



## Specific Project Funding Needs

- **Ebey Waterfront Trail and Shoreline Access Project** **\$500K (design)**  
In 2017 the City opened the Ebey Waterfront Trail from the city's waterfront park, expanding public access to the natural habitat of the Qwuloolt Estuary, Snohomish River Delta and Port Gardner Bay. The City is currently designing the next phases of the trail with construction funding in place. To achieve the complete vision for a loop trail connecting the downtown waterfront park and the Sunnyside neighborhood, the City seeks funding for the final phase. Once complete, this centerpiece for economic development, downtown revitalization and tourism will also be a gateway to the 84-mile Sky to Sound (Skykomish to Snohomish) Water Trail. The City seeks \$500K toward design and will continue to seek funding through other sources.
- **Grove Street Overcrossing** **\$ 1M (design)**  
Grove Street is a critical east-west corridor in downtown Marysville. Building a new overcrossing at the BNSF mainline between Cedar Avenue and State Avenue will help eliminate significant congestion and lengthy traffic backups currently experienced due to increasing train traffic through the city. This project was identified through a 2015 At-Grade Railroad Crossing Study as the most cost-effective overcrossing location. Total project cost estimate is \$24M. The City seeks \$1M and will invest \$1M in matching funds toward for total design estimated at \$2M.
- **156th Street NE Overcrossing** **\$ 1M (design)**  
The City proposes to reinstate the public railroad crossing with an overcrossing at the BNSF mainline track at 156th Street NE just west of Interstate 5 and about a mile south of the Smokey Point/SR 531 (172nd Street NE) freeway interchange. Reopening a public crossing here will provide much-needed expanded transportation access to and from I-5 for residents and businesses and support future development. Total project cost estimate is \$12.35M. The City seeks \$1M to begin design work on this important investment.

## Other Priorities

### **Arlington-Marysville Manufacturing Industrial Center**

Marysville and Arlington are jointly seeking Puget Sound Regional Council designation as a Regional Manufacturing and Industrial Center for the 4,000-acre MIC shared by the cities. With nearly 2,400 developable acres and expanding infrastructure, this joint project offers an attractive option for businesses wanting to locate in the Puget Sound region at this time of high rents and low vacancy rates overall. Another incentive to prospective businesses is a state property tax exemption for companies that meet employment and wage requirements. Learn more at [www.marysvillewa.gov/mic](http://www.marysvillewa.gov/mic).

### **Public Safety Building/Jail Funding Assistance**

Marysville's Public Safety Building houses its municipal jail and Police department. It was built in 1989 and the jail was designed to hold about 18 inmates when city population was 10,000. Today Marysville is Snohomish County's second-largest city with a population of about 67,000. The jail, unchanged, has reached the end of its functional life cycle. The City has studied and is developing a recommendation for the most cost-effective way to design and construct a facility that meets public safety needs for the foreseeable future.

### **Homelessness, Mental Health and Opioid Addiction**

Marysville, Arlington and Snohomish County are moving forward in 2018 with an embedded social worker program that will work with law enforcement to offer help including social services to those in crisis, many of them with drug addiction and/or mental health issues. We ask the state to recognize the great impact of these issues on all our communities and further support programs dealing with substance abuse and mental illness.



# Ebey Waterfront Trail and Shoreline Access Project

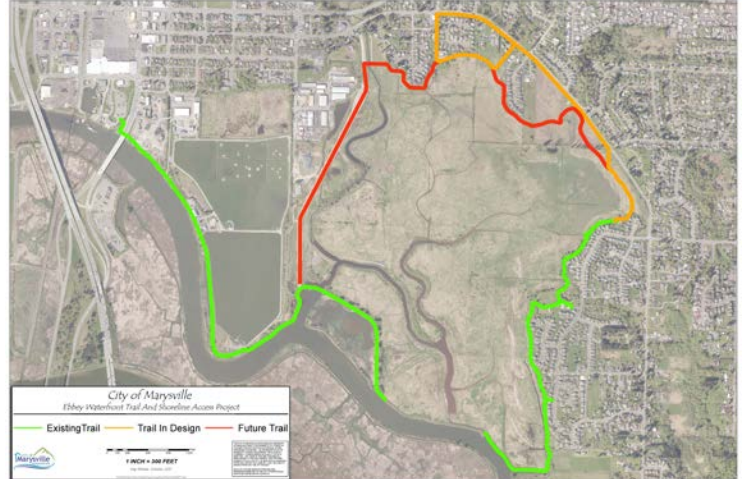
## Project Background

This project represents a significant improvement by the City of Marysville to enhance its image and connectivity by developing a regional destination that connects users with shoreline access to the newly restored Qwuloolt Estuary and the Ebey Slough waterfront.

