

State Legislative Priorities

Legislative Background

The 2020-2021 legislative session saw a record number of bills that changed practices for law enforcement (both proactive and reactive). Enacted laws affected community caretaking duties, yet at the same time, removed specific less-lethal tools. Out of session, lawmakers approached law enforcement leaders and community members to consult on possible amendments to the existing laws enacted in 2021. Conversations are a promising sign, in contrast to the 20-21 session where input from law enforcement on these bills was not as well received.

Current Legislations/Lawmaker Focus

Most of the conversations for legislative adjustment have surrounded two bills: [E2SHB 1310](#) - Use of Force and [ESHB 1054](#) - Police Tactics. A legislative stakeholder meeting occurred in late October 2021 that contained a possible blueprint for adjustments to the law. Proposed adjustments include:

- Expanded/clarifying authorization to use physical force; adding language to authorize physical force (subject to reasonable care) in the following additional circumstances: behavioral health interventions, child protective custody, court orders, and criminal investigations.
- Consider clarifying that "physical force" does not include assisting Fire and EMS by adding clarifying language. Consider clarifying language relating to exhausting de-escalation tactics.
- Modify restrictions on "firearms and ammunition of .50 caliber or greater" to resolve the less-lethal issue. Consider modifying rules on vehicular pursuits by expanding authority for pursuits (for example, domestic violence) in certain circumstances and changing standards for supervisory control in small jurisdictions.

These proposals would significantly improve the existing state laws if enacted as proposed.

Future Legislation/Lawmaker Focus

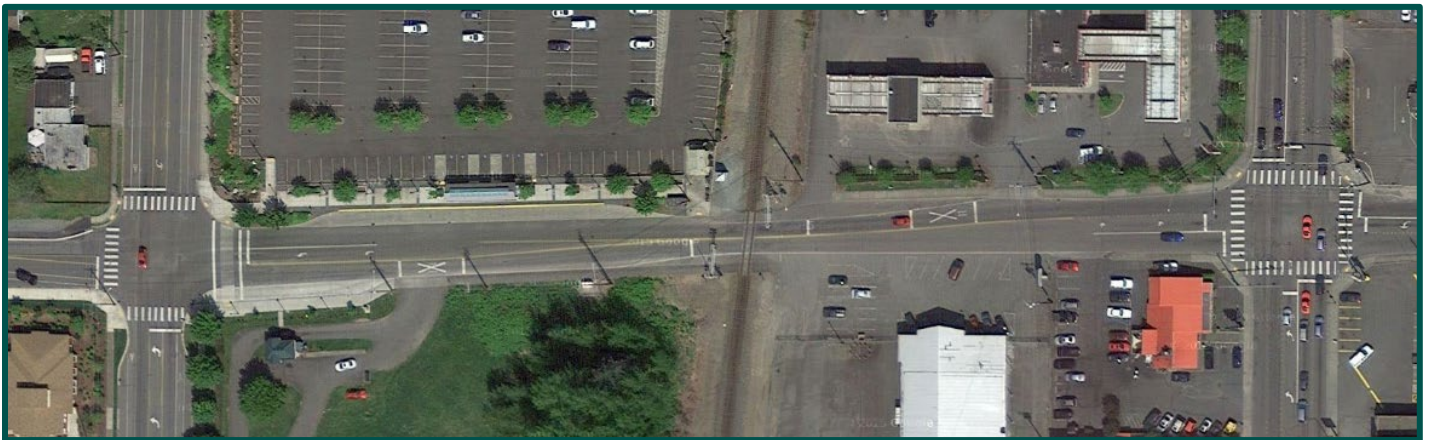
In addition to the discussed amendments to existing reforms from 20-21, all police reform legislation proposed in the last session that went dormant will resurrect in this next session. We fully expect conversations on several polarizing topics, and our position on these topics is as follows:

- Qualified immunity ([HB1202](#)) - OPPOSE - Qualified immunity applies to *all* public officials, not just law enforcement officers. State law already exists to hold officers accountable for criminal actions, meeting the same legal thresholds as the general public. In addition, at the federal level, 42 USC 1983 provides for civil action should illegal activities be committed under color of law.
- Law that limits public safety traffic enforcement ([SB5485](#)) - OPPOSE - Multiple jurisdictions around the country have either administratively or legislatively mandated that law enforcement not enforce certain traffic-related violations. This could very well have negative impacts on the motoring public due to an increase in collisions and the resultant property damage and injuries. Moving infractions should remain.
- Police Community Oversight Boards ([HB1203](#)) - OPPOSE - For municipal law enforcement, this already exists in the form of elected city councils.

As other potential legislation makes its way through the next session, we continue to offer a sounding board to assist with crafting good public safety policy

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 request of \$24M would fully fund the remainder of the project.

