

Allentown Community & City of Tukwila Public Works

PUBLIC MEETING



October 28, 2025
Tukwila Community Center

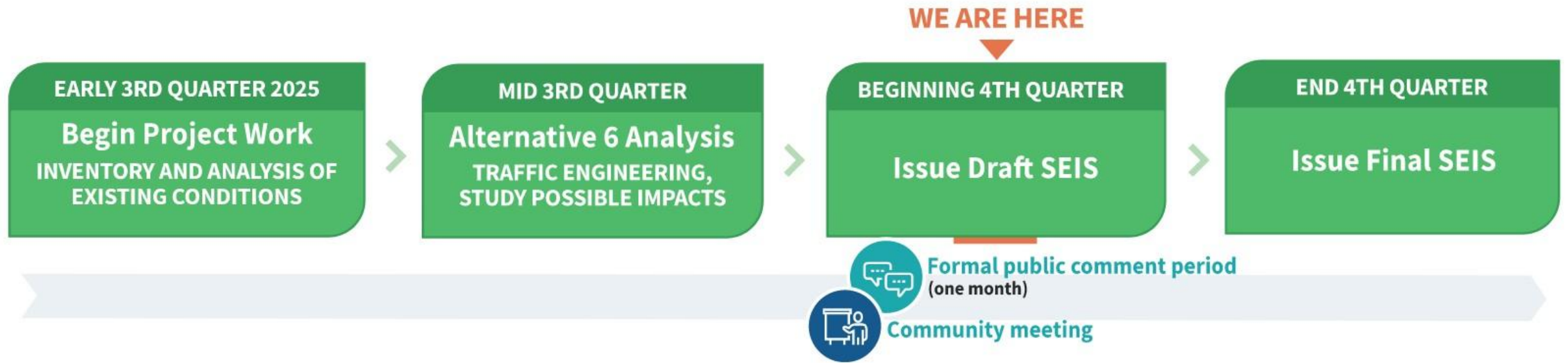
The City of opportunity, the community of choice.

Allentown Truck Reroute Project Supplemental Environmental Impact Statement (SEIS)



The City of opportunity, the community of choice.

