automobile Club of Seattle, was formed in 1904 for the purpose of advancing the interests of automobile owners and to protect owners' rights in matters of municipal legislation.

At this time, all roads were the responsibility of private individuals or of the county in which the roads were located, except for roads inside of incorporated cities and towns. A few Boards of County Commissioners saw the necessity of having a County Engineer on staff. In 1906, seven County Engineers met in North Yakima to organize the Washington State Association of County Engineers. An earlier meeting of a few County Engineers occurred in Ritzville in 1904. The meeting was presided over by County Engineer Jay N. Snow, of Spokane County, who was appointed the first State Highway Commissioner by Governor Albert E. Mead in 1905. However, there was no formal organization of County Engineers until 1906. Unfortunately, little else is known of the activities of the WSACE during its early years because its records were destroyed when the Ferry County Courthouse burned down in February 1935. Notably, the Engineers' organization precedes that of the County Commissioners. The Commissioners organized at their first convention, which was held in Tacoma in November 1909. Some indications show that the Commissioners organized because several of them had participated in an Engineers' meeting in Bellingham in the fall of 1907 and were impressed that the Engineers already had an association. These Commissioners felt that now they should organize in order to respond to matters coming up in the Biennial Legislature.

1912 WSACE asked for the appointment of County Engineers.

At the 7th annual convention held in Tacoma, the group discussed the merits of the Legislature requiring County Engineers to be appointed by the Board of County Commissioners, rather than being elected. The Engineers hoped to eliminate the need for them to enter into politics. Also adopted was a resolution favoring the establishment of county highway departments.

1915 WSACE adopted the first constitution and bylaws.

At the 9th annual convention held in Chehalis, WSACE adopted its first constitution and bylaws, stating that its purpose was to form a closer mutual relationship and to unify the engineering work in the several counties of the state. A resolution was adopted asking for state-mandated creation of a highway or road department in each county. The department would have complete responsibility over all road and bridge construction and maintenance in the county. The resolution also charged each Board of County Commissioners to appoint a superintendent or an engineer. The engineer should be a civil engineer, with total responsibility for the highway department within the county.

1917 The first interstate bridge across the Columbia River was built.

Clark County, Washington and Multnomah County, Oregon were jointly responsible for construction of the first interstate bridge across the Columbia River at Vancouver.

1923 A Public Works Law was enacted.

The Washington State Legislature passed landmark legislation, setting forth the responsibilities of the County Engineer in estimating cost record keeping, public advertisements of estimates, and costs of public works, including county road construction projects.

1924-1934 WSACE asked for a licensed civil engineer to be appointed as the County Engineer.

For ten years, resolutions were adopted at each annual convention urging every effort be made to require that County Engineers be licensed and that they be appointed by the Boards of County Commissioners.

In this same time period, County Engineers improved and constructed county roads designated by the Legislature as permanent highways and lateral highways. At the WSACE 19th convention held in Bellingham in 1924, a resolution was passed demanding that teeth be put into the Public Works Law. A penalty was desired for the County Commissioners' failure to publish and advertise proposed construction, as well as for failure to follow specifications on proposed improvements as developed by the County Engineer. At an address to the WSACE in Spokane in 1931, an Engineer-Contractor alleged that the Permanent Highway Law and the Lateral Highway Law so divided responsibility between the State Highway Department, the County Commissioners and the County Engineer, that the contractor faced a difficult time in trying to please them all. He recommended that the Legislative Committee of WSACE seek a remedy.

As a direct result of the Great Depression, the County Engineer's life took a new turn. From 1930-1940, WPA and PWA projects were implemented. Through their involvement in these federal projects, County Engineers received their first indoctrination in program planning, with special emphasis directed towards labor-intensive projects.

1935 The Legislature passed a law requiring County Road Engineers to be licensed and appointed by the Board of County Commissioners.

A long-sought legislative objective was finally attained. All County Engineers henceforth were to be appointed by the Board of County Commissioners and were to be qualified civil engineers.

At the 30th annual convention of WSACE held in Spokane in July, the first gavel was presented to the WSACE president to "endow the Chair with proper authority."

1937 All County Road Engineers were now licensed and appointed.

The new Highway Code not only required the county's employment of a technically qualified engineer, but also gave the engineer a voice in road-making policies. The Highway Code formalized the interrelationships of state, county, and city road programs. The Code also spelled out administrative control at each government level and denoted coordination procedures to serve the public interest.

