



State Legislative Priorities

Specific Project Funding Needs

- **Grove Street Overcrossing** **\$1.53M (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. Total project cost estimate is \$24M. The City seeks \$1.53M to finalize design.
- **Waterfront** **\$500K (design)**
Ebey Waterfront Park Expansion is a significant effort by the City of Marysville to improve its most prominent gateway by developing a regional destination connecting users to the Qwuloolt Estuary, Ebey Slough and the Ebey Waterfront Trail System. Total project cost is estimated at \$18.35M.
- **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. Total project cost estimate is \$12.35M.
- **Vocational Training Program** **\$1.5M**
The City of Marysville is partnering with Snohomish County, the Marysville School District and many other regional partners to launch a Regional Apprenticeship Pathways Program. This program includes a dual credit feature to attract high school students and adult learners into family wage careers through a systematic and accelerated career connected education design. Initial funding has been secured to launch the program. The City of Marysville is requesting the inclusion of \$1.5M in the 2019-21 Biennial Budget for ongoing support of the program.

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.

RCO-Youth Athletic Facilities Grant Program

The City of Marysville is requesting support for the full \$13M requested of this grant program. Marysville has a key project that is dependent upon this funding. The Cedar Field Renovation project will serve 3,000 youth year-round if completed. Matching funds raised after a two-year fundraising effort include a commitment of \$322,929. Funding support from Little League, Snohomish County, City of Marysville and private contributions was secured following the State RCO and WWRC's call to seek projects for the YAF program.

Homelessness, Mental Health and Opioid Addiction

Marysville, Arlington and Snohomish County initiated an embedded social worker program in 2018 that works 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.

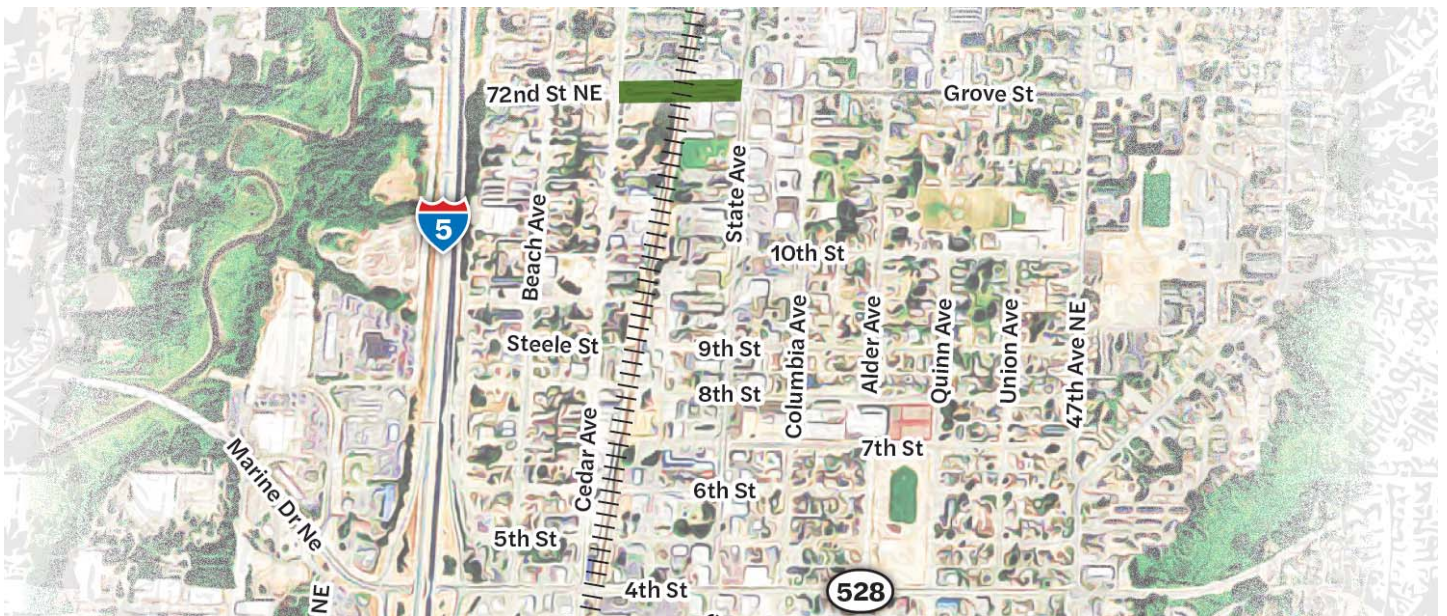
Public Defense Services Funding Bill

The City of Marysville supports HB1086 for the increase of state funding in regards to public defense services. The Bill requests a 10 percent funding increase every year, reaching full funding provided by 2029.