Project Timeline

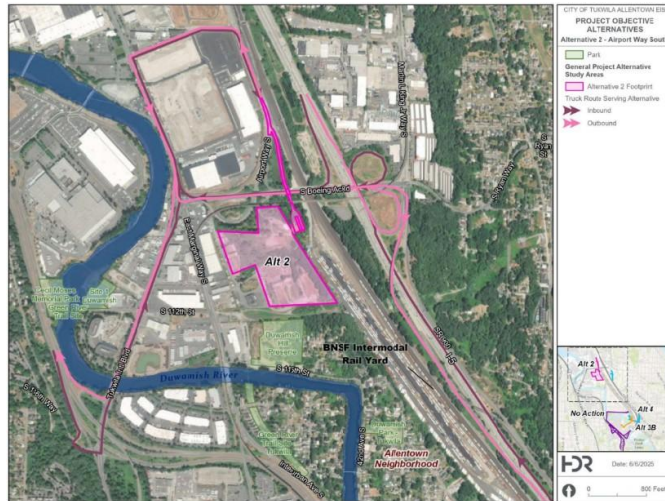


Truck Reroute EIS Overview

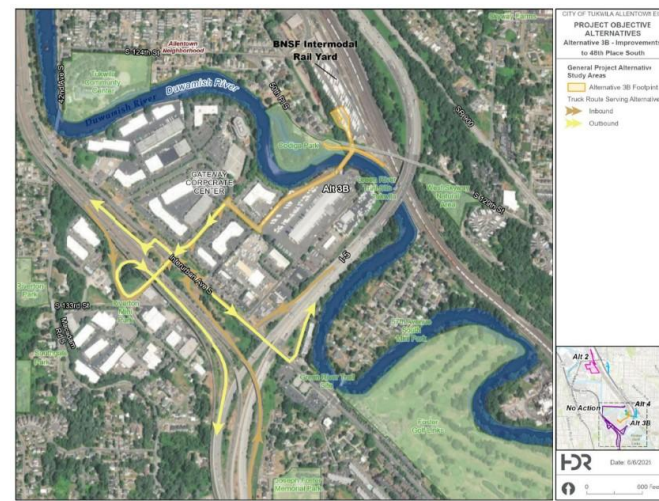
- 2022 - City determines to complete draft EIS study of truck reroute alternatives from 2017.
- Scale of the proposal requires analysis as part of an Environmental Impact Statement (EIS) per State Environmental Policy Act (SEPA).
- June 2025 – Final Truck Reroute Project EIS completed.
- October 13, 2025 - Draft EIS (DSEIS) issued
- November 12, 2025 - Public comment period for DSEIS closes
- December 2025 - Final SEIS to be published



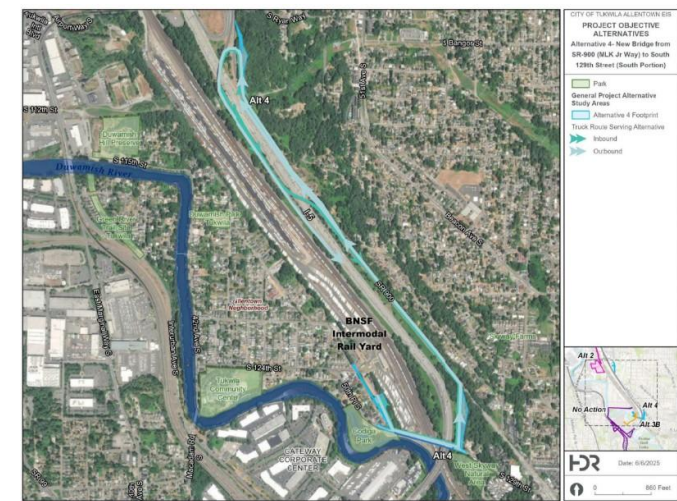
Three alternatives studied in the Final EIS