The elected County Surveyor position was eliminated, with many of the responsibilities assigned to the appointed County Engineer.

A County Road Fund was required in each county.

1949 WSACE supported the creation of an equipment rental fund and a Design Standards Committee.

WSACE again urged the enactment of legislation requiring a uniform highway cost accounting system and the creation of revolving funds for the maintenance and purchase of equipment. WSACE also supported creation of a Design Standards Committee.

Landmark legislation was passed which:

- Created in each county an equipment rental and revolving (ER&R) fund to purchase, own and operate all road department equipment and to buy and sell all parts, materials, and supplies needed by the Equipment Rental Fund and by the Road Department.
- Placed the management of the new ER&R Fund directly in the hands of the County Road Engineer.
- Decreed that all maintenance work on county roads was to be performed under the supervision of the County Road Engineer.
- Provided for one central county road shop.
- Required all Boards of County Commissioners to adopt and annually update long-range road programs.
- Required adoption of an Annual County Road Plan prior to the adoption of the road budget.

- Created an Arterial Design Standards Committee in which County Road Engineers were given direct responsibility in the development of minimum Arterial Design Standards.

Joe Andreotti, a student at Washington State University, proposed and helped plan the first road clinic with the involvement of WSACE. The Road Builders' Clinic remains an annual event and has become a joint venture of WSU, the University of Idaho, WSACE, WSDOT, and the Association of Washington Cities. WSACE has been especially active in this endeavor and has assisted in developing high quality, technical programs of particular interest to County Engineers.

1950 WSACE supported the first annual Road Builders' Clinic, facilitated by Washington State University.

1956 The National Association of County Engineers (NACE) was formed.

1961 All WSACE members are NACE members.

Recognizing the value of membership to the five-year-old National Association of County Engineers (NACE), WSACE voted to change its bylaws. The change provided that all WSACE members would concurrently be members of NACE and that the annual dues would include both memberships. Washington's County Engineers have been actively involved in NACE activities ever since, including considerable participation in the development of the NACE Action Guide Series.

1963 The Maintenance Supervisors School was organized.

After twelve years' successful involvement in the Road Builders' Clinic, WSACE again collaborated with WSU in sponsoring the first annual Maintenance Supervisors School. This school was designed especially to meet the needs of county road superintendents, road supervisors, and road foremen and has become a very popular and well-attended event with sessions held each fall in both eastern and western Washington.

1965 The County Road Administration Board was created.

In response to legislative concern about the quality and accountability of county road department administration, the Legislature created the County Road Administration Board. The CRABoard is empowered to develop Standards of Good Practice covering all aspects of county road administration. The Board further ascertains that county road departments operate in accordance with the standards and with pertinent state laws.

The Board is composed of six County Commissioners/Council Members and three County Engineers. When they sit as board members on a quarterly basis, they form a state agency with regulatory power over their own operations. By and large, the concept has been very successful and has resulted in an ever-increasing level

of professionalism in county road department administration. At its first meeting, the Board elected Pierce County Commissioner Harry Sprinkler as its first chairman. Two meetings later, the Board appointed Lewis County Engineer Ernie Geissler as executive director.

1966 On its 10th anniversary, NACE brought the Annual Research Conference to Washington for the first time. Conference attendees enjoyed the hospitality extended by our state organization and especially by the King County Engineer's office staff, who performed the bulk of the planning and implementing for the conference.

1967 CRAB presented the first "WSACE Engineer of the Year Award" to Donald West, of Chelan County.

Donald West, of Chelan County, is the first recipient from Washington State to receive the "NACE Engineer of the Year Award" presented by the National Association of County Engineers.

NACE ENGINEER OF THE YEAR AWARD

- **Donald West,** Chelan County (1967)
- **J. Wayne Arrasmith,** Spokane County (1968)
- **Cecil D. Kinder,** Clark County (1972)
- **Laroyd Bullard,** Kitsap County (1976)
- **Jan Rosholt,** Clark County (197__)
- **Jerry Weed,** Snohomish County (1980)
- **Gene Sampley,** Skagit County (1981)
- **Marley Young,** Mason County—Rural (1986)
- **Fred Anderson,** Pierce County—Urban (1986)

Funded by bonds through a state initiative, the Urban Arterial Board was created to fund local urban projects. WSACE was asked to serve eastern and western urban counties on the UAB. The program would be self-perpetuating through repayment of bonds. Many counties and cities benefited greatly from this program, and would continue to do so under the Transportation Improvement Board.