The project also supports the City's vision of economic redevelopment of the waterfront area and Marysville's adjacent historic downtown.

The City seeks \$500,000 in funding for design of the final segment of the Ebey Waterfront Trail and Shoreline Access Project.

Estimated Cost: \$500K (Design)

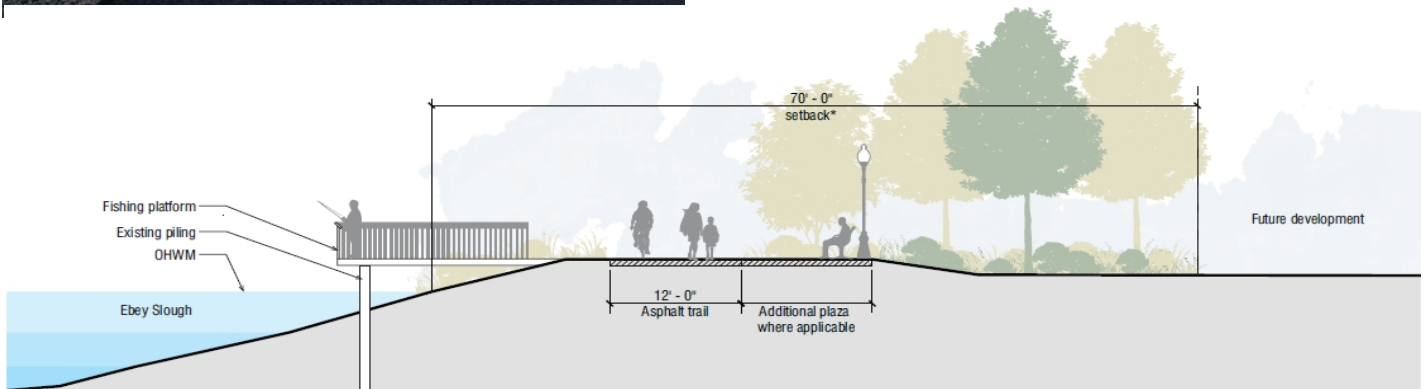


## Improvements

The City of Marysville has completed several phases of the trail, which most recently includes the construction of a paved asphalt trail along Ebey Slough (shown in green above and pictured to the left). This phase was funded in part by the City and a grant from the Aquatic Land Enhancement Account (ALEA). The City is currently designing additional phases (shown in orange) with construction funding in place.

Project support is needed to complete the final phase of the trail project (shown in red). This would provide residents and visitors with a significantly improved loop trail experience and expanded up-close access to a unique natural habitat area. It also realizes the vision set forth in the City's Master Plan for the Ebey Waterfront Park and Trail.

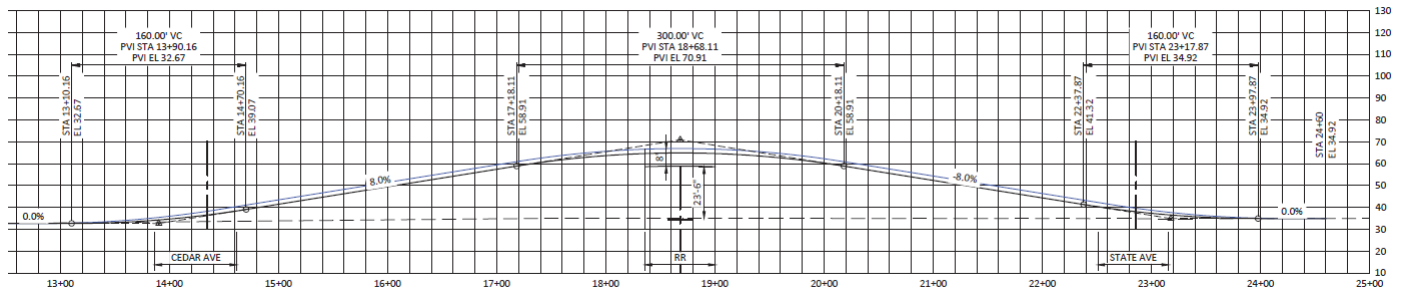
The City will continue to seek funding through other sources such as the Washington Wildlife Recreation (WWRP), Aquatic Land Enhancement Account (ALEA), and Land Water Conservation Funding (LWCF).



