



**MARYSVILLE**  
WASHINGTON

# State Legislative Priorities

## Prioritized Project Funding Needs

- 1. I-5/4th Street & 88th Street Improvements** **\$19.3M**  
The interchanges off I-5 at 4th Street and 88th Street cause significant traffic delays due to numerous signalized intersections in the area. Replacing the signalized intersections with roundabouts, as well as sidewalk and lighting improvements, will improve traffic flow, reduce congestion and improve safety for both motorized and non-motorized users.
- 2. Grove Street Overcrossing** **\$19M**  
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.
- 3. 156th Street NE Overcrossing** **\$500K**  
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. The City is requesting funding for design.
- 4. Ebey Waterfront Trail** **\$1M**  
The City of Marysville has been constructing the Ebey Waterfront Trail in phases since 2017, providing a regional destination unlocking pedestrian and biking access to shoreline of the Qwuloot Estuary and Ebey Slough. There is currently a 1.28-mile gap in the trail, which once constructed will fully connect the current trail segments.

## Policy Request

- Public Safety Legislation Requests**  
The City of Marysville is requesting that the Legislature continue to engage with law enforcement regarding potential amendments in response to the Blake decision and police pursuits, as well as consider new requirements in the judicial system.

## Additional Priorities

- To Be Determined**  
Content pending.
- To Be Determined**  
Content pending.



**MARYSVILLE**  
WASHINGTON

# Corridor Improvements I-5/4th St. & 88th St. NE

## Project Background

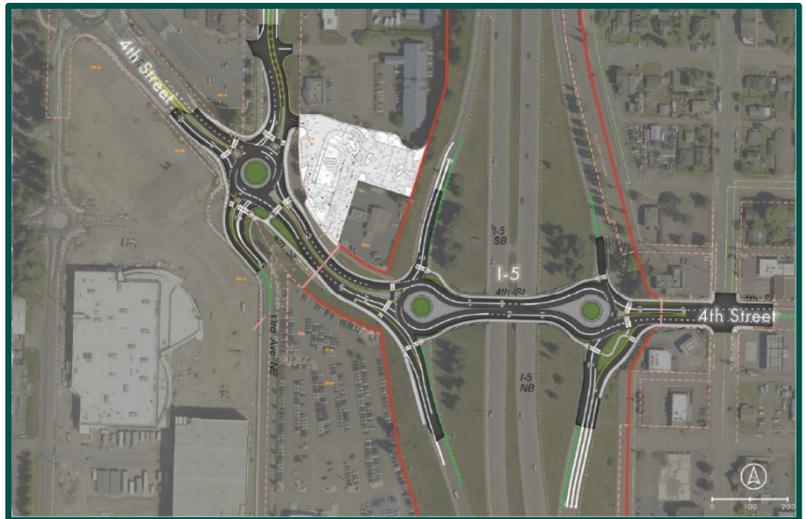
The Interstate 5/4th Street and 88th Street NE corridor improvement project proposes to improve local access to and from Interstate 5 at both interchange locations. This project is led by the Tulalip Tribes of Washington in partnership with the City of Marysville, Snohomish County and WSDOT. The current traffic flow and signalized intersections cause significant travel delays and traffic congestion along both corridors. The desired outcome of the project is to improve safety for both vehicles and non-motorized users as well as reduce bottlenecks, improve access to and from I-5 and reduce congestion and travel delays.

## Improvements

The proposed corridor improvements will remove seven signalized intersections on 4th and 88th, including four ramp terminal intersections, by constructing seven (7) multi-lane roundabouts in their place. In addition to the construction of the roundabouts, the proposed improvements will:

- widen and complete sidewalk connections;
- signalize crosswalks;
- improve roadway and pedestrian lighting under I-5 at 4th Street;
- improve transit access and stops and streamline channelization of these two corridors between Tulalip and Marysville; and
- replace a culvert on Coho Creek under 88th Street with a bridge to meet current fish passage and design requirements.

60% Design has been completed, with PS&E in process. The Tulalip Tribes have funded \$9M toward the planning and engineering efforts, identifying these project improvements as the preferred solution to help address the safety concerns and increase capacity for motorized and non-motorized traffic. This project has received \$34M in funding through the Connecting Washington Package, as well as funding from the City of Marysville and Snohomish County. Total remaining project cost is estimated at \$19M to fully fund the project.