Total Request: \$1,530,000

Project Background

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 that would span the BNSF Railway track. The overcrossing bridge would be about 67 feet wide and 120 feet 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 current 30% design effort is funded with \$500K from the State and \$400K from the City. Overall design costs are estimated at \$2.43M. The city seeks \$1.53M in funding to complete the design, to submit for permits and evaluate right-of-way needs.

Project Background

Estimated Cost: \$500,000

The Ebey Waterfront Park Expansion Project represents a significant effort by the City of Marysville to improve its most prominent gateway first impression by developing a regional destination that will connect users to the newly restored Qwuloolt Estuary, Ebey Slough and the Ebey Waterfront Trail system.

The City is seeking funding to support continued development of the Ebey Waterfront Park and to promote economic development within the City's Downtown and its connection to the Waterfront.



The project is currently funded by the City to a 30% design effort. Once completed by March 2019, the City will be ready to submit for permits. The City held a pre-application meeting with the Army Corps of Engineers, WDFW, Department of Ecology and the Tulalip Tribes. These permitting agencies provided positive feedback toward the City's goal of reclaiming the waterfront while providing key improvements toward shoreline enhancement.

The project will require filling an existing lagoon. The City has available funds for environmental cleanup and has invested in an advanced mitigation site to address estuarine impacts associated with filling the lagoon.

Improvements

The City desires to advance construction of portions of the Ebey Waterfront Park project as depicted at left. This includes construction of the plaza on 1st Street (Item 1), a pedestrian pathway around the perimeter of the park expansion project (Item 23) and a modified stage (Item 4). These improvements will fit within the overall vision for the park.

The City seeks \$500,000 toward construction of these interim improvements associated with the Ebey Waterfront Park project.





156th Street NE Railroad Overcrossing

Total Request: \$1,000,000

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

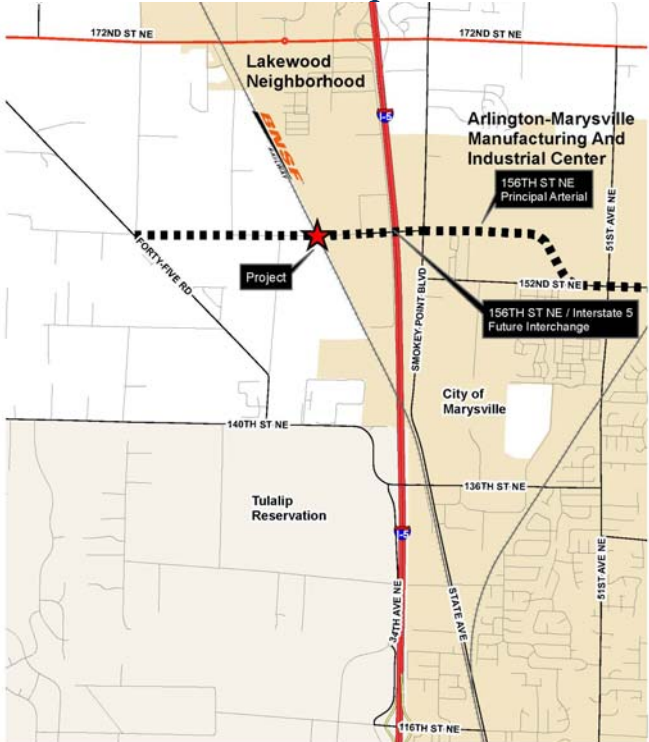
Current access to and from the freeway in this vicinity occurs at the interchange of I-5 and State Route 531 (172nd Street NE). A future I-5 interchange at 156th Street NE is funded under Connecting Washington (\$42M, 2025-31). Once complete, this will provide an alternative access to and from I-5, but 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 the design phase of arterial improvements that will build out 156th St. NE, 51st Ave. NE and 160th St. NE. 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

