

PSRC's 2026 Rural Town Centers & Corridors Program Application

The following application must be submitted to PSRC using this online form by **11:59pm on April 17, 2026**.

For information related to the Rural Town Centers and Corridors program, contact:

Doug Cox, AICP

Puget Sound Regional Council
1201 3rd Avenue, Suite 500
Seattle, WA 98104
(206) 971-3050 or DCox@psrc.org

Project Identification and Description

Project Title

Veterans Memorial Dr at Angeline Rd I/S

Indicate below whether this project is for a standalone planning project (such as a corridor study or master plan) or a capital project.

Capital Project

Regional Transportation Plan Consistency:

N/A

| Lead Agency | List Applicable Partnership Agencies Involved |
|---------------------|---|
| City of Bonney Lake | N/A |

Does the sponsoring agency have "Certification Acceptance" (CA) status from WSDOT?

Yes

If not, which agency will serve as your CA sponsor?

N/A

Contact Information

| Primary Contact Name | Alternate Contact Name |
|----------------------|------------------------|
|----------------------|------------------------|

| | |
|------------------------------|--------------------------------|
| Ken Gill | David Rowland |
| Primary Contact Phone | Alternate Contact Phone |
| 2534474336 | 3603521465 |
| Primary Contact Email | Alternate Contact Email |
| GillK@bonneylake.gov | david.rowland@scjalliance.com |

Project Description and Location

Project scope: Please describe clearly and concisely the individual components of the project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.

This project scope consists of constructing a roundabout at the intersection of Angeline Road and Veterans Memorial Drive/Sumner-Buckley Highway E. The scope also includes construction of a shared use path from Locust Avenue to the Fennel Creek Trail. This will connect pedestrians and cyclists to downtown Bonney Lake and a retail center.

This intersection has been identified for improvements in the City's current transportation plan. This intersection currently operates poorly under stop control for Angeline Road and generates complaints and accidents. In 2023 the City's traffic consultant prepared an intersection control evaluation to determine if a traffic signal or a roundabout is the preferred alternative. A roundabout was selected. "The roundabout will be beneficial to people walking and driving" was a public comment received as part of our 2025 Safety Action Plan.

Specific outcomes of this project are to reduce accidents at the intersection and providing a 12-foot-wide paved trail for pedestrians and cyclists. A very narrow gravel shoulder at the top of steep slope is existing conditions.

These grant funds will be used to construct a roundabout at Angeline Road and Veterans Memorial Drive/Sumner-Buckley Highway E and shared use path.

County Location:

Please identify the county(s) in which the project is located. Check all that apply.

Pierce County

Project Location:

For example, please include street, route or trail name, or other identifiable location.

Veterans Memorial Drive turns into Sumner-Buckley Highway

Crossroad/landmark nearest to the beginning of the project:

Locust Avenue

Crossroad/landmark nearest to the end of the project:

Fennel Creek Trail

Please identify the center the project is supporting. Projects may be located within a center or along a corridor serving one or more centers.

Our project is just outside the Bonney Lake Downtown City Center identified in the local comprehensive plan and provides direct multimodal public access from the Fennel Creek Trail, where currently there is not a connection. Veterans Memorial Drive/Sumner-Buckley Highway E provides a significant east/west connection across the city, and improvements to the intersection with Angeline Road will improve safety and the efficiency of traffic movement in that corridor.

Federal Functional Classification

Please select the appropriate functional classification.

Minor Arterial

Bicycle and Pedestrian Accommodations

Which pedestrian and/or bicycle features already exist in the project area? Please select one or more types below:

No current pedestrian or bicycle features in project area

Which pedestrian and/or bicycle features are included in the project scope? Please select one or more types below:

Sidewalks, Other pedestrian and bicycle amenities (street, intersection and crossing design elements)

If you indicated above that the project does not include existing or planned pedestrian and/or bicycle features, please indicate one of the following reasons per the guidance above:

N/A

If you selected “Other”, please expand on why the project is exempt from providing pedestrian or bicycle features.

N/A

Plan Consistency

Is the project specifically identified in a local comprehensive plan?

Yes

If yes, indicate 1) plan name 2) relevant section 3) page number.

Project information can be found in the City of Bonney Lake Safety Action Plan (Page 88) and Table 26-Priority Recommendations and Cost Estimates (Page 102).

Additionally, this project is identified as project I2 on Exhibit 42: 2025-2049 Recommended Transportation Improvements (Page 94 of 113) in the City's Community Mobility Element of Bonney Lake 2044. The Community Mobility Element serves as the City's Transportation Improvement Plan. The project is also listed as TIF eligible on the same table.

If no, describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

N/A

Local and Regional Policy Support

Describe how the project will help the rural town center develop in a manner consistent with the adopted policies or comprehensive plans of the respective local jurisdiction(s). Please provide citations and a copy of the appropriate page(s) from the plan or policies with your application.