Alternative 2



Alternative 3B



Alternative 4



Alternative 2 Overview

Benefits

- Routes trucks away from Allentown
- Close access to I-5 on & off-ramps

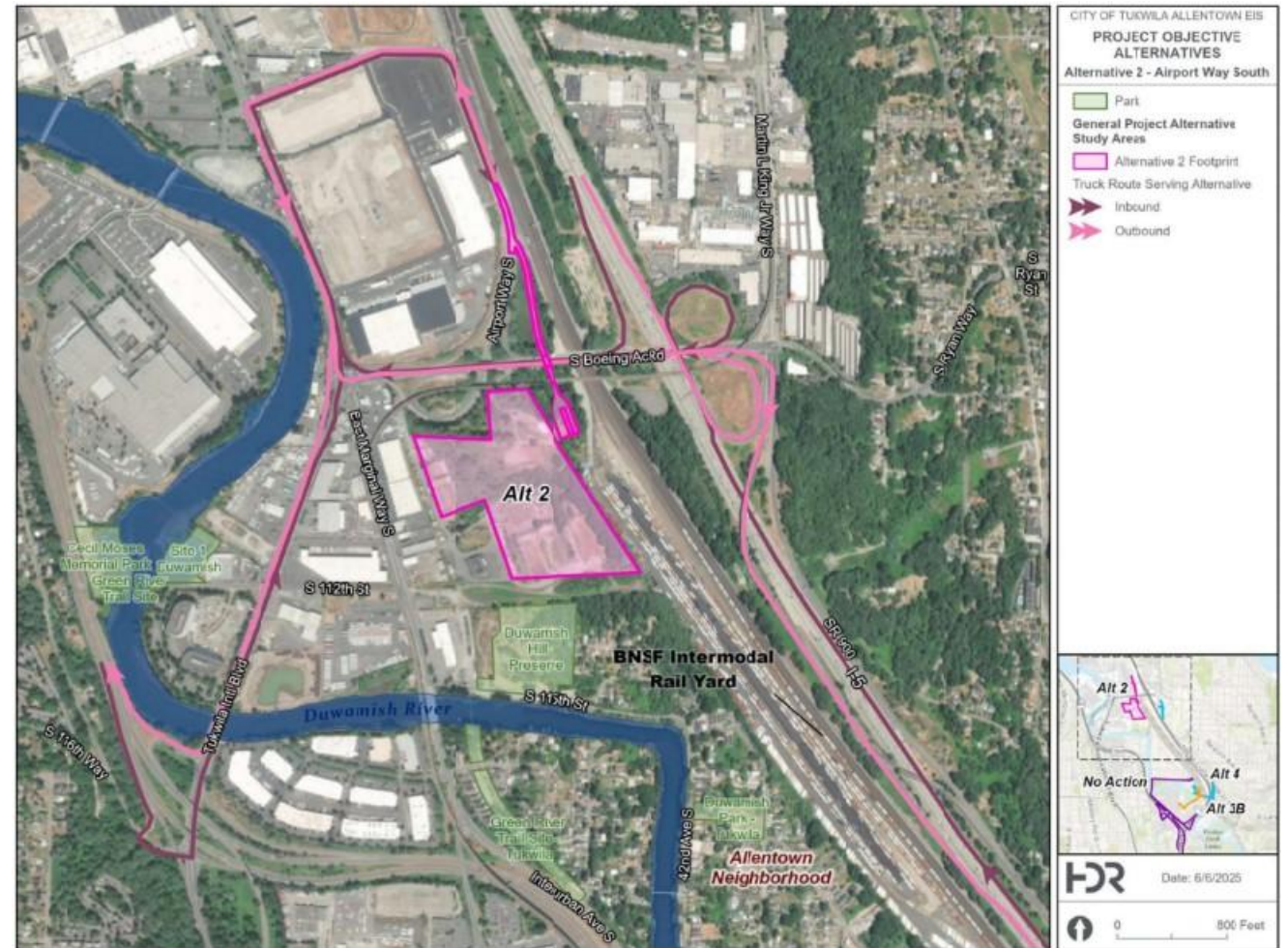
Impacts

- Requires large-scale excavation
- Impacts significant cultural resources
- Displaces Seattle Police Athletic Association
- Disrupts BNSF operations
- Not possible to mitigate impacts

Cost

- Estimated cost range of \$164-\$193 million

Determined to be not feasible



CITY OF TUKWILA ALLENTOWN EIS

**PROJECT OBJECTIVE
ALTERNATIVES**
Alternative 3B - Improvements
to 48th Place South

**General Project Alternative
Study Areas**

- Alternative 3B Footprint
- Truck Route Serving Alternative
- Inbound
- Outbound

Map Labels:

- 42nd Ave S
- S 124th St
- Allentown Neighborhood
- Tukwila Community Center
- Duwamish River
- 28th Pl S
- BNSF Intermodal Rail Yard
- Codign Park
- Alt 3B
- Gateway Corporate Center
- Interurban Ave S
- S 133rd St
- Riverton Mini Park
- S 120th St
- West Skyway Natural Area
- 1st
- 57th Avenue South Mini Park
- Forster Golf Links
- Joseph Forster Memorial Park
- Southgate Park
- Riverton Park
- Stacy Palms

Inset Map Labels:

- Alt 2
- No Action
- Alt 4
- Alt 3B

Scale: 0 600 Feet

Date: 6/6/2025

- Routes trucks away from Allentown
- Close access to I-5 on & off-ramps

- New bridge over Duwamish River and Green River Trail
- Shifts truck impacts to south end of Gateway Corporate Center
- Loss of wetland and river habitat (possible to mitigate impacts)

- Estimated cost range of (\$41 – \$54 million)