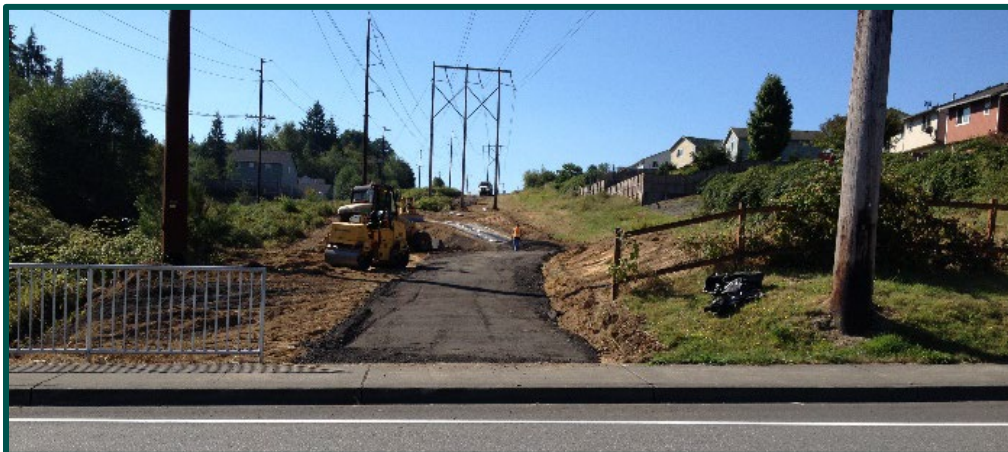
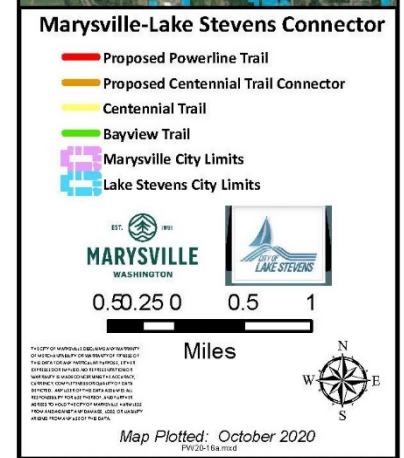


Project Background

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 to the south at 20th St. SE. Approximately 1.25 miles of the trail exist within the City of Marysville and an additional 1.3 miles were 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 is leading the design effort which is currently underway, while each agency coordinates property rights and develops 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 assist with property rights, which will generally be defined as trail easements along the corridor and within Marysville's jurisdiction. These funds will help the City to simultaneously advance design while working with property owners to secure necessary property rights to construct the trail.



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 \$500,000 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.



Project Background

The Comeford Park Redesign project is a part of a larger downtown revitalization plan that includes street, sidewalk and city services improvements, most notably the Civic Center. The Civic Center, currently under construction and located adjacent to Comeford Park, will consolidate most city departments and services into one facility whereas they are currently located throughout the downtown in multiple locations. A plaza, designed to host outdoor events, connects Comeford Park to the Civic Center. Comeford Park has long been the host of special events including markets, music and Merrysville for the Holidays. Comeford Park is currently home to a playground, swings, the seasonally popular Spray Park and the iconic Marysville Water Tower, which turned 100 years old in November of 2021.



Schematic Plan
Comeford Park



Improvements

The city is currently constructing the plaza and completion of the Civic Center, along with upgrades and new paint to the Water Tower.

The next phase of improvements will include construction of a new restroom building, designed to match the look and feel of the new Civic Center. Construction will also provide for facilities for activities and events, including seating along the edge of the plaza, to provide viewing of activities and events held there. Additionally, the park pathways will be redesigned for better flow and will include new pedestrian lighting. As Comeford Park is the epicenter of the holidays in Marysville, a space has been designated for the community Christmas tree to be prominently displayed.

The project is currently under preliminary design, with the goal of advertisement and bidding in early 2022 to be immediately followed by construction in the late winter or early spring. The City of Marysville is requesting \$500,000 to finalize the design and construction.

Federal Legislative Priorities

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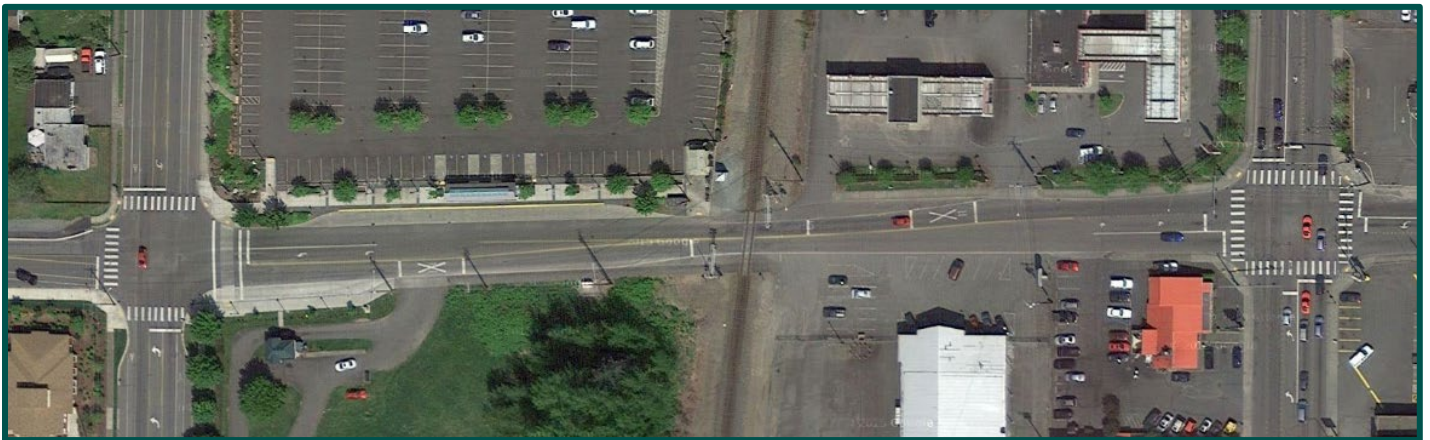
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