## Project Background

**Estimated Cost: \$1M (Design)**

The Grove Street Overcrossing project in Marysville proposes to build an overcrossing that would span the BNSF Railway track on Grove Street from State Avenue to Cedar Avenue. The tracks run between and nearly parallel to Interstate 5 and State Avenue/State Route 529. The tracks significantly impede the east-west flow of traffic into and through the downtown core, compounding the lack of sufficient traffic capacity between I-5 and State Route 9. The City aims to alleviate congestion and increase overall east-west connectivity along key corridors in its downtown. In 2015, the City conducted a grade separation study to determine which key corridor would be most suitable for grade separation at the railway track. Through a qualitative review and screening process, this study identified Grove Street as the preferred location.



## Improvements

The Grove Street Overcrossing project proposes to construct an overcrossing on Grove Street that would span the BNSF Railway track. The overcrossing bridge would be approximately 66'9" wide and 120'0" long. The location along Grove Street is ideal because it has the least impact on adjacent property and also provides the longest distance between arterial streets, Cedar Avenue and State Avenue.

Total project cost is estimated at \$24M and includes design, right-of-way, permitting and construction. The City seeks \$1M in funds for design and will invest \$1M in matching funds. Total design is estimated at \$2M.





# 156th Street NE Railroad Overcrossing

## Project Background

The 156th Street NE Railroad Overcrossing project in Marysville proposes to reinstate the public railroad crossing with an overcrossing at the BNSF Railway mainline track at 156th Street NE just west of Interstate 5. This crossing was once a public at-grade road crossing that was closed by BNSF and the WUTC in the early 2000s without recognition of future growth needs west of I-5. Reinstating this crossing will support future development and provide much-needed expanded public access to and from I-5 for north Snohomish County residents and businesses.

## Access

Current access to and from the freeway in this vicinity occurs at the interchange of I-5 and State Route 531 (172nd Street NE). A future I-5 interchange at 156th Street NE is funded under Connecting Washington (\$42M, 2025-31). Once complete, this will provide an alternative access to and from I-5, but traffic west of I-5 will essentially be landlocked by the parallel railroad line. While the City has planned connections through the developing Lakewood neighborhood, a railroad overcrossing at 156th Street NE will better accommodate traffic circulation and growth in the region.