1969 In a coordinated effort by WSACE, CRAB, and WSDOT, the nation's first mandatory county bridge inspection program was developed.

Over a period of three years, all county road bridges were inventoried, inspected, and rated. In response to the findings, many counties initiated bridge replacement programs even before Congress created a national bridge replacement program.

This early inspection program really paid off for our state in subsequent years because Washington was ready when the new federal programs were initiated.

Due to the increased number of non-road related responsibilities of the traditional county road departments, King County led the way in establishing the first County Department of Public Works. This caused much consternation in the WSACE "brotherhood", but it was a trend that could not be denied. Most counties would eventually follow suit, with many combining the two positions as Director of Public Works/County Engineer.

1971 WSACE sponsored the first Bridge Inspectors Training Seminar.

Recognizing that many counties did not have qualified bridge inspectors, WSACE developed and sponsored the Bridge Inspectors Training Seminar. The seminar was designed specifically for paraprofessional county employees so that to the greatest extent possible, each county could perform its own biennial bridge inspections.

1972 The State of Washington Inventory of Bridges and Structures (SWIBS) inventory system was created as a result of bridge failure in 1967 that killed 46 people. The FHWA then got serious...took the WSDOT until 1972 to create SWIBS.

Don B. West served as Washington's first NACE President.

NACE Presidents

- **Don West,** Chelan County (1972)
- **Harold Sweet,** Yakima County (1975)
- **Vern Wagar,** Lewis County (1989)
- **John Trent,** Pierce (1996)
- **Gary Rowe,** Jefferson (2001)

1973 The NACE Research Conference returned to Seattle.

NACE enjoyed Seattle so much in 1966 that they came back in 1973 under Don West's NACE Presidency (1972-1973) for another Management Research Conference. Don West was one of the first Washington State County Engineers to become interested and involved in NACE and became the first Washington State County Engineer to serve as President of NACE.

- WSACE created its first logo.

1974 The Federal Aid Highway Act required the creation of Metropolitan Planning Organizations (MPOs).

Prior to this time, all federally funded local agency projects, although designed at the local level, were required to be stamped by a registered State Highways Engineer and administered through the state's ad and award program. During this period, WSACE led the charge to recognize the qualifications of County Engineers as qualified professional engineers in the design and construction of federal aid projects. Working closely with State Aid Engineer Keith Eggen, WSACE was instrumental in developing and implementing the Certification Acceptance program and the creation of the Local Agency Guidelines. Both cities and counties benefited from this program and today it is accepted as the norm for federally funded road and street programs.

1975 WSACE supported the Uniform Accounting System.

In response to directions from the State Legislature, the state auditor worked in conjunction with an active committee of County Engineers to develop a Uniform Budget Accounting and Reporting System. The Budget Accounting and Reporting System (BARS) now applies to all units of local government in the state.

WSACE bylaws were amended to provide for the election of our state association's first official NACE representative.

Washington State NACE Representatives

- **Vern Wagar,** Lewis County (1975-1984)
- **John Trent,** Pierce County (1984-1993)
- **Gary Rowe,** Jefferson County (1993-1997)
- **Kent Cash,** Cowlitz County (1997-2005)
- **Ryan Lopossa,** Cowlitz County (2005-Present)

The Bridge Replacement Advisory Committee (BRAC) was formed.

1976 In order to improve communication, the WSACE Executive Committee was expanded to include the presidents from each of the four WSAC districts.

The first issue of the WSACE/CRAB newsletter, the "Road Runner," was published.

1977 At the WSAC Convention in Wenatchee, the first recipients of the urban and rural "County Engineer of the Year" awards were presented to Bob Turner, of Spokane County and Dale Bean, of Benton County.

1979 The first WSACE Management Seminar was presented.

Recognizing that most County Engineers would benefit from management training, CRAB's Assistant Director Marian Ritchie worked closely with a WSACE Committee during the program development for the first WSACE Management Seminar (known today as the Annual Professional Development Conference).

The first Local Agency Guideline (LAG) manual was created.

The WSACE Executive Committee urged County Commissioners and County Engineers to get more involved in the legislative process by lobbying for bills dealing with the gas tax distribution cost factor, day labor limits, and right-of-way acquisition.

