1956.............. The Puget Sound Regional Planning Conference was established by the boards of county commissioners of King, Kitsap, Pierce and Snohomish counties.

1957.............. The Conference held its first meeting on March 28, with all county commissioners present.

1958.............. The Puget Sound Regional Planning Conference renamed itself as the Puget Sound Governmental Conference (PSGC).

1959.............. Central cities Bremerton, Everett, Seattle and Tacoma joined PSGC.

1961.............. The Puget Sound Regional Transportation Study (PSRTS) was launched by PSGC and the Washington State Highway Commission, with the cooperation of the U.S. Bureau of Public Roads and the U.S. Dept. of Housing and Urban Development (HUD). The project was separately staffed and funded.


1965.............. The Washington State Legislature authorized boards of county commissioners and cities and towns to establish regional agencies of elected officials (RCW 36.64.080). PSGC adopted new Articles of Association and Bylaws.

1966.............. Project Open Space was completed under a HUD grant. The Project Open Space Summary Report was published in June.

1967.............. The Puget Sound Regional Transportation Study (PSRTS) was completed. In addition to transportation system recommendations, the plan contained recommendations for regional growth patterns and preferred land use patterns. The Puget Sound Governmental Conference merged with PSRTS and took on transportation planning duties previously done by Washington State. Membership was broadened to include suburban cities.

1969.............. Air Transportation System Advance Plan (ATSAP) published as part of the regional comprehensive plan.

1972.............. Puget Sound Governmental Conference was the first regional council to extend voting membership to tribal councils of Federally Designated Tribes.
Governor Daniel J. Evans designated the PSGC as the Metropolitan Planning Organization (MPO) under the Federal-Aid Highway Act.

Regional Agricultural Land Use Study and the 1990 Transportation System Plan for the Central Puget Sound Region were adopted.

PSGC voted to reorganize as the Puget Sound Council of Governments (PSCOG). PSCOG began operation on July 1 and was designated by Governor Daniel J. Evans as the MPO for the Seattle-Everett and Tacoma Metropolitan Areas.

Regional Development Plan adopted.

Goals and Policies for Regional Development adopted.

PSCOG MPO designation was expanded to include the Bremerton-Port Orchard Metropolitan Area. The Regional Airport System Plan (RASP): 1980 – 2000 was adopted as the air transportation element of the Regional Transportation Plan for the Central Puget Sound Region. On October 28, PSCOG held a 25th Anniversary Celebration, with Governor John Spellman as one of the principal speakers.

The General Assembly passed Resolution A-90-01, adopting VISION 2020: Growth and Transportation Strategy for the Central Puget Sound Region. The Assembly also passed Resolution A-90-02, calling for the formation of a new planning organization.

The Washington State Legislature passed the Growth Management Act.

PSCOG Resolution EB-91-02, dated September 26, 1991, provided for the dissolution of the PSCOG and the orderly winding up of its affairs. The Puget Sound Regional Council (PSRC) was formed to be consistent with the 1990 Washington State Growth Management Act. The first Executive Board meeting was held on August 21, and PSRC officially began operations on October 1. Governor Booth Gardner designated the PSRC as the MPO under federal law and the Regional Transportation Planning Organization (RTPO) under state law for the four counties: King, Kitsap, Pierce and Snohomish. The concurrent passage of the federal Intermodal Surface Transportation Efficiency Act (ISTEA) brought new regional responsibilities in transportation planning and heralded a new era of integration of transportation and land use planning. For the first time, elected officials had a major role in the selection of transportation projects and public input was required as part of the selection process.

The PSRC General Assembly adopted Resolution A-93-03, amending the Regional Airport System Plan and initiating the Major Supplemental Airport Feasibility Study, in cooperation with the State of Washington.

The PSRC Executive Board adopted Resolution EB-94-01, ending the Major Supplemental Airport Feasibility Study. The Summary Report was issued in March.

1996.............. After an extensive public involvement program the PSRC General Assembly adopted Resolution A-96-02, amending the 1995 Metropolitan Transportation Plan to include a third runway at SeaTac International Airport.


2003.............. The PSRC joined forces with the Economic Development District through a Memorandum of Understanding (MOU) in order to strengthen economic development planning and integrate land use and transportation planning in the region. The PSRC established the Rural Town Centers and Corridors program.

2004.............. The Burlington Northern Santa Fe Corridor Preservation Study received $635,000 in PSRC funding to study potential uses of the 42-mile BNSF rail corridor. The Prosperity Partnership was launched to develop and implement a regional economic strategy. The Partnership is a growing coalition of government, business, labor and community organizations in the region.

2006.............. The Executive Board adopted the 2007 – 2010 Transportation Improvement Program (TIP), recommending 122 projects to receive over $502.4 million in PSRC funds. Approval by Governor Chris Gregoire and the U.S. Department of Transportation was received on February 7, 2007.

2006.............. The Prosperity Partnership created the Aerospace Futures Alliance, an organization which provides networking and advocacy for the aerospace companies and suppliers in the state.

2007.............. The General Assembly adopted the Destination 2030 Update, a long range plan for transportation in the Puget Sound region.

2007.............. The Prosperity Partnership successfully advocated for increasing production of bachelor’s degrees in high-demand fields such as computer science, engineering, sciences and medical research. The Washington State Legislature and the Governor funded over 9,000 new enrollments and approved a law that codifies 10,000 more degrees by 2020, charging a legislative task force with developing a plan to achieve that goal.
2008 ... On April 24, PSRC’s General Assembly adopted VISION 2040, a growth strategy to accommodate the additional 1.7 million people and 1.2 million new jobs expected in the region by 2040.

2008 ... PSRC received an award for Outstanding Regional Achievement in Metropolitan Planning from the Association of Metropolitan Planning Organizations.

2008 ... PSRC released the Traffic Choices Study, a federally funded study that tested new ways to combat congestion and to fund transportation.

2009 ... PSRC’s Executive Board selects projects to receive funding through the American Recovery and Reinvestment Act of 2009. The $214 million in economic recovery funding supports completion of projects throughout the Puget Sound Region.

2010 ... On May 21, the General Assembly approved Transportation 2040 as the region’s 30-year transportation plan. The national Association of Metropolitan Planning Organizations honored the plan with its 2010 award for outstanding Overall Achievement.

2010 ... PSRC releases a report to outline model ordinances, regulations, and guidance for local governments related to electric vehicle infrastructure and batteries.

2010 ... PSRC and Washington State Department of Commerce award over $1 million in grants to 10 cities for transfer of development rights planning and program development. TDR is a voluntary, incentive-based, and market driven approach to preserve land and relocate development away from rural areas into urban areas.

2010 ... The Puget Sound Region is awarded a Sustainable Communities Grant from the US Department of Housing and Urban Development to coordinate an innovated new regional partnership joining cities, housing authorities, counties, public health agencies, affordable housing advocates, educational institutions and development interests.

2010 ... The South Park Bridge closed to traffic on June 30, 2010 due to safety concerns. PSRC had provided $25 million for the South Park bridge replacement project from 1999 to 2010 to assist with planning the replacement project. Matched with other local funds and a $36.2 million TIGER grant in 2010 the project broke ground for the new bridge on May 4, 2011 with a ceremony attended by Governor Christine Gregoire. Construction began in August and the new bridge is slated to open to traffic in 2013.

2011 ... As a leading member of the Washington Aerospace Partnership, Prosperity Partnership helped the region win the Air Force Tanker contract. The $35 Billion contract awarded to Boeing brings an estimated 11,000 direct and indirect jobs and $693 million in economic impact for Washington State.