The project directly supports the development of Bonney Lake’s rural town centers by strengthening multimodal access between Downtown, identified as a Countywide Growth Center per C-39 of the Countywide Planning Policies for Pierce County (Pg. 35), Midtown, and surrounding neighborhoods in a manner consistent with adopted comprehensive plan policies. The multi modal trail implements CD EV 2.4, CD H 7.1, CD H 7.2, CM-2.3, CM-7.4 (Envision Bonney Lake - PG. CD-2-62, CD-2-41, CM-4-107 – 108) and MPP-RGS-1, MPP-T-7, MPP-T-15 and MPP-T-16 (Vision 2050 - PG. 43 and 105) by providing safe, non-motorized connections needed to support the envisioned housing and jobs growth in Bonney Lake’s centers, enhance connectivity to the surround neighborhoods, and support physically activity.

By linking Downtown and Midtown to the Fennel Creek Trail, the project fulfills CD LU 7.3, CD LU 4.8 (Envision Bonney Lake - PG. CD-2-91 & CD-2-94), and the Downtown policies in D 3.1, D 3.3, and D 3.4 (Bonney Lake Centers Plan - PG. 49), which call for a complete streets network, improved non-motorized access to adjacent neighborhoods, and a direct connection from Downtown to the Fennel Creek Trail. The project advances the Centers Plan's emphasis on walkability, human scale design, and mixed use vibrancy and implements policies CD LU 1.1, CD-LU-1.6, and CD-LU-1.7 (Envision Bonney Lake - PG. CD-2-88 – CD-2-89), and complements CD LU 1.4 (Envision Bonney Lake - PG. CD-2-88), which encourages transforming auto oriented commercial areas into more pedestrian oriented mixed-use districts.

The roundabout component improves freight mobility and traffic operations in support of MPP-T-1 (Vision 2050 - PG. 105). Improving freight mobility also supports Easttown's industrial commercial job base, aligning with the City's strategy to diversify its economy Goal CD-EV-6 (Envision Bonney Lake - PG. CD-2-63) and improve the City's jobs housing balance consistent with MPP-Ec-18 (Vision 2050 - PG. 97). The proposed improvements will support the facilitates the movement of goods and services locally and for the region consistent with CM-3.1 (Envision Bonney Lake - PG. CM-4-108).

The roundabout also address safety concerns identified in the City's recently adopted Safety Action Plan. The roundabout and multi-modal path is consistent with CM-2.4 and CM-10.1 – CM-10.3 (Envision Bonney Lake - PG. CD-4-107 and PG CD-4-113) and MPP-T-4 (Vision 2050 PG. 105), call to improve the safety of the transportation system to, achieve the state's goal of zero deaths and serious injuries This also supports CD LU 1.3 (Envision Bonney Lake - PG. CD-2-88), which prioritizes transportation investments within and serving the City's centers.

For Midtown, the project advances GOAL M 3 (Bonney Lake Centers Plan - PG. 64), by supporting safe and efficient vehicle movement along SR 410 (M 3.1 Bonney Lake Centers Plan - PG. 64), while also contributing to the envisioned network of local access streets, sidewalks, and trails connecting commercial development with nearby housing and civic amenities (M 3.2–M 3.4 Bonney Lake Centers Plan - PG. 64)).

Together, the roundabout and trail implement VISION 2050's expectation that rural towns focus growth and infrastructure investment in their designated centers, ensuring Bonney Lake's Downtown and Midtown continue to evolve as connected, accessible hubs for housing, jobs, and services that serve the broader rural area implementing MPP-RGS-1 (Vision 2050 - PG. 43)

Countywide Planning Policies are found at <https://www.piercecountywa.gov/1781/Pierce-County-Regional-Council> in the "Quick Links" on the right-hand side of the web page.

The Bonney Lake Comprehensive Plan is found at https://www.ci.bonney-lake.wa.us/government/departments/public_services/planning_building/comprehensive_plan.

Describe how the project fits the intended character of the center or area in which the corridor is located to help better define or provide a clear distinction between rural corridors and rural centers. For instance, does the project include context sensitive design elements that consider preserving the aesthetic, cultural and environmental resources of the subject area?

Veterans Memorial Blvd/Old Sumner Buckley Hwy is located along the same alignment as the Naches

Trail, which was used by tribes to travel from the inland areas of the state to the coastal areas of the state. The Naches Trail was also used by wagon trains for the first settlers within the Puyallup valley. As part of the design of the roundabout, the City will work with local tribes and the historical society to include elements within the center circle of the roundabout to commemorate the cultural significance of the Naches Trail. This project also completes the gap between the city center and Fennel Creek Trail.

If the project is interjurisdictional in nature, describe the partners that have been identified and the actions developed to work together and coordinate on project components

The "center disk" of the roundabout is located entirely inside the City of Bonney Lake. A small portion of the east entering leg of the roundabout is located in Pierce County. The City of Bonney Lake is leading the project and has coordinated with Pierce County and received a letter of concurrence for this project.

Circulation, Mobility, and Accessibility

Describe the issue(s) being addressed by the project and the impact it is intended to have on the center(s). Describe how the project will provide better access to the center(s) from adjacent communities or significantly improve circulation within a center by filling a missing link and/or removing barriers to community mobility.

