



Policy Request

- **Cascade Industrial Center**

The Cascade Industrial Center is located within Marysville and Arlington city limits. The current property tax exemption for businesses is set to expire in 2022. The City of Marysville is requesting that: 1) the population threshold to qualify for this exemption be increased, and 2) the property tax exemption be extended.

Specific Project Funding Needs

- **Grove Street Overcrossing**

\$24M

Grove Street is a critical east-west corridor in downtown Marysville. A new overcrossing at the BNSF mainline between Cedar Avenue and State Avenue will help eliminate congestion and traffic backups currently experienced due to increasing train traffic through the city. The project is currently at 30% design.

- **Cities of Marysville & Lake Stevens Trail Connector**

\$500K

Marysville and Lake Stevens are developing a trail system utilizing the existing transmission powerline corridor that passes through each jurisdiction boundary. The addition of the Powerline Trail will provide for a multi-use trail system for residents that will connect to the regional Centennial Trail.

- **156th Street NE Overcrossing**

\$1M Design

The 156th Street NE Overcrossing proposes to reinstate a public railroad crossing with an overcrossing at the BNSF mainline. A future interchange at Interstate 5 and 156th Street NE is funded under Connecting Washington. This overcrossing would allow neighborhoods to the west of I-5 access to the new interchange.

- **Ebey Waterfront Trail**

\$1.5M

The Ebey Waterfront Trail, once complete, will offer nearly 6 miles of connected trails along the Marysville waterfront. The city requests \$1.5M to finalize design, secure right-of-way and construct the remaining 1.28 miles of trail needed to connect the west and east sides of the waterfront trail.

Additional Priorities

- **Washington Association of Sheriffs & Police Chief Proposed Reforms**

The Washington Association of Sheriffs & Police Chiefs are proposing 13 bills to legislators to consider adopting regarding reforms related to Use of Force, Transparency and Accountability, and Defining the Role of Law Enforcement. The City of Marysville supports these proposals.

- **Replace and Recover Lost Revenues for Parks and Recreation**

Due to parks, programming and events closures during the COVID-19 pandemic, local parks and recreation agencies have suffered tens of millions of dollars in revenue losses. The City of Marysville supports efforts to replace revenue and/or revenue tools to enable recovery.



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Cascade Industrial Center

- Request: 1) Increase the population threshold for the property tax exemption.
2) Extend the property tax exemption that is set to expire in 2022.



CASCADE INDUSTRIAL CENTER

Overview

A long-term joint effort by the cities of Marysville and Arlington, the Cascade Industrial Center (CIC) received its official designation as a Manufacturing and Industrial Center by the Puget Sound Regional Council in 2019. The CIC includes 4,019 manufacturing and industrial zoned lands with more than 1,700 developable acres. As Snohomish County's Hub for Manufacturing Innovation, the Center supports a wide range of mechanized and technology-driven industries due to its distinctive and abundantly qualified advanced manufacturing workforce, smart manufacturing practices, and access to emerging platform technologies offered via a concentration of mechanical engineering, instrumentation and fabrication experts. We expect to add 20,000 more family-wage jobs in the CIC over the next decade, helping residents work close to home and boosting our local economy.

Assets and Advantages

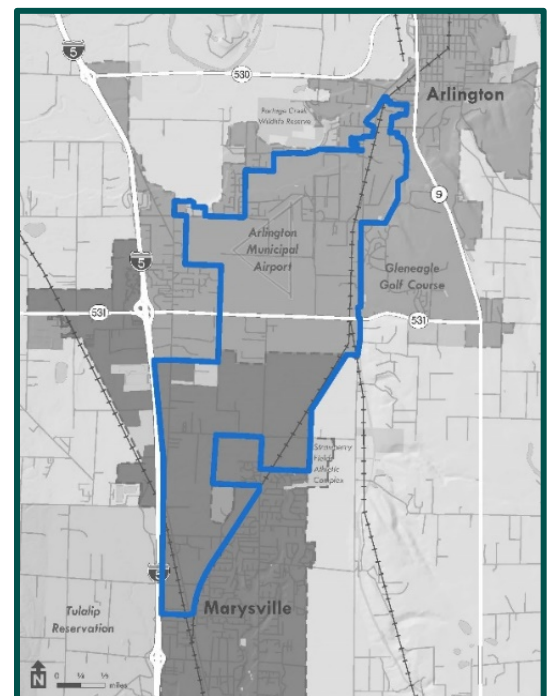
Companies locating in the CIC enjoy competitive advantages provided by generous manufacturing tax incentives, a predictable and efficient permitting process, an industry-friendly climate, and convenient access to multi-modal transportation options including the BNSF mainline, municipal airport and an international deep-water seaport.