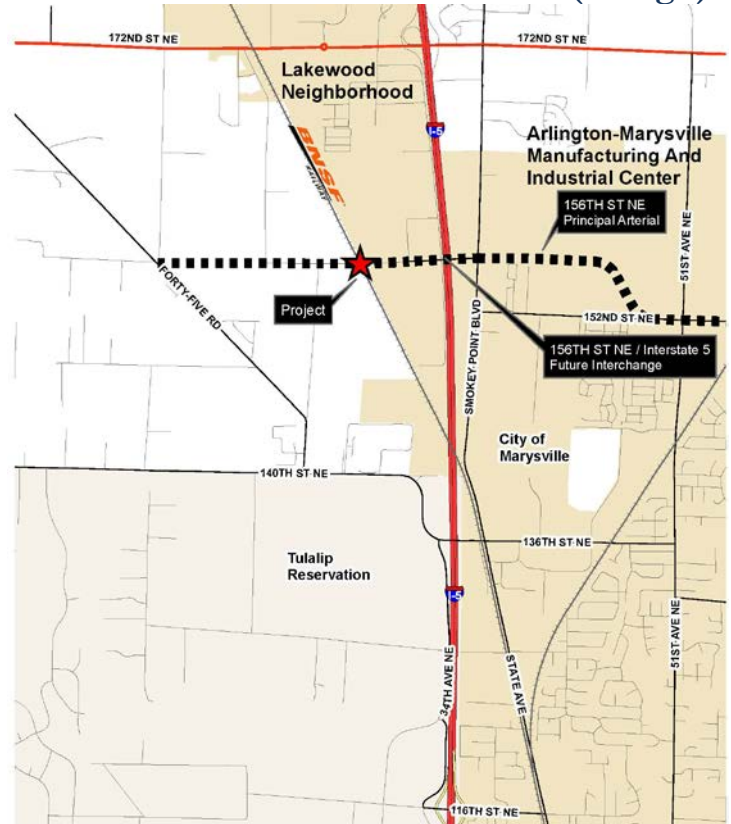
## Development

The City of Marysville, in partnership with adjacent property owners, constructed the overcrossing at 156th and I-5 in 2013 to spur development and provide access to the Arlington-Marysville Manufacturing and Industrial Center and the Lakewood neighborhood. The City has funded and is moving forward on a new street network extending roadways east of I-5 to support the transportation needs for industrial, commercial and residential growth in this area. Tremendous commercial and residential growth is taking place in the City's Lakewood Neighborhood Master Planned area and adjacent unincorporated Snohomish County west of I-5, causing increased congestion and significant daily traffic impacts along SR 531 (172nd Street NE).

## Improvements

The 156th Street NE Overcrossing project proposes to build an overcrossing at 156th Street NE that would span the BNSF Railway track. Total project cost is estimated at \$12.35M. This includes design, right-of-way, permitting and construction. The City requests \$1M in funding to begin design work on this important transportation infrastructure investment.

Estimated Cost: \$1M (Design)



Former at-grade RR crossing closed in early 2000s



Overcrossing at Interstate 5 & 156th Street NE

### Planning Study/Recognition

This year the Community Economic Revitalization Board (CERB) funded Marysville and Arlington \$50,000 each to jointly complete a subarea plan for the Manufacturing Industrial Center; each community will invest \$16,667 in matching funds. The cities are working together to have the Arlington-Marysville MIC recognized as a Regional Manufacturing and Industrial Center by the Puget Sound Regional Council (PSRC). The draft PSRC Regional Centers report recommends a path toward this recognition.

A 2016 Market Study completed for the Arlington-Marysville Manufacturing Industrial Center was funded locally by Arlington and Marysville. This market study projects upwards of 25,000 jobs by 2040 for the MIC. The low vacancy rate and high rents in the region overall (and the Everett Paine Field area specifically), coupled with robust demand for industrial spaces, may accelerate construction in more affordable alternative locations like the Arlington-Marysville MIC.

### Current Development

The Triple T Warehouse opened in 2016. This local business needed to expand its business and did so in Marysville. It has 94,735 square feet of warehousing and 16,050 square feet of office/support space for a total square footage of 110,785. In 2017, a new 115-bed Smokey Point Behavioral Hospital opened up along with several contractor offices and storage yards. The City of Marysville has developed a regional drainage system that developers/users can buy into to handle storm water drainage needs. Both projects listed above have taken advantage of this storm drainage system. The City of Marysville's approved 2017/2018 Budget includes funding for a new street network extending 156th Street NE east to 51st Street NE and improving 51st Street NE north to a new 160th Street NE which will return west to Smokey Point Blvd. This improvement is being done to provide improved access to the industrial area and in anticipation of connecting with the new Interstate 5 interchange at 156th Street NE funded for future construction through Connecting Washington.

### Implementation of Engrossed Senate Bill 5761

Marysville, Arlington and Snohomish County have implemented by Ordinance the property tax exemption for industrial and manufacturing construction. A website with information about the property tax exemption and an application form to apply reincludes a link to the Manufacturing Resources Roadmap to help developers assess site feasibility, determine permit requirements and estimate costs and timelines for developing in Marysville. This Manufacturing Site Feasibility website was built with assistance from the Washington State Department of Commerce. Visit [www.marysvillewa.gov/mic](http://www.marysvillewa.gov/mic) for more information.