The project will address a missing link in the City's sidewalk system by connecting the existing sidewalks located at the Locust Avenue/Veterans Memorial Blvd. to the existing sidewalk located at the 192nd Ave E/Old Sumner Buckley Highway Intersection. Addressing this missing link will improve circulation and mobility by providing non-motorized connections to the numerous public facilities (Fire Station, Police Station, Justice & Municipal Center, Public Library) located in the Bonney Lake Downtown Countywide Growth Center and to the Midtown Center containing numerous retail and grocery establishments. The project will also provide a non-motorized connection to the Sound Transit Park & Ride, which is a major transit stop as defined in RCW 43.21C.240(3)(e), located in the Downtown Center. The proposed multi-modal path will also support community mobility by provide a connection to the Fennel Creek Trail, which is part of the regional trails network with future connection to the Foothills Trail and Flume Train. The intersection is also a failing intersection impacting both general vehicular circulation and freight mobility on a T-3, almost T-2 freight route. The proposed roundabout will address this failing intersection and support freight mobility. Improving the LOS will allow the development of a multiunit housing project to move forward in the Midtown Center.

Describe whether the project is multimodal in nature and how it will benefit a range of travel modes and user groups either accessing the center(s) or using the corridor

The project is multimodal in nature, with a major component being a shared use path that will fill an existing sidewalk gap between 192nd Avenue E and Locust Avenue E. The shared use path will provide a connection between the Downtown and Midtown centers and also improve access to the Fennel Creek trail. Additionally, the proposed roundabout control at Angeline Road E and Veterans Memorial Drive E will improve safety for all users and provide safe crossing opportunities

for pedestrians and bicyclists.

Describe how the project will enhance opportunities for active transportation, such as improving or enhancing a pedestrian-oriented environment in the center or along the corridor to the center(s).

There is currently limited sidewalk connectivity and no bicycle connectivity to support active transportation between the Midtown and Downtown centers. This project will provide a direct connection between the two centers for active transportation users along the Veterans Memorial Drive corridor. The project will also improve access to the Fennel Creek trail for both centers, further enhancing active transportation opportunities.

Describe how the project contributes to transportation demand management and commute trip reduction opportunities.

The project will fill an existing gap in the City's sidewalk infrastructure which will increase opportunities for active transportation. Additionally, the roundabout improvement will improve the performance of the Angeline Road E/Veterans Memorial Drive E intersection, bolstering the Veterans Memorial Drive corridor as a more viable alternate route for east/west travel through the community in addition to SR 410.

System Performance and Innovative Solutions

Describe how the project will result in more reliable and efficient travel flows in the center, along a corridor, or both, and how it will provide for time savings for moving freight and goods.

The construction of roundabout control at the Angeline Road E/Veterans Memorial Drive E intersection will improve the projected vehicular performance from LOS F to LOS A. This improvement will result in more reliable and efficient travel flows along Veterans Memorial Drive E, which provide a direct connect between the Downtown and Midtown centers. This corridor is also a T3 freight route and is approaching the T2 threshold. As the Eastown center, which is primary industrial, continues to develop there will be an increase in freight movement between Eastown and points west and the Veterans Memorial Drive E corridor will serve as an important parallel route to SR 410 for freight.

Describe how the project provides a long-term solution to maximize the efficiency of the transportation system within the rural center or along the connecting rural corridor.

The City has performed a recent long-term evaluation of the Angeline Road E/Veterans Memorial Drive E intersection to identify the projected performance of the intersection and identify potential mitigations. This evaluation has found that the existing control will operate at LOS F with substantial delay and vehicle queuing int he long-term horizon and that the proposed roundabout control will operate at LOS A. Additionally, the shared-use path will provide additional corridor capacity for active transportation modes, further improving the efficiency of the corridor.

Describe any particularly innovative facilities or traffic operational concepts included in this project.

While roundabouts are common in parts of the state, this intersection would become the second roundabout-controlled intersection in the City of Bonney Lake.

Community Support

Section 1. Addressing Population Groups, Benefits and Disparities

Please identify the different population groups within the project area, and describe any disparities or gaps in the transportation system being experienced. Describe how the planning study will address these disparities or gaps and provide an improvement.

Current there are no sidewalk or bicycle facilities to provide transportation options to these underserved population. Figure 5-1 of the City of Bonney Lake ADA Transition Plan adopted April 2020 identifies the location of this gap in an area that is considered to be moderately high priority.

The proposed project includes the development of a multi-use path that will connect to the Fennel Creek Trail, which is part of the Puget Sound Regional Trail network, providing access to recreational opportunities and nature. Additionally, the project includes a connection to the existing sidewalk locate the corner of Locust Avenue and Veteran's Memorial Drive, which will provide a continuous sidewalk connection to the Sound Transit Park & Ride, the East Pierce Fire and Rescue Headquarter Station, Police Station, the Bonney Lake Justice and Municipal Center, and Pierce County Library, located in the Bonney Lake Downtown Center. Finally, the project will provide a connection to the existing sidewalks at 192nd Avenue East and Sumner Buckley Highway provide access to the retail and grocery stores, which contain pharmacies, locate along 192nd Avenue East. Provide non-motorized access to City facilities, transit, and grocery stores/pharmacies has shown to improve health outcomes for these underserved populations. Additional access to green space and recreational trails as been shown to support improved cardiovascular health and mental health outcomes.