Total project cost for the 156th Street NE Overcrossing project that would span the BNSF Railway track is estimated at \$12.35M including design, right-of-way, permitting and construction. The City's request of \$1.0 million will complete 30% design, identify permit and right-of-way needs, and establish an accurate construction cost. The City also desires to include this railroad overcrossing project at 156th St. NE with the planned interchange project funded through the Connecting Washington package. By advancing design and leveraging future Connecting Washington funds, the City would be in a better position to compete for additional funds towards the 156th St NE Railroad Overcrossing project.



Former at-grade RR crossing closed in early 2000s



Overcrossing at I-5 & 156th Street NE

Regional Apprenticeship Pathways Program

Snohomish County, along with a robust group of community partners, respectfully requests the inclusion of \$1.5 million in the 2019-21 Biennial Operating Budget for the Regional Apprenticeship Pathways Program

PROGRAM CONCEPT The Regional Apprenticeship Pathways (RAP) Program includes a dual credit feature to attract high school students and adult learners into family wage careers through a systematic and accelerated career-connected education design.

MOTIVATION According to *Workforce Snohomish*, projected growth is strong for jobs in the skilled trades industry: carpenters, electricians, and construction laborers over the next decade. 2200 new jobs are expected in Snohomish County alone. However, the average age of a construction apprentice is in his or her late twenties, representing a “lost decade of productivity” for many young adults after high school.

COMMUNITY NEED There is a compelling need for the development of a **clear and seamless education pathway to a career in the skilled trades**, designed to work for students by aligning and coordinating the efforts and contributions of labor, industry, K-12, higher education, community-based organizations, and government.

STAKEHOLDERS

Snohomish County is just one of the partners in a broad coalition* dedicated to the success of this program. Below are the stakeholders and advocates that will support the efforts to make RAP a success:



*Expanded list of stakeholders: Snohomish County, City of Arlington, Everett Community College, IBEW 191 (Electricians), Pacific NW Regional Council of Carpenters, City of Marysville, Marysville School District, LIUNA Local 292 (Laborers), Snohomish County Labor Council, Northwest Carpenters Institute, IBEW, Workforce Snohomish, Washington Alliance for Better Schools, Community Transit, Associated General Contractors of Washington, City of Stanwood, City of Granite Falls, Port of Everett, Stanwood Camano School District, Lakewood School District, Sound Transit, Town of Darrington, Economic Alliance of Snohomish County, Puget Sound Energy, IBEW 89, Granite Falls School District, Arlington School District.

LOCAL INVESTMENT The County is proud to be working with a robust coalition and an invested community. These partners have generously contributed to the initiation of this project by funding startup costs, including procurement of a facility to house the training center, equipment, and curriculum. The following are just a few local contributions that have already been made, indicating strong community investment in this project:

- \$200,000 contribution from Snohomish County;
- Existing facility from Marysville School District;
- Curriculum development from labor and education partners;
- Grant writing services from Marysville School District;
- Equipment pledges from both labor and industry partners.

Funding Details Startup costs have been funded through local partners. The inclusion of this operating budget request would ensure the ongoing funding of the program. The County recognizes that each dollar from the state must be accounted for and utilized responsibly. The state dollars would fund education and support staff, technology costs, and administrative support for the program.

STAKEHOLDERS

(continued)



CITY OF GRANITE FALLS



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Planning Study & Recognition

The cities of Marysville and Arlington 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 PSRC adopted a Regional Centers Framework report which gave a pathway for recognition in March 2018. This plan effort was funded with financial assistance from the CERB Board.

A requirement for recognition is a subarea plan for the Arlington Marysville MIC. The cities worked together to develop the joint plan which was approved by Arlington in December 2018 and Marysville in January 2019. The plan includes the policy document, an existing conditions report and a market study for the area.