County Engineers from the WSACE Puget Sound District initiated maintenance management training.

Washington was one of only eight states to have completed inventory and inspections of all off-system bridges according to the Highway Users Federation. This quick response made Washington first in line to receive bridge system federal funding.

1980 The eruption of Mount Saint Helens buried parts of eastern and western Washington in up to five inches of ash. County Engineers from ten unaffected western counties sent volunteer crews and equipment to Adams County, helping remove ash from Ritzville and the vicinity. A well-equipped King County crew cleared the Yakima airport.

The WSACE Program Planning Committee, chaired by Vern Wagar, assisted in developing the program for WSACE's 75th anniversary and the NACE's 25th anniversary celebration held in Seattle.

1981 NACE celebrated its 25th anniversary in conjunction with WSACE's 75th anniversary celebration held in Seattle.

The WSACE Legislative Transportation Committee was very involved in an effort to revise the county gas tax formula to exclude the controversial cost per trunk mile factor.

1982 Skamania County's Gail Swain became the first woman to be appointed as a Washington State County Engineer.

1983 The WSACE Professional Development Committee was formed, replacing the previous Management Principles Committee, in order to develop agendas with timely topics and to hold annual conferences. The effort was intended to maximize membership interest in the programs presented.

With leadership provided by CRAB Executive Director Ernie Geissler, WSACE successfully developed and received legislative approval creating the Rural Arterial Program (RAP).

The Legislature approved gas tax legislation providing $10 million per year for county arterials, including the reallocation of federal funds and a dedicated amount for implementation of the Rural Arterial Program (RAP).

1984 County Engineers were congratulated by the CRABoard for bringing a total of 164 RAP projects to the Board for funding. Fifty-two RAP projects from 37 counties were approved, with a funding total of $35 million.

WSACE established the WSACE Salary Survey Committee chaired by Duane Biggar, of Douglas County.

1985 Maintenance of the County Road Log (roadway inventory) was legislatively transferred from WSDOT to CRAB, including the related motor vehicle fuel tax distribution administration.

1986 In an effort to improve information technology, the Legislature approved a supplemental budget requested by CRAB to provide computers and training for all county road departments.

WSACE President Dennis Skeate presented the first "WSACE President's Award" to Commissioner Chuck Klarich for Excellence in Leadership.

President's Award Recipients

- **Commissioner Chuck Klarich** (1986)
- **Pete Ringsrud,** Douglas (1989)
- **Eric Berger,** CRAB (1993)
- **Mike Mariano,** CH2MHill (1996)
- **Floyd Lawrence,** NACE President; **Stan Moon,** WSDOT; **Reid Wheeler,** CRAB (1997)
- **Bob Berg,** Lewis County; **Wayne Gruen,** H&LP—WSDOT (1998)
- **Eric Berger,** CRAB; **Denny Ingham,** H&LP—WSDOT (1999)
- **Dan Hesse,** Yakima (2000)
- **Kent Cash,** Cowlitz (2001)
- **Karen Pendleton,** CRAB (2002)
- **John Trent,** Pierce (2003)
- **Jay Weber,** CRAB (2004)
- **Jerry Hauth,** Mason; **Daniel Dickson,** CRAB (2005)

1987 Desktop computers and road log software were installed in each county. In many cases, these represented the first computers utilized by staff within county road departments.

King County Public Works Director Don LaBelle was recognized at the APWA meeting in Bellevue as one of the top ten public works leaders in the nation.

The WSACE Finance and Resource Committee was very involved with the state's consultant, Price Waterhouse, in developing pavement performance and evaluation tools. Their joint effort assisted to implement the technical and financial elements of the Road Jurisdiction Study. Upon completion, the study was delivered to the Legislature.

1988 An increasing number of county engineers looked with interest at the King County Pavement Management System (PMS). The system had been in place for two years after being developed under the leadership of King County Engineer Lou Haff.

The WSACE Finance and Resource Committee developed recommendations for possible amendments to the factors utilized in the county gas tax allocation formula.

Benton County Engineer Dennis Skeate presented the first "4-B" Award (known today as the "Pot Hole" Award) to Pierce County Engineer Fred Anderson at the 1988 annual convention. To determine who would receive the award the next year, the recipient would watch the news during the next year and look for someone who did something out of the ordinary or who made a bonehead move.