Section 2. Addressing Outreach

Please describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the population groups identified in the previous section.

As part of the safety action planning process, both in-person public engagement meetings and virtual outreach through an online survey were performed to provide insight into how the community views transportation safety issues. In addition, the planning process was guided by an Advisory Committee whose membership included both city staff and representatives of the public. Based on the efforts undertaken and the feedback received, Bonney Lake recieved guidance to augment the data-driven assessment of this identified problem location and systemic safety improvement needed.

Please describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.

In addition to providing multiple in-person opportunities for the public to share their concerns, an online survey was also created to solicit feedback. The survey was prepared using the Social Pin Point platform and was posted from June 23rd through July 14th of 2025. Overall, the survey had 47 respondents and helped identify this area of concern. The survey allowed respondents to express concerns for specific locations in three categories:

- Automobile/Traffic Safety Concerns
- Pedestrian/Bicycle Safety Concerns
- Other Concerns

Based on this public outreach this project was prioritized and scoped and preparations were made to schedule its design and construction.

Safety

Please describe the safety and/or security issue(s) that the project will address.

Over the last five years there have been 24 reported crashes at the Angeline Road E/Veterans Memorial Drive E intersection, with 33% of them resulting in an injury. The implementation of roundabout control would be expected to reduce crashes by 88%. Additionally, the existing sidewalk gap along this segment of Veterans Memorial Drive E create an unsafe and uninviting environment for pedestrians and bicyclists. The proposed shared use path will provide a safe facility for these travel modes.

Please explain how the project will help protect vulnerable users of the transportation system.

Pedestrians and bicyclists are traditionally some of the most vulnerable users of a transportation system. The proposed shared use path will provide a safe facility for all active transportation users. Additionally, the roundabout will provide a safe crossing opportunity for pedestrians and bicyclists travelling to/from Angeline Road E and the new shared use path.

Please describe how the project reduces reliance on enforcement and/or designs for decreased speeds.

Roundabouts are designed specifically to control travel speeds at each approach, which greatly influence the overall safety benefits they provide. The travel speeds on Veterans Memorial Drive E will be reduced and controlled by the addition of a roundabout at Angeline Road E, which will reduce reliance on enforcement for the corridor.

Does your agency have an adopted safety policy (e.g. Target Zero, Vision Zero, etc.)? If so,

how did the policy inform the development of the project?

The City has adopted Policy CM-2.4, which provides that the City will "Improve the safety of pedestrians and bicyclists throughout Bonney Lake through design, signage, capital projects, pavement maintenance, street sweeping, pavement striping, and public education." In order to implement this policy, the proposal includes a joint use access path for both pedestrians and bicyclist to support connections between Midtown, Downtown, and the Fennel Creek Trail as there are no pedestrian or bicycle infrastructure along this portion of the corridor.

Project Readiness - PE/Design

Are you requesting funds for ONLY a planning study or preliminary engineering?

No

Is preliminary engineering/design for the project complete?

No

Please provide the date the preliminary engineering/design phase was completed, or the anticipated date of completion (month and year).

March 2027

If not complete, which best describes the CURRENT status of the project's engineering/design?

Less than 30% complete

Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.

30% Design is anticipated to be completed by May of 2026.
60% Design is scheduled to be completed by September of 2026
90% Design is scheduled to be completed by December of 2026
Final Bid Docs Anticipated in June 2027

Project Readiness - Environmental Documentation

What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?

Categorical Exclusion (CE)

Has the NEPA documentation been approved?

No

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

November 2026

Has there been a NEPA kick-off meeting with WSDOT Local Programs for this project?

Yes

If yes, is a formal consultation expected?

No

Project Readiness - Right of Way

Does the project require right-of-way?

Yes

What is the actual or estimated start date for right of way?

6/2026

What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?

If federal funds are to be used on any phase of a project, federal guidelines for acquisition of right of way must be followed, including submittal of a right of way plan and funding estimates.

6/2027

Has right of way certification been completed?

N/A

If not, what is the estimated ROW certification date (month and year)?

Sponsors should assume a minimum of one year to complete the ROW process, longer if there are significant or complex property purchases.

June 2027

Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.

Refer to Chapter 25 of WSDOT's Local Agency Guidelines Manual for more information.

There are two properties that the City anticipates needing to acquire property from. Parcel number 050337005 locate to the south of the intersection of Angeline Road and Veteran Memorial Drive and parcel number 0520331032 east of the proposed roundabout at the same intersection.

Temporary construction easements are anticipated for 3 or 4 parcels, but the exact needs are not

fully know given the design is in the preliminary stages.

WSDOT has indicated that a general permit can be used for access around the construction site and therefore no ROW needs on their parcel.

Project Readiness - Construction

Are funds being requested for construction?

Yes

Do you have an engineer's estimate?

Yes

Please upload a copy of your engineer's estimate below.

f-150-116-21497305_pLKuM7r7_Attachment_2_-_Cost_Estimate.pdf

Identify the environmental permits needed for the project and when they are scheduled to be acquired.

As of now the only environmental permit identified is a NPDES Permit.

Are Plans, Specifications & Estimates (PS&E) completed?