Alternative 4 Overview

Benefits

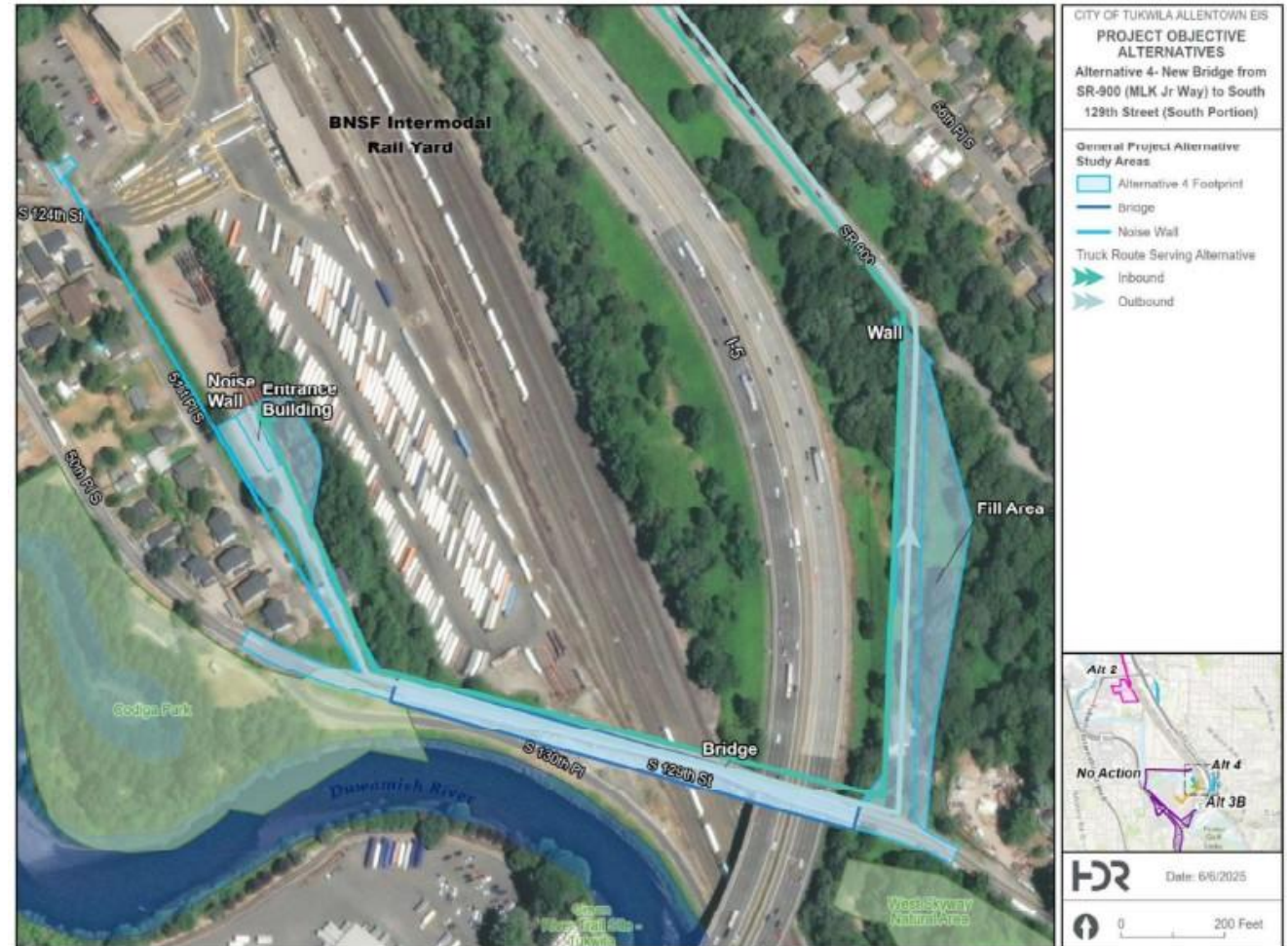
- Routes truck traffic away from 42nd Ave S and S 129th St
- Facilitates southbound access to I-5 with new on-ramp from MLK Jr Way
- Replaces S 129th St Bridge