"Pot Hole" Award Recipients

- **Fred Anderson,** Pierce County (1988)
- **Lloyd Berry,** Chelan County (1989)
- **Ed Hoyle,** Klickitat County (1990)
- **Dan Hesse,** Yakima County (1991 & 1992)
- **Lou Haff,** King County (1993)
- **John Trent,** Pierce County (1994)
- **Dennis Skeate,** Benton County (1995)
- **Mike Selevanoff,** Garfield County (1996)
- **Mike Daniels,** Grays Harbor County (1997)
- **Tim Fife,** Franklin County (1998)
- **Jerry Bryant,** Stevens County (1999)
- **Chal Martin,** Skagit County (2000)
- **Phil Merrell,** Walla Walla County (2001)
- **Pete Capell,** Clark County (2002)
- **Esco Bell,** Pacific County (2003)
- **Pete Ringen,** Wahkiakum County (2004)
- **Paulette Norman,** King County (2005)

1989 The Road Log application was enhanced and renamed the County Road Information System (CRIS) in a collaborative effort by the WSACE and CRAB staff.

1990 The Legislature approved the creation of the County Arterial Preservation Program (CAPP). Joint efforts of WSACE and CRAB were successful in describing the significant needs in each county. The success of RAP helped to demonstrate the counties' ability to repair and maintain their existing roadways. CRIS received national exposure for the first time when it was demonstrated at the NACE Conference in Colorado Springs.

WSACE President Dan Hesse appointed a committee of eight County Engineers to help develop rules for CAPP implementation. This committee worked in conjunction with CRAB so that the program could begin the moment funds became available.

CRAB Executive Director Ernie Geissler retired and was honored at the WSAC Annual Convention in Tacoma.

The CRABoard appointed Vern Wagar, former Pierce County Deputy Public Works Director, as Executive Director.

CRAB created and sponsored the first Civil Engineering Automated Library (CEAL) Users Conference. The Conference continues to provide basic training, coordination, and innovation in utilization of road design technologies.

1991 An amendment to recently-enacted state law allowed for use of the counties' share of fuel tax revenue for county ferry system capital improvements. (Pierce, Skagit, Wahkiakum and Whatcom counties operate ferries.) The CRABoard adopted the County Ferry Capital Improvement Program later that year.

A program was developed to ensure coordination between WSACE and WSDOT on legislatively-mandated transportation studies. These studies would impact each county road department. The WSACE Finance and Resources Committee worked closely with WSDOT State Aid Engineer Stan Moon on this project.

1992 The Project Cost Evaluation Methodology study (PCEM) was completed. Six cities, two WSDOT districts, and five counties—Clark, Clallam, Kitsap, Lincoln, and Spokane—participated in the study. The study was intended to compare the costs and performance of contracted services versus internal services. As a result, some administrative and performance techniques were improved upon. Generally speaking, the administrative capabilities of County Engineers and the value of well-supervised county crews was confirmed.

As a result of legislative action, 27 County Engineers responded to the consultant's request for truck route classification maps. WSACE President Ed Hoyle appointed a seven-member Technical Advisory Committee to review the consultant's progress and recommendations.

The draft final report of the Cost Responsibility Study was distributed to the Technical Advisory Committee in preparation for a final meeting with the state's consultant. County Engineers across the state were very responsive to provide data and comments supporting the preparation of the report.

WSACE Secretary Treasurer Tom Ballard, of Pierce County, prepared and distributed a complete printed membership directory to promote communication between County Engineers and senior staff members.

1994 WSACE, in cooperation with CRAB, developed an interesting and informative training program designed for new County Engineers to help them understand the Standards of Good Practice and to orient them to their new positions.

The Legislature commissioned a cost responsibility study focusing on existing roadway system conditions and improvements needed for the movement of freight and goods.

1995 The WSACE Executive Committee hired a consultant to develop the first "WSACE Officers' Manual" and to perform various administrative duties.

Eric Berger was appointed as CRAB's third executive director following the retirement of Vern Wagar.

1996 The NACE Annual meeting was held in Seattle.

1997 At the request of WSACE, the Legislature passed a bill making all rural arterials eligible for RAP funding. This legislation made the RAP program even more flexible and useful than before.

1998 Organization mission and vision statements were developed as a part of the annual professional development conference. The statements were adopted later the same year by the WSACE membership.

The Freight Mobility Strategic Investment Board (FMSIB) was created, replacing the 1996 Freight Mobility Advisor Committee.