Generous tax incentives

- City and county property tax exemption for eligible businesses
- No city B&O tax
- Reduced state B&O tax for qualifying industries
- Opportunity Zones

New Marysville business investors

- Evans Mfg. – under construction
- MI-5 – preliminary approval
- Salacia Processing – under construction
- Web Industries – under construction



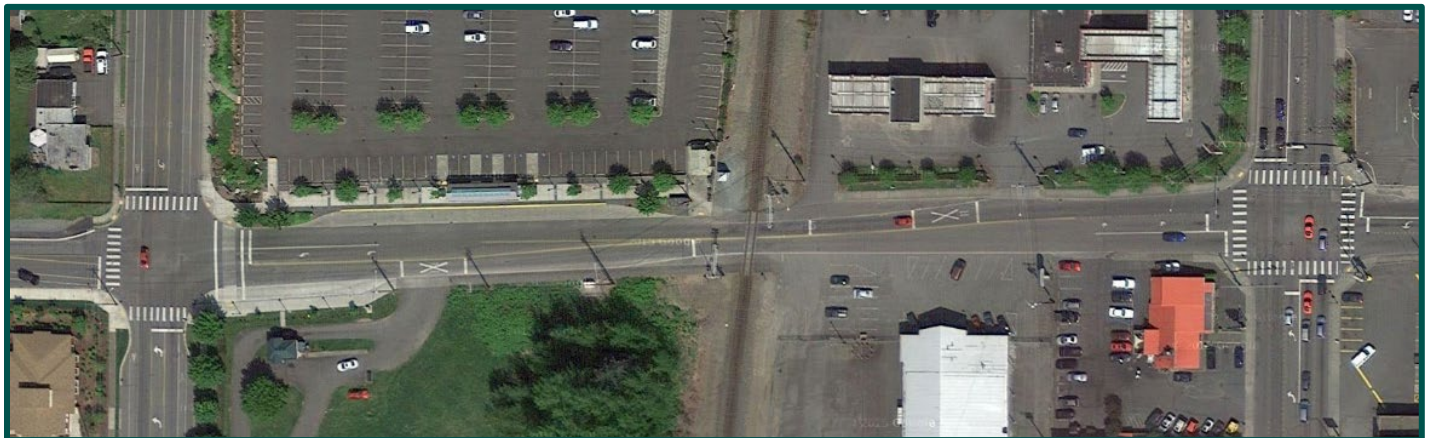


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Grove Street Overcrossing

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.

A 30% design effort has been completed with \$500K from the State and \$400K from the City. The total remaining project cost is estimated at \$24M including design, permitting, right-of-way and construction. The City's requested of \$24M would fully fund the remainder of the project.



Requested Funding: \$24,000,000



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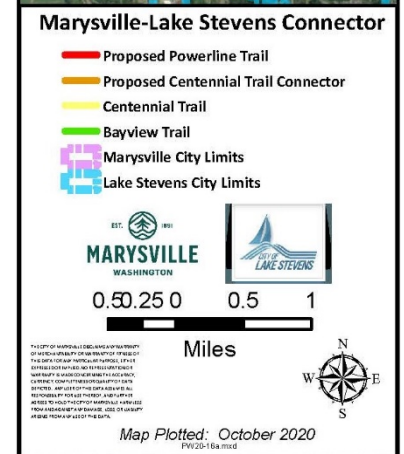
Cities of Marysville & Lake Stevens Trail Connector

Project Background

The City of Marysville and the City of Lake Stevens desire to develop a trail system utilizing the existing transmission powerline corridor that passes through each jurisdictional boundary. The Powerline Trail would provide over 8 miles of multi-use trail system that will connect to the regional Centennial Trail to the north near State Route 9 and at 20th St. SE to the south. Approximately 1.25 miles of the trail exist within the City of Marysville and an additional 1.3 miles will be constructed in 2021, providing connection to the regional Centennial Trail. The trail would be located predominantly adjacent to residential areas and would connect through various centers within each city. In 2019, the two cities entered into an interlocal agreement in order to support and advance the project. In accordance with the ILA, the City of Marysville will lead the design effort, while each agency coordinates a funding strategy for the segments of trail within their jurisdiction.