Impacts

- Increases truck traffic impacts to residences on 50th PI S, 51st PI S, S 129th St
- Loss of wetland habitat (possible to mitigate impacts)

Cost

- Estimated cost range of (\$125 – \$138 million)



CITY OF TUKWILA ALLENTOWN EIS

**PROJECT OBJECTIVE
ALTERNATIVES**

Alternative 4- New Bridge from
SR-900 (MLK Jr Way) to South
129th Street (South Portion)

**General Project Alternative
Study Areas**

- Alternative 4 Footprint
- Bridge
- Noise Wall

Truck Route Serving Alternative

- ➔ Inbound
- ➔ Outbound

BNSF Intermodal Rail Yard

S 124th St

S 126th St

S 128th St

S 130th St

Dawatnash River

Cedar Park

Noise Wall

Entrance Building

Bridge

Fill Area

Woodbury Natural Area

Alt 2

No Action

Alt 4

Alt 3B

HDR

Date: 6/6/2025

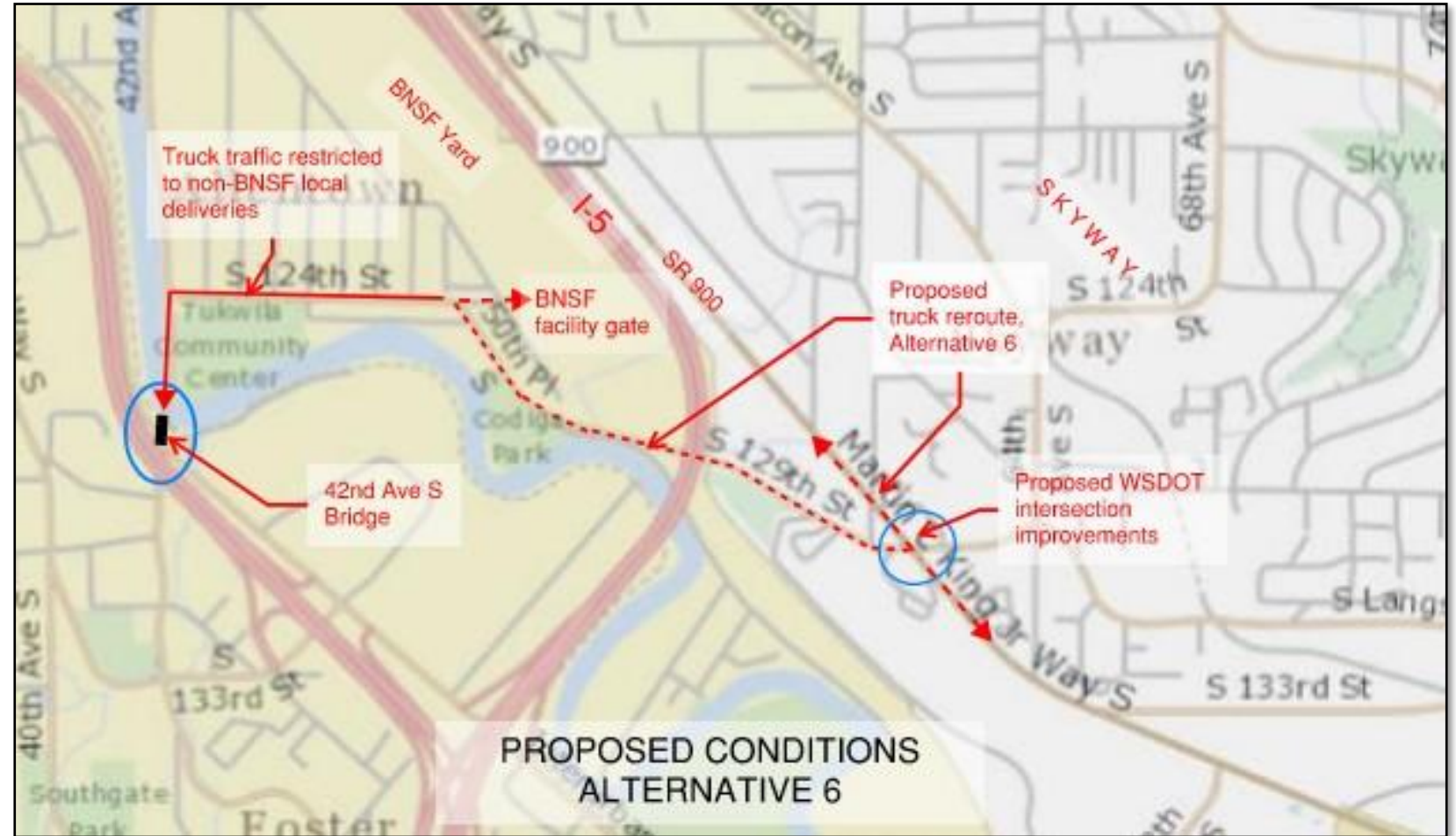
0 200 Feet

- 9

Alternative 6 Local Access Routes

Access to BNSF

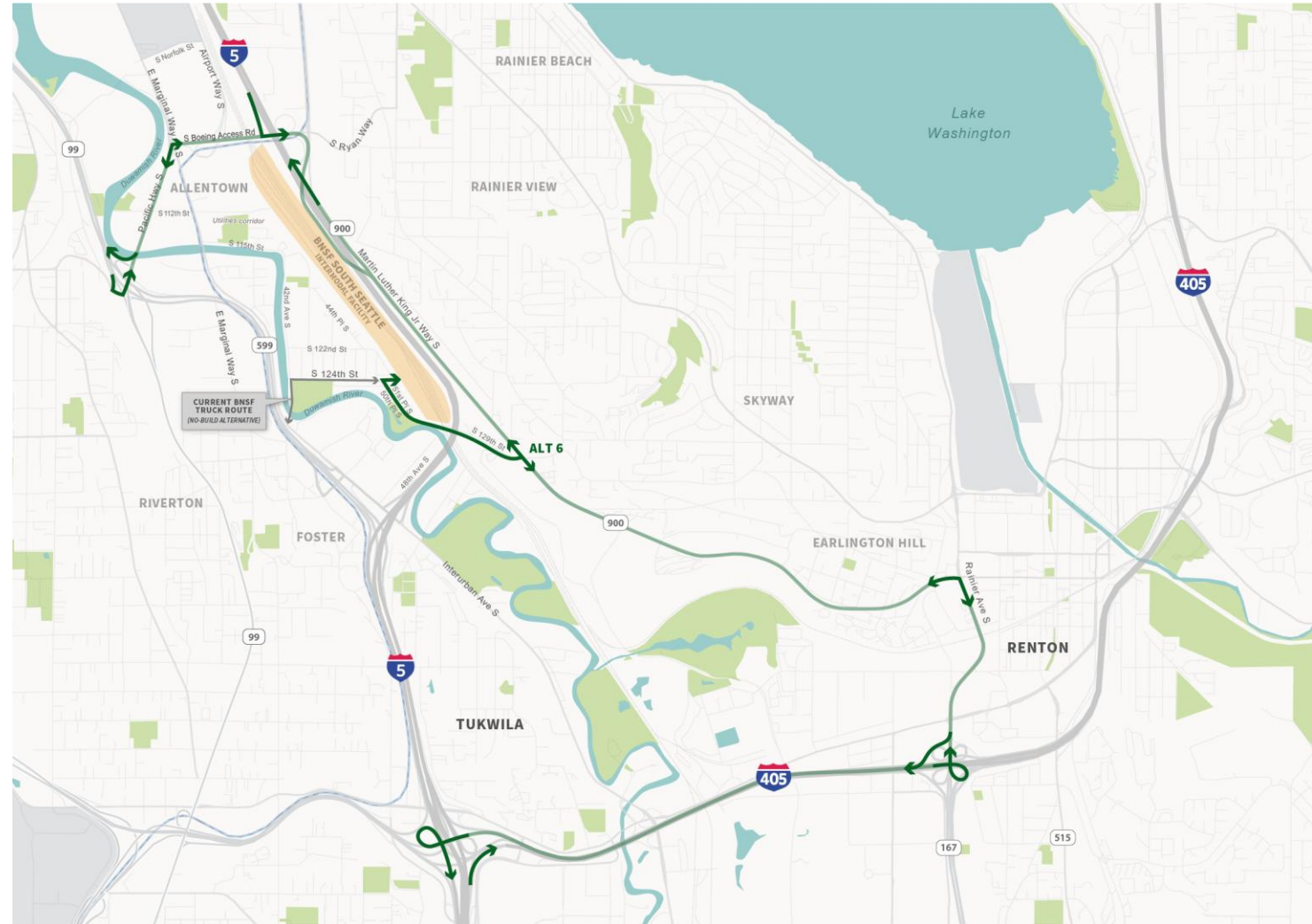
- Freight trucks would access BNSF via MLK Jr Way, S 129th St, and 50th Place S
- Truck traffic on 42nd Ave S and S 124th St would be restricted to local small businesses