The Legislature proposed a bill to eliminate CRAB and TIB as independent agencies and merge them into WSDOT. The WSACE opposed the legislation and testified against it. The bill passed the House but was not considered in the Senate.

Jay Weber, former Douglas County Commissioner and CRABoard member, was appointed as CRAB's executive director upon Eric Berger's resignation to work in the private sector.

1999 The Legislature approved $8 million for expenditures on the newly-identified Freight and Goods Transportation System, with utilization by counties possible as a result of the existing RAP program. A WSACE committee was created to make recommendations regarding these earmarked funds.

WSACE President Jeff Monsen challenged the diverse membership to remember that two of the foundational purposes of the organization are professional development and relationships, noting there is a continued effort to emphasize these qualities in all WSACE meetings.

I-695 passed, replacing the motor vehicle excise tax of 2.2 percent of a vehicle's value with a flat $30 tax. The counties lost a scheduled distribution of $10 million from the state transportation budget in 2000.

WSACE website hosted by the County Road Administration Board was developed.

State and Federal Environmental Program Impacts (1999-2002):

> NPDES PHASE II: EPA adopted National Pollution Discharge Elimination System (NPDES) Phase II rules in December 1999 that required Phase II agencies to issue permits by March 2003. WSACE and AWC, primarily eastern Washington agencies, pressured the Department of Ecology (DOE) into developing a separate Eastern Washington Stormwater Manual (EWSWM) because of the extreme differences in climate and geology in comparison to western Washington.
>
> In 2002 and 2003, WSACE formed a committee to work with DOE to help draft an eastern Washington manual. The final draft was adopted in September 2004. Also in 1999, WSACE accepted an invitation to participate on an advisory committee to assist DOE in updating the state's Stormwater Management Plan. The role of the advisory committee was to assist in addressing technical matters related to federal Clean Water Act and Endangered Species Act requirements. The committee assisted with non-technical, stormwater-related policy issues as well.
>
> ESA: In 1999, salmon, steelhead, and bull trout were listed as threatened and/or endangered species, affecting every county in the state with the exception of Adams County. Many projects were delayed while procedures for permitting and consultation processes were developed. WSACE worked closely with WSDOT Local Programs to develop procedures and processes for exempted projects for biological assessment and consultation. These processes continue to be evaluated and streamlined with a cooperative between WSACE and WSDOT Local Programs.
>
> Also in 1999, WSACE began monitoring the new tri-county effort, organized by King, Pierce and Snohomish counties, as they responded to the listing of Puget Sound salmon under ESA. The counties' approach included the development of ESA—compatible road maintenance practices.
>
> WSACE involvement continued to promote a balanced approach to address both transportation needs and environmental issues.

2000 WSACE accepted an invitation to participate in the selection and hiring process to fill the vacated position of WSAC's executive director.

The Blue Ribbon Commission on Transportation submitted its final report and recommendations to the governor and the Legislature. Its task was to conduct a comprehensive analysis of statewide transportation needs and priorities, as well as to review existing and potential transportation funding mechanisms. The policies and practices of governmental entities, private businesses, and labor practices that affect the delivery of transportation programs and projects were also analyzed.

The Legislature approved funding for CRAB to compile supplemental information to the 1994 Cost Responsibility Study (RJS). With each county's input, CRAB showed the county roads' significance in supporting the movement of freight across the state.

2003 The Legislature recognized that transportation funding had been declining since the last gas tax increase and the passing of I-695 in 1991. They passed a nickel increase in the gas tax. Unfortunately, it all went to projects on the state highway system. In an effort to adequately fund county road departments, WSACE, CRAB, and WSAC developed a brochure highlighting the challenges and needs facing county road departments.

2004 An ad hoc WSACE committee was convened to work with CRAB to develop WAC regulations for a Standard of Good Practice for Maintenance Management.

2005 The Legislature passed a 9.5-cent gas tax increase over four years. County road departments would see an increase of 25 cents beginning in July of 2005 and an additional 25-cent increase to the normal gas tax distribution in July 2006.

A complete rewrite of the WSACE "Constitution and By-Laws" was completed in 2005. The approved document is the "By-Laws of the Washington State Association of County Engineers." The rewrite was initiated to better reflect the organization, update the membership categories, reorganize the document, better identify the functioning groups of the association, and add several new sections to clarify how it intends to operate.

2006 WSACE celebrates 100 years of service.