Improvements

The Powerline Trail will require completion of 5.45 miles of 12' wide multi-use, asphalt paved trail to complete the 8-mile long segment from Centennial Trail to 20th St. NE. This includes an additional 2.20 miles of trail through the City of Marysville and 3.30 miles of trail through the City of Lake Stevens. The project will also include several trail amenities such as benches and trash receptacles, a restroom located within the City of Marysville's jurisdiction and crossing improvements at several streets to address safety. In order to advance this project, the City of Marysville is seeking project funding to advance conceptual design and begin any necessary permitting and property acquisition. While these funds will not complete a full design, it will allow the agencies to compete for other state or federal funds in order to fully fund the project through construction.



Requested Funding: \$500K for design, permitting and property acquisition
Total estimated project cost: \$6M



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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 Burlington Northern Santa Fe (BNSF) mainline track at 156th Street NE just west of Interstate 5. This crossing was once a public at-grade crossing that was closed by BNSF and the WUTC in the early 2000s without recognition of the 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.



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 the interchange is complete, the west leg will not fully function as traffic west of I-5 will essentially be landlocked by the parallel railroad line. While the City has planned connections through the developing Lakewood Triangle, a railroad crossing at 156th Street NE will better accommodate traffic circulation and growth in the region.

Development

The City of Marysville, in partnership with the adjacent property owners, constructed the overcrossing at 156th and I-5 in 2013 to spur development and provide access to the newly designated Cascade Industrial Center and the Lakewood Triangle. With full buildout expected within the next 20 years and continued growth in unincorporated Snohomish County west of I-5, the area will see increased congestion and significant daily traffic impacts along SR 531 (172nd Street NE) and I-5.

Improvements

The project cost for the 156th Street NE Overcrossing project that would span the BNSF Railway track is estimated at \$17.7M including design, permitting, right-of-way and construction. This estimate is based on a preliminary design completed in 2019. The project is supported by BNSF, WSDOT, Snohomish County and other local agencies. The City's request of \$1.0M would fully fund 30% design, early permitting and right-of-way assessment. Advancing the project to this level of effort would make the project more competitive towards obtaining other sources of funding.



Requested Funding: \$1,000,000

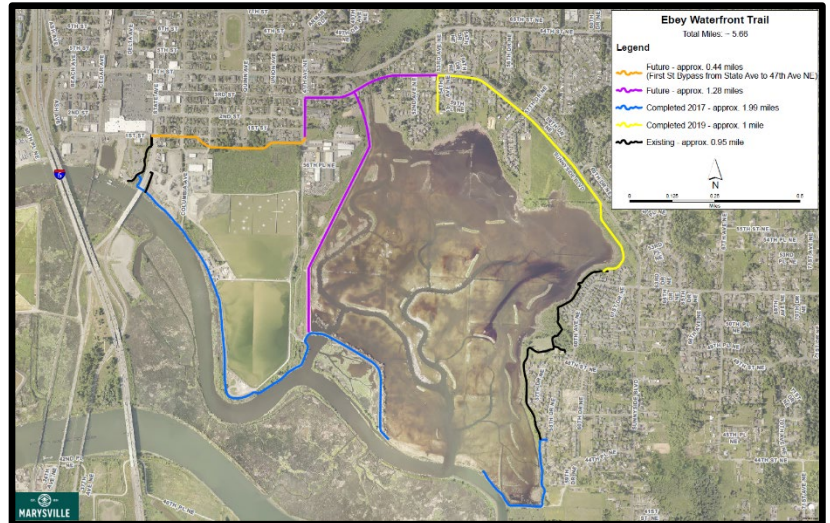


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Ebey Waterfront Trail

Project Background

The Ebey Waterfront Trail project represents a significant improvement by the City of Marysville to develop a regional destination that connects users with shoreline access to the newly restored Qwulooit Estuary, the Ebey Slough waterfront and various parks located along the trail. The project also aims to support environmental awareness, promote tourism and build upon the economic development of the City's downtown.



Improvements

The City has completed several phases of the six-mile planned trail network. A one-mile segment on Sunnyside Blvd. south of 53rd Avenue NE was completed in 2019. Construction of this phase was funded in part by legislative appropriations received in 2018.

As depicted in the graphic above (shown in purple), the next phase will extend the trail on Sunnyside Blvd. west of 53rd Avenue NE, south on 47th Avenue NE and connect with the multi-use of the First Street Bypass, which opened in October of 2020. Additionally, the trail will connect along the newly constructed dike which was installed prior to the breach that created the Qwulooit Estuary. This remaining 1.28 miles represents a gap in the Ebey Waterfront Trail system that, once complete, will provide nearly six (6) miles of fully connected trails.

The project is currently under preliminary design and the City will be advancing the design. The City requests \$1.5M to finalize the design, secure right-of way and construction.



Requested Funding: \$1,500,000 for design, right-of-way and construction