**Requested Funding: \$19,000,000**



**MARYSVILLE**  
WASHINGTON

# 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 improve safety, 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. An additional \$5M in Move Ahead WA funds were allocated in 2022 to advance the project. The total remaining project cost is estimated at \$24M including design, permitting, right-of-way and construction. The City's request of \$19M would fully fund the project.



**Requested Funding: \$19,000,000**



**MARYSVILLE**  
WASHINGTON

# 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 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 received \$500,000 in Move Ahead WA funds in 2022 to advance preliminary design of the project. 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 toward obtaining other funding sources.



**Requested Funding: \$500,000 for Design**

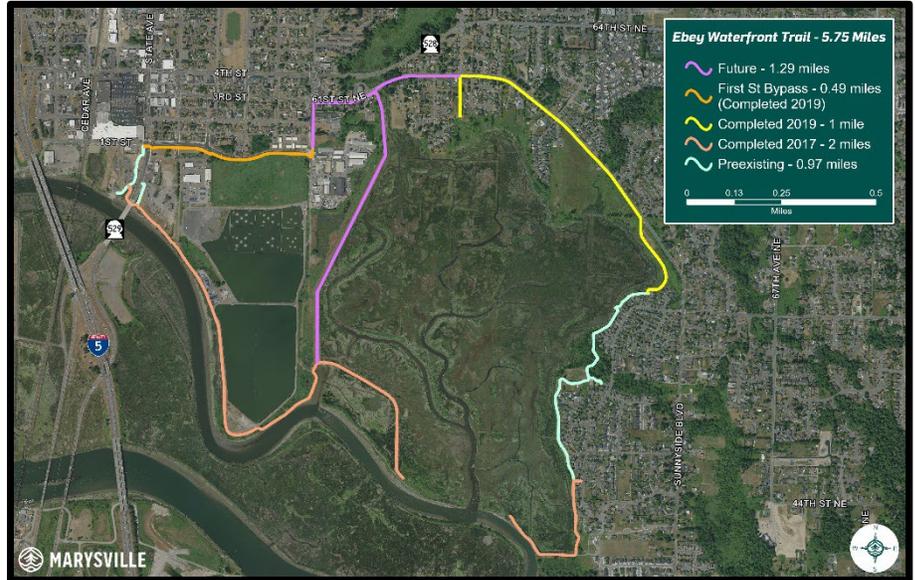


**MARYSVILLE**  
WASHINGTON

# Ebey Waterfront Trail

## Project Background

The Ebey Waterfront Trail project represents a significant improvement by the City of Marysville to improve its image by developing a regional destination that connects users with shoreline access to the newly restored Qwuloolt Estuary, the Ebey Slough waterfront and various parks located along the trail. The project further supports environmental awareness, promotes tourism, encourages physical activity and builds upon the City's downtown economic development.



## Improvements

The Ebey Waterfront Trail has been a multi-phase planned trail network. Most recently, a one-mile segment on Sunnyside Boulevard south of 53rd Avenue NE was completed in 2019. Construction of this phase was funded in part by legislative appropriations received in 2018. The overall project has been funded by development, City and State funds.

The final phase, as depicted in purple in the graphic above, will complete a gap in the trail on Sunnyside Boulevard west of 53rd Avenue NE and south on 47th Avenue NE. Additionally, the trail will connect along a newly constructed dike that was installed as part of the Qwuloolt Estuary restoration project. Trailhead parking will also be included. The City received State funds to secure a key property where the trail intersects along the dike and Sunnyside Boulevard and to locate trailhead parking. 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.

Total project cost is currently estimated at \$2.1M, including design, right-of-way and construction. The City requests \$1M to contribute toward a City match to fully fund the project.



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



**MARYSVILLE**  
WASHINGTON

# Public Safety Legislation Requests

## Blake Decision

In response to the Blake decision and drug possession, the city asks the Legislature to consider the following:

- Re-establish accountability to the system so that law enforcement can take enforcement actions, included a “custodial action” (arrest), when legally authorized and appropriate. The city requests that these arrests are classified as a gross misdemeanor.
- Create court-driven solutions to prescribe treatment or services:
  - Offer a deferred sentence on first and second offenses, with a willingness to have this extended to additional offenses, contingent upon the offender agreeing to receive treatment or services. Should services be rejected, then we would like to be able to pursue the arrest with a gross misdemeanor charge.
  - For offenders who accept this offer, defer sentencing for those who enter a court-approved treatment program containing accountability requirements. This approach is similar to what is seen in DUI courts.
  - Reward those who complete court requirements, including a substance abuse assessment, with expungement of any record of conviction for the offense.
- Emphasize and stress the role of courts, ensuring there are significant additional resources to go with an enhanced court-services system. Complementary funding through “988” should be explored, as should the use of the state’s portion of the opioid settlement revenues.
- Provide cities and counties with opioid settlement funding with a local match by all cities and counties receiving those proceeds.
- Ensure penalties are available for imposition on repeat offenders or those who refuse help and/or do not complete agreed-upon treatment or services programs.