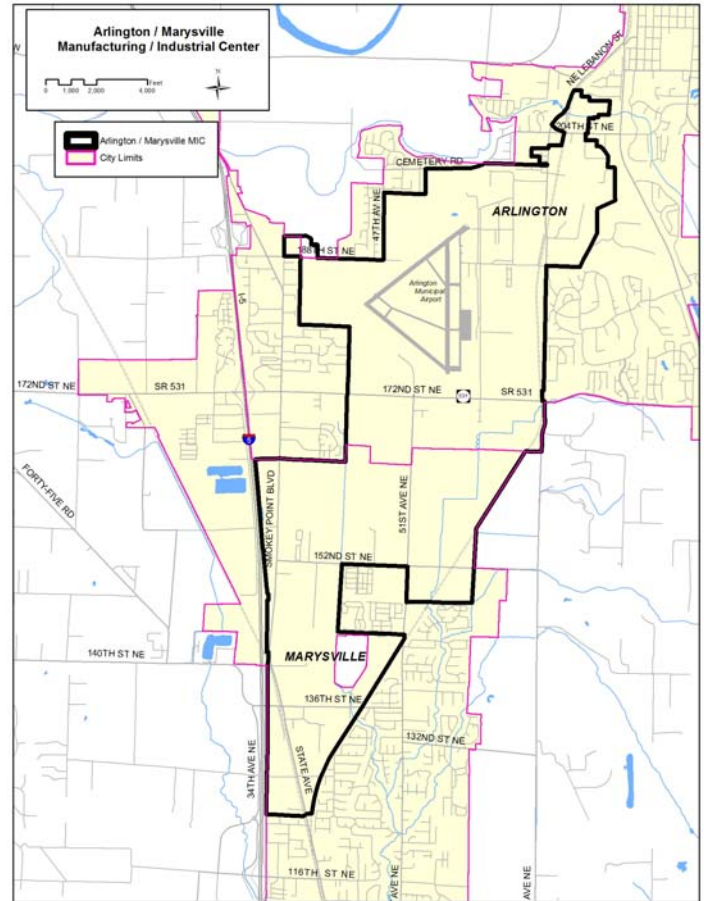
The market study projects that the MIC will attract some 25,000 jobs by 2040. The region’s low vacancy rate and high rents overall (and in the Everett/Paine Field area specifically), coupled with robust demand for industrial spaces, is accelerating construction in the Arlington-Marysville MIC.

Development Investment Efforts

The City of Marysville has developed a regional drainage system that property owners can buy into to accommodate their storm water drainage needs. Several projects have taken advantage of this storm drainage system. The City of Marysville has invested in funding the initial design work for a new arterial street network that will extend 156th Street NE east to meet with 152nd Street NE. A new street at 160th Street NE will provide additional connectivity between Smokey Point Blvd. and 51st St. NE. This improvement will provide access to the industrial area and connect with the new Interstate 5 interchange to be developed at 156th Street NE, funded through Connecting Washington. The city is working to secure funding to build a bridge over the BNSF rail tracks west of the proposed 156th Street NE interchange to provide better access to I-5 for citizens to the west and to relieve traffic congestion on 172nd Street NE.

Implementation of Engrossed Senate Bill 5761

Marysville, Arlington and Snohomish County have implemented the property tax exemption for industrial and manufacturing construction. Two businesses that have applied for permits here are eligible to apply for this property tax exemption in 2019; they are an aerospace supply change manufacturer and a food processing plant. A website with information about the property tax exemption includes 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 for more information.





