



January 27, 2026

Puget Sound Regional Council
1201 3rd Ave, Suite 500
Seattle, WA 98101

Subject: City of Tukwila Comments on the Draft Regional Transportation Plan

Dear PSRC Staff,

Thank you for the opportunity to review and comment on the draft Regional Transportation Plan (RTP). The City of Tukwila appreciates the extensive work that has gone into preparing this long-range strategy.

Tukwila sits at the center of major regional transportation systems, including two major interstates (I-5 and I-405), high-capacity transit, freight corridors, and key employment areas. As such, the policies and investments outlined in the RTP have significant implications for our community and our ability to support regional mobility and growth. Below are the City’s comments for your consideration.

City of Tukwila Comments on the Draft RTP

1. Maintenance and State of Good Repair

The City strongly supports the RTP’s emphasis on bringing the existing transportation system to a state of good repair. Maintenance represents approximately 60% of total plan costs, and this prioritization aligns with Tukwila’s own needs. Historically, maintenance has been underfunded or ineligible for many grant programs, and our local resources are insufficient to meet long-term needs without additional support. We encourage PSRC to continue prioritizing flexible, sustainable funding sources for maintenance and preservation.

2. Multimodal System and Transit Oriented Growth

With 60% of projected residential growth and 75% of employment growth expected near high-capacity transit, Tukwila will experience significant impacts at key centers such as Tukwila International Boulevard Light Rail Station, future Boeing Access Road Light Rail Station, and the Sounder Station. The City supports the region’s multimodal expansion and encourages PSRC to ensure that local jurisdictions receive adequate resources to build and maintain the supporting

infrastructure (streets, sidewalks, crossings, and traffic control systems) needed to accommodate increased use of our transportation system.

3. Financial Foundation and Equity

The City appreciates the RTP's focus on equity and the intent to avoid placing disproportionate financial burdens on residents, particularly those with the greatest need. At the same time, the funding tables show that cities face the largest revenue gap—approximately \$28 billion of the total \$58 billion shortfall. Tukwila supports exploring creative, regionally coordinated revenue tools and requests continued involvement in discussions about new funding options. We also encourage PSRC to consider distribution methodologies that help offset the disproportionate funding gap borne by cities.

4. Project Specific Comments

In addition to our own locally-sponsored projects in the Plan, Tukwila supports the inclusion of several key transit projects that will improve regional mobility and access:

- **King County Metro Route 150 Upgrades**
Estimated at \$64 million, this project upgrades Route 150 to a new RapidRide line connecting Kent to Seattle via Tukwila, featuring transit-only lanes, signal priority, improved intersections, and enhanced passenger amenities. It links key Regional Growth Centers and regional transit services, boosting speed, reliability, and access.
- **Sound Transit Lynnwood–Burien Connection (via I-405)**
This project would create a new connection between the Tukwila International Boulevard light rail station and the Burien Transit Center, including bus priority improvements on S 154th St, SR 518, and S 148th St.

While the City supports these investments, we also emphasize the need for complementary improvements to local roads and pedestrian facilities to manage increased travel volumes and ensure safe, efficient access to transit.

5. Allentown Truck Reroute Project

Another priority for the City is ensuring the efficient movement of freight while balancing the safety and livability of our neighborhoods – particularly in Allentown, which is directly adjacent to the BNSF South Seattle Intermodal rail yard. The City recently completed an Environmental Impact Statement evaluating alternatives for rerouting freight truck traffic out of the Allentown neighborhood.

This project is not currently included in the RTP project list because the City has not yet selected a preferred alternative. Tukwila may submit an update during the next RTP amendment cycle (estimated 2028) to include the selected alternative. We encourage PSRC to recognize the

importance of freight mobility projects like this one, which support regional goods movement while addressing local community impacts.

6. Specific Comments and Suggested Edits

- **Financial Strategy, p. 8-12:** Another grant source for Tukwila (and other Cities and Counties) is the Sound Transit System Access and Stride Access Funds. These programs help fund improvements that make it easier and more convenient for people to get to Sound Transit services. Between 2019-2025, [Sound Transit](#) distributed \$100 million in System Access Funds that were included in the ST3 measure. Consider adding this as a revenue option in the Plan for Cities and Counties.
- **Financial Strategy, p. 35:** Tukwila's current sales tax rate is 10.2%. The City recently adopted a public safety sales tax that will increase the rate to 10.3% effective April 1, 2026.
- **Financial Strategy, p. 37:** The City has convened a Financial Sustainability Working Group. One of the concepts under exploration is the formation of a Transportation Benefit District, though the timeline for this work is still to be determined.
- **Financial Strategy, pp. 39-42:** The ACS tables for Median Household Income, Median Home Value, Annual Transportation Taxes, etc., include a row labeled "Youth." The data points in this row do not appear to align with typical demographic definitions. Please clarify whether this refers to "Households with Youth," "Adults with Dependents," or another category, as it is unlikely that a single youth would own a home or have a median income of \$141,660.
- **Financial Strategy, p. 24:** Tukwila is supportive of State transportation packages such as Move Ahead Washington and was a successful recipient of MAW funds for the 42nd Ave S Bridge Replacement project. We encourage PSRC to assist cities with advocacy, coordination, and follow through to ensure pledged funds are fully appropriated in the State budget.
- **Draft RTP, p. 25:** Please clarify that Table 4 is presented in billions.

Thank you again for the opportunity to comment. Tukwila looks forward to continued collaboration as the RTP moves toward adoption. Please feel free to reach out if additional information or clarification would be helpful.

Sincerely,



Jen Tetatzin, PE, PMP