No

Please provide the date of completion, or the date when PS&E is scheduled to be complete (month and year).

June 2027

When is the project scheduled to go to ad (month and year)?

June 2027

Project Readiness - Other Considerations

If the project milestone dates specified above are less than [PSRC's Project Phase Milestone Minimum Timelines](#), please explain the project characteristics that justify the planned schedule.

Project schedules that do not reflect these minimum timelines will be reviewed by PSRC on a case-by-case basis, in consultation with WSDOT Local Programs, to make a determination of project eligibility.

NA

PSRC Funding Request

Please identify the phase(s) for which PSRC funds are being requested, the amount, and expected year of obligation. Confirm the total by pressing the calculate button.

| Phase | Year | Amount Requested (i.e - for \$1,000.00, enter "1000") |
|--------------|------|---|
| Construction | 2027 | \$1000000 |

Total PSRC Funding Request:

\$1000000

Has the project received PSRC funds previously?

Yes

Please provide the project's PSRC TIP ID.

3120(003)

Financial Plan

In the table below, please provide the total estimated cost and schedule for all phases of the project, from start to finish, and indicate when each phase was, or is planned to be, completed. If a phase is not required for the project, indicate with N/A.

Please include all funding amounts and sources (including the requested PSRC funds) and identify whether they are secure, reasonably expected, or unsecure. PSRC's definitions and guidance for determining secure and reasonably expected funds is provided here.

PE/Design Phase

| Funding Source | Funding Status | Funding Amount |
|----------------|----------------|----------------|
| RRTC | Secured | \$519000 |
| Local | Secured | \$211000 |
| | | \$ |

| | | |
|--|--|----|
| | | \$ |
| | | \$ |

Total Preliminary Engineering/Design Phase Cost

\$730000

Actual or estimated date of completion (month and year):

March 2027

Right-of-Way Phase

| Funding Source | Funding Status | Funding Amount |
|----------------|----------------|----------------|
| Local | Secured | \$67000 |
| PSRC | Secured | \$43000 |
| | | \$ |
| | | \$ |
| | | \$ |

Total Right-of-Way Phase Cost:

\$110000

Actual or estimated date of completion (month and year):

March 2027

Construction Phase

| Funding Source | Funding Status | Funding Amount |
|-------------------|---------------------|----------------|
| PSRC-RTCC | Unsecured | \$1000000 |
| Local Funds | Secured | \$2249000 |
| Legislature Funds | Reasonably Expected | \$1234000 |
| Legislature Funds | Reasonably Expected | \$2000000 |
| | | \$ |

Total Construction Phase Cost

\$6483000

Actual or estimated date of completion (month and year):

October 2028

Other Phase

| Funding Source | Funding Status | Funding Amount |
|----------------|----------------|----------------|
| N/A | N/A | \$N/A |
| | | \$ |
| | | \$ |
| | | \$ |
| | | \$ |

Total Other Phase Cost

\$0

Actual or estimated date of completion (month and year):

October 2028

Project Summary

Total Estimated Project Cost:

\$7323000

Estimated Project Completion Date (month and year):

July 2018

Financial Documentation

Please provide supporting documentation using the upload function below to demonstrate that all additional funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

f-150-475-21497305_mxGaugVe_Combined_Attachments.pdf

N/A

N/A

Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program must also be included.

Attached are supporting documentation for the following funding:

*****Design Funds*****

Total PSRC RRTC Design Funds (Secured) - \$519,000

Total Local Design Funds: \$211,000

*****Right of Way Funds*****

Total PSRC RRTC ROW Funds (Secured) - \$43,000

Local Right of Way Funds: \$67,000

(Attachment #1)

*****Construction Funds*****

2026 Legislative Session Member Requested Local Community Project Funding - \$1,234,000.

2026 Legislative Funds Request through Congresswoman Schrier - \$2,000,000

(Attachment #2)

Local Funds Construction Funds: \$2,249,000

Unsecured Funds PSRC CN Funds: \$1,000,000

Total Secured Grants All Phases: \$3,796,000

Total Local Funds All Phased (Secured): \$2,527,000

(Attachment #3)

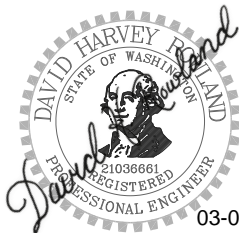
NOTE: Please contact Doug Cox (DCox@psrc.org) if you need to make updates to a submitted application prior to the deadline. After the deadline has passed, the form site will close.