Federal Legislative Priorities

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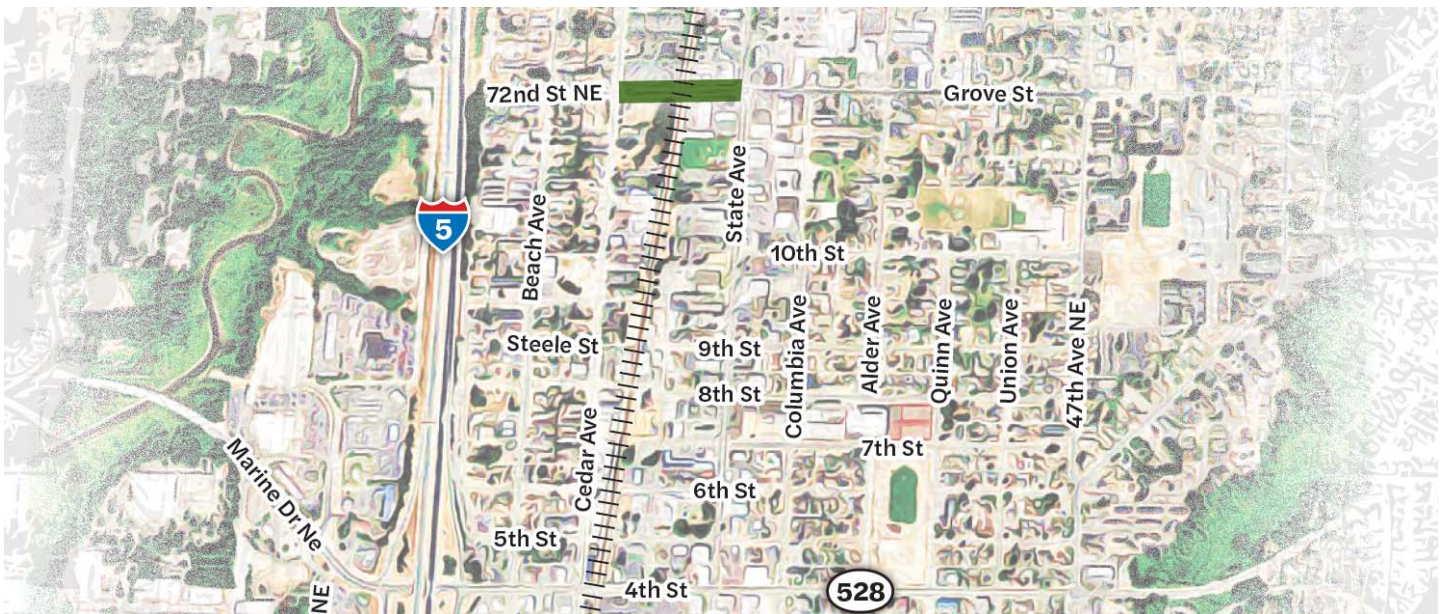
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Total Request: \$24,000,000

Project Background

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Estimated Cost: \$18,300,000



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The total estimated cost for the Ebey Waterfront Park Expansion \$18.3M.





156th Street NE

Railroad Overcrossing

Total Request: \$12,350,000

Project Background

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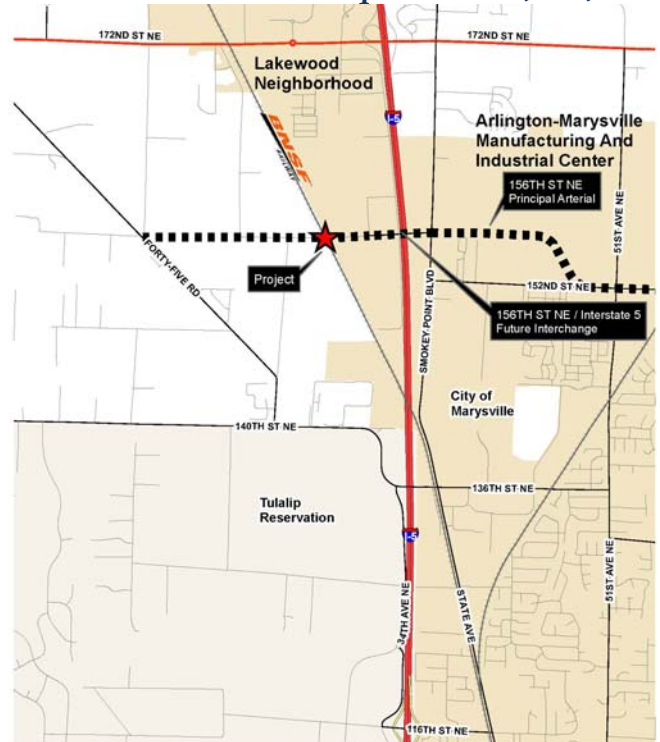
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Overcrossing at I-5 & 156th Street NE



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