Alternative 6 Regional Routes

Routes to freeways

- Access to northbound I-5 would be via Boeing Access Rd
- Access to I-405 and southbound I-5 would be via MLK Jr Way/Rainier Ave S
- Access to SR 99 and SR 599 would be via Boeing Access Rd/TIB



Alternative 6

Benefits

- Uses existing roads
- Potentially no new construction by the city
- Substantially less environmental (SEPA) review than other alternatives
- Could be implemented much sooner than other alternatives



Alternative 6

Impacts and other considerations

- Increases truck traffic impacts on residents in Allentown on 50th PI S, 51st PI S.
- Increases impacts on King County residents on S 129th St.
- Increases impacts in Renton for residents and businesses along parts of SR 900 and SR 167 that include MLK Jr Way S, SW Sunset Blvd/SR 99, and Rainier Ave S/SR 167
- Would require a new intersection at MLK Jr Way/S 129th St (planned for construction by WSDOT no earlier than 2027)
- Funding needed for project-level regulatory review



Public comment period for Alternative 6

Comments accepted through
November 12th

Ways to comment ...



Ways to comment:



Submit an online comment form on our project website.



Email your comment to AllentownTruckReRoute@TukwilaWA.gov.



Mail your comment to Mark Hafs ,
6300 Southcenter Blvd. Suite 200,
Tukwila, WA 98188

*Mailed comments must be
postmarked by November 12th, 2025*



**Scan QR code
for online
comment form
and project info**



Next Steps – Short-term



**Public comments received
through November 12th**



**Project team considers public
comments and revises Draft
Supplemental Environmental
Impact Statement**



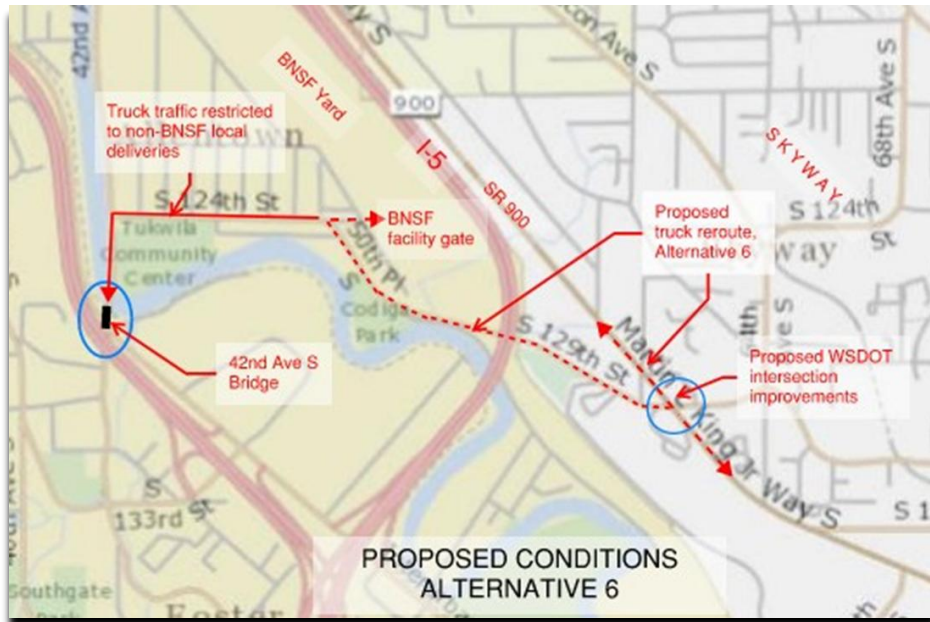
**Final SEIS issued in
December – EIS
process completed**