Project Name: Angeline Rd-Veterans Memorial Dr RAB
 Client Name: City of Bonney Lake
 SCJ Project No.: 23-000716
 Estimate Level: Concept
 Date: 1/13/2026



| BID ITEM NO. | WSDOT STD ITEM NO. | ITEM DESCRIPTION | UNIT | UNIT PRICE | TOTAL QUANTITY | Schedule A Roundabout | Schedule B Shared Use Path | TOTAL |
|--|--------------------|---|------|---------------|----------------|-----------------------|----------------------------|---------------------|
| PREPARATION | | | | | | | | |
| 1 | 0001 | MOBILIZATION | L.S. | \$ 390,000.00 | 1.0 | 0.7 | 0.3 | \$ 390,000 |
| 2 | 0035 | CLEARING AND GRUBBING | L.S. | \$ 50,000.00 | 1.0 | 1.0 | 0.0 | \$ 50,000 |
| 3 | 0050 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.S. | \$ 10,000.00 | 1.0 | 1.0 | 0.0 | \$ 10,000 |
| Subtotal: | | | | | | \$333,000 | \$117,000 | \$ 450,000 |
| GRADING | | | | | | | | |
| 4 | 0310 | ROADWAY EXCAVATION INCL. HAUL | C.Y. | \$ 40.00 | 1500.0 | 548.2 | 951.8 | \$ 60,000 |
| 5 | 0408 | SELECT BORROW INCL. HAUL | TON | \$ 30.00 | 6270.0 | 6270.0 | | \$ 188,100 |
| Subtotal: | | | | | | \$210,030 | \$38,070 | \$ 248,100 |
| STORM SEWER | | | | | | | | |
| 6 | 3091 | CATCH BASIN TYPE 1 | EACH | \$ 2,500.00 | 22.0 | 6.0 | 16.0 | \$ 55,000 |
| 7 | 3105 | CATCH BASIN TYPE 2 48 IN. DIAM. | EACH | \$ 5,500.00 | 3.0 | 3.0 | 0.0 | \$ 16,500 |
| 8 | 3541 | SCHEDULE A STORM SEWER PIPE 12 IN. DIAM. | L.F. | \$ 75.00 | 3190.0 | 300.0 | 2890.0 | \$ 239,250 |
| 9 | NS-276 | STORM POND | L.S. | \$ 67,500.00 | 1.0 | 1.0 | 0.0 | \$ 67,500 |
| Subtotal: | | | | | | \$121,500 | \$256,750 | \$ 378,250 |
| STRUCTURE | | | | | | | | |
| 10 | NS-450 | BRIDGE WIDENING | S.F. | \$ 280.00 | 550.0 | 0.0 | 550.0 | \$ 154,000 |
| 11 | NS-451 | SOLDIER PILE WALL | SF | \$ 138.00 | 9560.0 | 5090.0 | 4470.0 | \$ 1,319,280 |
| Subtotal: | | | | | | \$702,420 | \$770,860 | \$ 1,473,280 |
| SURFACING | | | | | | | | |
| 12 | 5100 | CRUSHED SURFACING BASE COURSE | TON | \$ 70.00 | 1300.0 | 730.0 | 570.0 | \$ 91,000 |
| Subtotal: | | | | | | \$51,100 | \$39,900 | \$ 91,000 |
| CEMENT CONCRETE PAVEMENT | | | | | | | | |
| 13 | NS-600 | STAMPED/PIGMENTED CEMENT CONC. PAVING (SPLITTER ISLAND) | S.Y. | \$ 270.00 | 75.0 | 75.0 | 0.0 | \$ 20,250 |
| 14 | NS-601 | STAMPED/PIGMENTED CEMENT CONC. PAVING (TRUCK APRON) | S.Y. | \$ 320.00 | 150.0 | 150.0 | 0.0 | \$ 48,000 |
| Subtotal: | | | | | | \$68,250 | \$0 | \$ 68,250 |
| HOT MIX ASPHALT | | | | | | | | |
| 15 | 5767 | HMA CL. 1/2 IN. PG 58H-22 | TON | \$ 250.00 | 1161.0 | 1161.0 | 0.0 | \$ 290,250 |
| Subtotal: | | | | | | \$290,250 | \$0 | \$ 290,250 |
| EROSION CONTROL AND ROADSIDE PLANTING | | | | | | | | |
| 16 | 6488 | EROSION CONTROL AND WATER POLLUTION PREVENTION | L.S. | \$ 50,000.00 | 1.0 | 0.6 | 0.4 | \$ 50,000 |
| 17 | NS-734 | LANDSCAPING | L.S. | \$ 50,000.00 | 1.0 | 1.0 | 0.0 | \$ 50,000 |
| Subtotal: | | | | | | \$80,000 | \$20,000 | \$ 100,000 |
| TRAFFIC | | | | | | | | |
| 18 | 6698 | ROUNDBOUT SPLITTER ISLAND NOSING CURB | EACH | \$ 1,600.00 | 3.0 | 3.0 | 0.0 | \$ 4,800 |
| 19 | 6699 | ROUNDBOUT CEMENT CONCRETE CURB AND GUTTER | L.F. | \$ 70.00 | 910.0 | 910.0 | 0.0 | \$ 63,700 |
| 20 | 6700 | CEMENT CONC. TRAFFIC CURB AND GUTTER | L.F. | \$ 50.00 | 1950.0 | 0.0 | 1950.0 | \$ 97,500 |
| 21 | 6708 | ROUNDBOUT CENTRAL ISLAND CEMENT CONCRETE CURB | L.F. | \$ 150.00 | 150.0 | 150.0 | 0.0 | \$ 22,500 |
| 22 | 6709 | ROUNDBOUT TRUCK APRON CEM. CONC. CURB AND GUTTER | L.F. | \$ 80.00 | 210.0 | 210.0 | 0.0 | \$ 16,800 |
| 23 | 6777 | CAST-IN-PLACE CONC. BARRIER | L.F. | \$ 200.00 | 390.0 | 210.0 | 180.0 | \$ 78,000 |
| 24 | 6807 | PLASTIC LINE | L.F. | \$ 7.00 | 3100.0 | 1120.0 | 1980.0 | \$ 21,700 |
| 25 | 6828 | PLASTIC WIDE LANE LINE | L.F. | \$ 10.00 | 70.0 | 70.0 | 0.0 | \$ 700 |
| 26 | 6890 | PERMANENT SIGNING | L.S. | \$ 40,000.00 | 1.0 | 0.8 | 0.2 | \$ 40,000 |
| 27 | 6904 | ILLUMINATION SYSTEM | L.S. | \$ 90,000.00 | 1.0 | 1.0 | 0.0 | \$ 90,000 |
| 28 | 6971 | PROJECT TEMPORARY TRAFFIC CONTROL | L.S. | \$ 275,000.00 | 1.0 | 0.8 | 0.2 | \$ 275,000 |
| 29 | 6847 | PLASTIC WIDE DOTTED ENTRY LINE | L.F. | \$ 10.00 | 90.0 | 90.0 | 0.0 | \$ 900 |
| Subtotal: | | | | | | \$501,240 | \$210,360 | \$ 711,600 |
| OTHER ITEMS | | | | | | | | |
| 30 | 7038 | ROADWAY SURVEYING | L.S. | \$ 60,000.00 | 1.0 | 0.7 | 0.3 | \$ 60,000 |
| 31 | 7055 | CEMENT CONC. SIDEWALK | S.Y. | \$ 76.00 | 3490.0 | 600.0 | 2890.0 | \$ 265,240 |
| 32 | 7084 | CHAIN LINK FENCE TYPE 4 | L.F. | \$ 175.00 | 1133.0 | 208.0 | 925.0 | \$ 198,275 |
| 33 | 7736 | SPCC PLAN | L.S. | \$ 2,500.00 | 1.0 | 0.5 | 0.5 | \$ 2,500 |
| Subtotal: | | | | | | \$125,250 | \$400,765 | \$ 526,015 |