## Police Pursuits

Regarding police pursuits, the city asks the Legislature to consider the following:

- Allow law enforcement to more fully use their training, experience and judgment in the field.
- Restore the option for law enforcement to consider vehicle pursuits as required, removing the idea that criminals will not be challenged.

## Judicial System

We believe that public confidence in the judicial system will be enhanced by creating more transparency regarding the charging, bail conviction and sentencing decisions of local prosecutors and judges, and we encourage the Legislature to consider new requirements in that area.

Requested Advocacy with Lawmakers



**MARYSVILLE**  
WASHINGTON

# Federal Legislative Priorities

## Prioritized Project Funding Needs

- **I-5/4th Street & 88th Street Improvements** **\$19.3M**  
The interchanges off I-5 at 4th Street and 88th Street cause significant traffic delays due to numerous signalized intersections in the area. Replacing the signalized intersections with roundabouts, as well as sidewalk and lighting improvements, will improve traffic flow, reduce congestion and improve safety for both motorized and non-motorized users.
- **Grove Street Overcrossing** **\$19M**  
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.
- **156th Street NE Overcrossing** **\$20M**  
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. The City is requesting funding for design.
- **Ebey Waterfront Trail** **\$1M**  
The City of Marysville has been constructing the Ebey Waterfront Trail in phases since 2017, providing a regional destination unlocking pedestrian and biking access to shoreline of the Qwuloot Estuary and Ebey Slough. There is currently a 1.28-mile gap in the trail which, once constructed, will fully connect the current trail segments.

## Policy Requests or Additional Priorities

- **To Be Determined**  
Content pending



**MARYSVILLE**  
WASHINGTON

# Corridor Improvements I-5/4th St. & 88th St. NE

## Project Background

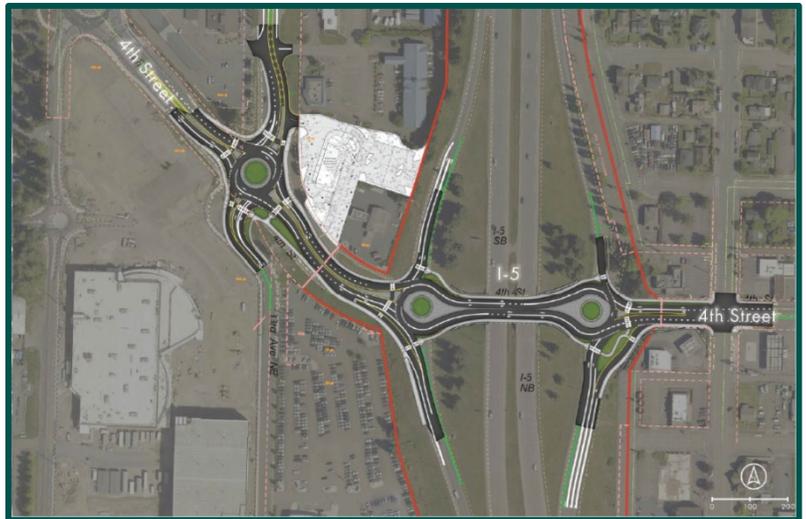
The Interstate 5/4th Street and 88th Street NE corridor improvement project proposes to improve local access to and from Interstate 5 at both interchange locations. This project is led by the Tulalip Tribes of Washington in partnership with the City of Marysville, Snohomish County and WSDOT. The current traffic flow and signalized intersections cause significant travel delays and traffic congestion along both corridors. The desired outcome of the project is to improve safety for both vehicles and non-motorized users as well as reduce bottlenecks, improve access to and from I-5 and reduce congestion and travel delays.

## Improvements

The proposed corridor improvements will remove seven signalized intersections on 4th and 88th, including four ramp terminal intersections, by constructing seven (7) multi-lane roundabouts in their place. In addition to the construction of the roundabouts, the proposed improvements will:

- widen and complete sidewalk connections;
- signalize crosswalks;
- improve roadway and pedestrian lighting under I-5 at 4th Street;
- improve transit access and stops and streamline channelization of these two corridors between Tulalip and Marysville; and
- replace a culvert on Coho Creek under 88th Street with a bridge to meet current fish passage and design requirements.