Next Steps – Longer term



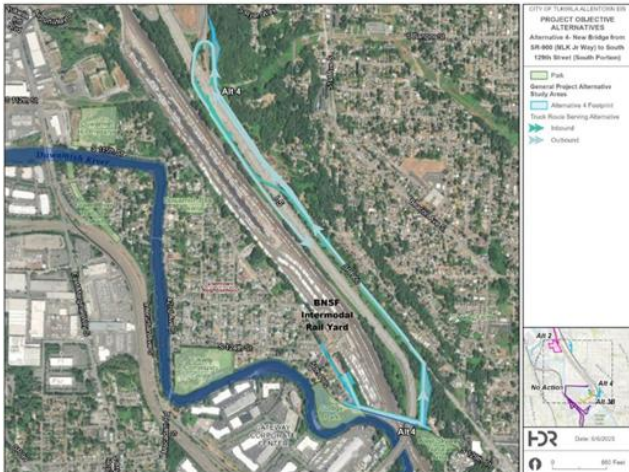
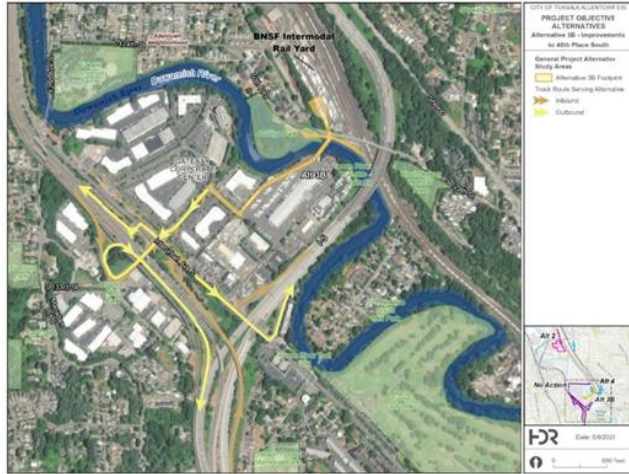
- City leadership will review alternatives and consider whether to move forward with one.
- If a preferred alternative is selected, the City will determine the scope and cost for alternative planning, design, and construction, and identify funding potential funding sources for that work.

If Alternative 6 is selected



- Additional SEPA review required for any project-specific action
- More work needed to identify implementation steps
- Coordination with WSDOT, Renton, and King County about potential impacts to their roads

If Alternative 3B or 4 is selected



Both alternatives provide comprehensive solutions to Allentown freight truck traffic, but...

- Extensive engineering for roads, bridges, utilities
- Requires large-scale construction
- Extensive project-level EIS analysis required
- Cost could be prohibitive
 - \$41-54 mil for Alt 3B
 - \$125-138 mil for Alt 4
- Strategy to attract state and federal partners (e.g., regional freight mobility project)
- Timeline – will require long-term commitment

Questions?



Stay Engaged



Visit the project website (use the QR code on this page or type the search term “*Allentown Truck Reroute Project*” in your browser).

Sign up for the project email list to get updates.

Mark Hafs, Project Director
Mark.Hafs@TukwilaWa.gov



Thank You



The City of opportunity, the community of choice.