| | | | |
|---|--------------------|--------------------|---------------------|
| Subtotal Construction: | \$2,483,040 | \$1,853,705 | \$ 4,336,745 |
| Contingency @ 30% | \$744,912 | \$556,112 | \$ 1,301,024 |
| TOTAL CONSTRUCTION: | \$3,227,951 | \$2,409,817 | \$ 5,637,769 |
| Preliminary Engineering (PE) Costs | \$438,000 | \$292,000 | \$ 730,000 |
| Construction Management (CM) @ 15% | \$484,193 | \$361,473 | \$ 845,665 |
| Right of Way Costs | \$110,000 | \$0 | \$ 110,000 |
| SCHEDULE COST TOTALS: | \$4,260,144 | \$3,063,290 | \$ 7,323,434 |
| TOTAL PROJECT COST: | \$ | \$ | \$ 7,323,434 |



03-06-2026

- C-36 Countywide Growth Centers should be developed as complete neighborhoods to allow residents and workers in the centers to walk to daily necessities, amenities and services.
- C-37 Encourage focused growth and infill in Countywide Growth Centers by streamlining development standards and regulations for residential and commercial development and public projects, especially around high-capacity transit station areas.
- C-38 A jurisdiction may apply for status as a Candidate Countywide Center if it satisfies all required criteria included below, has a minimum of 7 activity units per acre, and is planning for at least 16 activity units per acre. The application for Countywide Center would not be regionally designated until the Center achieves at least 10 activity units per acre. Activity units means the sum of population and job units per gross acre, per PSRC.

C-39 Countywide Centers are potential candidates for designation as Regional Centers.

Pierce County has the following Countywide Growth Centers:

| | |
|---|--|
| <ul style="list-style-type: none"> • Sumner Town Center • 6th Avenue (Tacoma) • Lincoln (Tacoma) • Lower Pacific (Tacoma) • McKinley (Tacoma) • Narrow (Tacoma) • James Center (Tacoma/Fircrest/University Place) | <ul style="list-style-type: none"> • Proctor (Tacoma) • South Tacoma Way (Tacoma) • Tacoma Central (Tacoma) • Upper Pacific (Tacoma) • Upper Portland Avenue (Tacoma) • Ruston Point (Tacoma/Ruston) • Downtown Bonney Lake |
|---|--|

C-40 To be designated as a Countywide Center, the following criteria shall be met.

| Countywide Growth Center | Countywide Industrial Center |
|---|---|
| <p>Center must meet each of the following criteria:</p> <ul style="list-style-type: none"> • Identified as a Center in the local Comprehensive Plan and adopted regulations. • Identified as a Countywide Center in the Countywide Planning Policies. • Located within a city, multiple adjacent cities, or unincorporated urban area. | <p>Center must meet each of the following criteria:</p> <ul style="list-style-type: none"> • Identified as a Center in the local Comprehensive Plan and adopted regulations. • Identified as a Countywide Center in the Countywide Planning Policies. • Located within a city, multiple adjacent cities, or unincorporated urban area. |
| <p>Demonstration that:</p> <p>The Center is a local planning and investment priority:</p> <ul style="list-style-type: none"> • Identified as a Countywide Center in a local Comprehensive Plan; Subarea Plan recommended • Clear evidence that area is a local priority for investment, such as planning efforts or infrastructure. | <p>Demonstration that:</p> <p>The Center is a local planning and investment priority:</p> <ul style="list-style-type: none"> • Identified as a Countywide Center in a local Comprehensive Plan; Subarea Plan recommended • Clear evidence that area is a local priority for investment, such as planning efforts or infrastructure. |