60% Design has been completed, with PS&E in process. The Tulalip Tribes have funded \$9M toward the planning and engineering efforts, identifying these project improvements as the preferred solution to help address the safety concerns and increase capacity for motorized and non-motorized traffic. This project has received \$34M in funding through the Connecting Washington Package, as well as funding from the City of Marysville and Snohomish County. Total remaining project cost is estimated at \$19M to fully fund the project.



**Requested Funding: \$19,000,000**



**MARYSVILLE**  
WASHINGTON

# 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 improve safety, 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. An additional \$5M in Move Ahead WA funds were allocated in 2022 to advance the project. The total remaining project cost is estimated at \$24M including design, permitting, right-of-way and construction. The City's request of \$19M would fully fund the project.



**Requested Funding: \$19,000,000**



**MARYSVILLE**  
WASHINGTON

# 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 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 \$23.5M including design, permitting, right-of-way and construction. The City received \$500,000 in State funds through Move Ahead WA in 2022 to advance preliminary design. The City is matching this amount. An additional \$20M is needed to fund construction. The project is supported by BNSF, WSDOT, Snohomish County and other local agencies.



**Requested Funding: \$20,000,000**

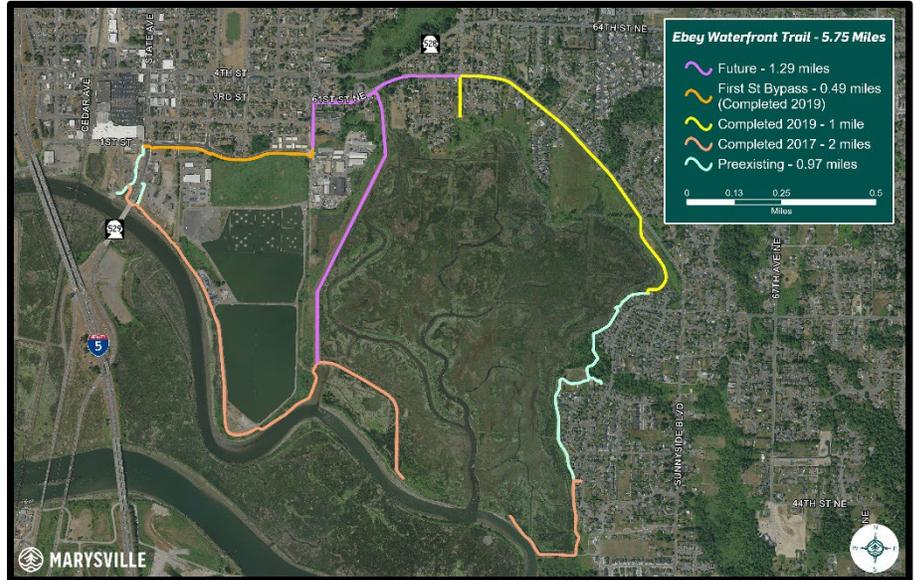


**MARYSVILLE**  
WASHINGTON

# Ebey Waterfront Trail

## Project Background

The Ebey Waterfront Trail project represents a significant improvement by the City of Marysville to improve its image by developing a regional destination that connects users with shoreline access to the newly restored Qwuloolt Estuary, the Ebey Slough waterfront and various parks located along the trail. The project further supports environmental awareness, promotes tourism, encourages physical activity and builds upon the City's downtown economic development.



## Improvements

The Ebey Waterfront Trail has been a multi-phase planned trail network. Most recently, a one-mile segment on Sunnyside Boulevard south of 53rd Avenue NE was completed in 2019. Construction of this phase was funded in part by legislative appropriations received in 2018. The overall project has been funded by development, City and State funds.

The final phase, as depicted in purple in the graphic above, will complete a gap in the trail on Sunnyside Boulevard west of 53rd Avenue NE and south on 47th Avenue NE. Additionally, the trail will connect along a newly constructed dike that was installed as part of the Qwuloolt Estuary restoration project. Trailhead parking will also be included. The City received State funds to secure a key property where the trail intersects along the dike and Sunnyside Boulevard and to locate trailhead parking. 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.

Total project cost is currently estimated at \$2.1M, including design, right-of-way and construction. The City requests \$1M to contribute toward a City match to fully fund the project.



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