Project Name: Angeline Rd-Veterans Memorial Dr RAB
 Client Name: City of Bonney Lake
 SCJ Project No.: 23-000716
 Estimate Level: Concept
 Date: 1/13/2026

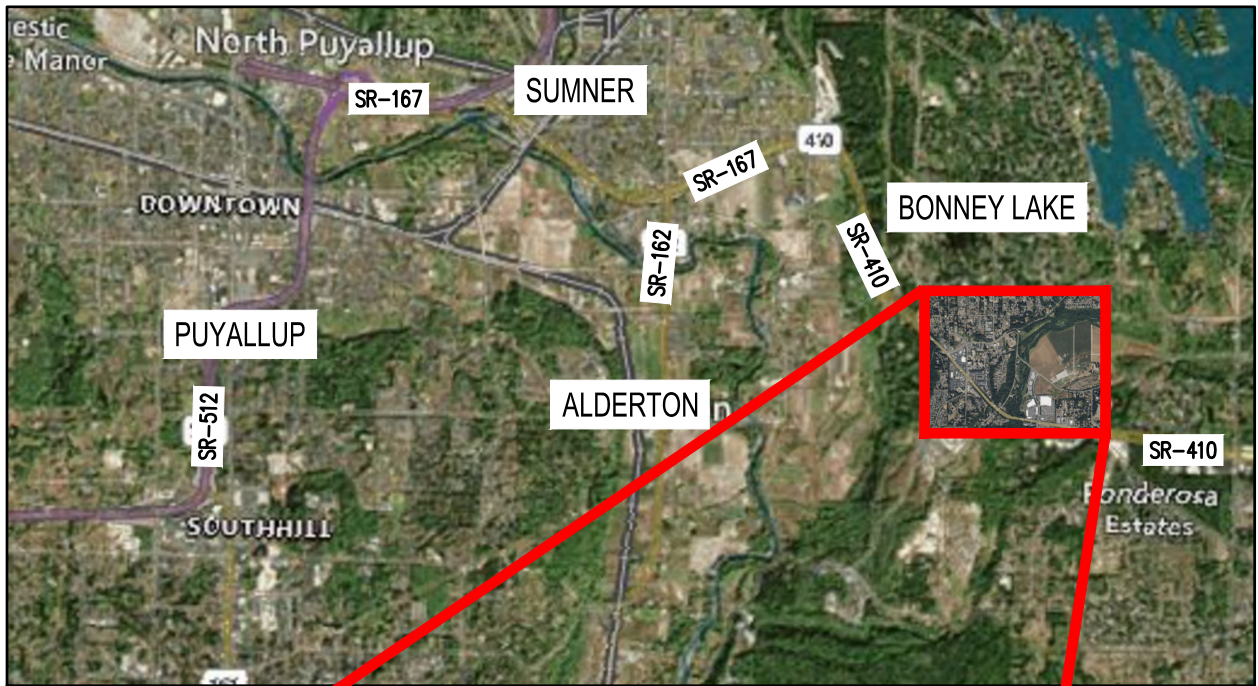



| BID ITEM NO. | WSDOT STD ITEM NO. | ITEM DESCRIPTION | UNIT | UNIT PRICE | TOTAL QUANTITY | Schedule A Roundabout | Schedule B Shared Use Path | TOTAL |
|--|--------------------|---|------|---------------|----------------|-----------------------|----------------------------|---------------------|
| PREPARATION | | | | | | | | |
| 1 | 0001 | MOBILIZATION | L.S. | \$ 390,000.00 | 1.0 | 0.7 | 0.3 | \$ 390,000 |
| 2 | 0035 | CLEARING AND GRUBBING | L.S. | \$ 50,000.00 | 1.0 | 1.0 | 0.0 | \$ 50,000 |
| 3 | 0050 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.S. | \$ 10,000.00 | 1.0 | 1.0 | 0.0 | \$ 10,000 |
| Subtotal: | | | | | | \$333,000 | \$117,000 | \$ 450,000 |
| GRADING | | | | | | | | |
| 4 | 0310 | ROADWAY EXCAVATION INCL. HAUL | C.Y. | \$ 40.00 | 1500.0 | 548.2 | 951.8 | \$ 60,000 |
| 5 | 0408 | SELECT BORROW INCL. HAUL | TON | \$ 30.00 | 6270.0 | 6270.0 | | \$ 188,100 |
| Subtotal: | | | | | | \$210,030 | \$38,070 | \$ 248,100 |
| STORM SEWER | | | | | | | | |
| 6 | 3091 | CATCH BASIN TYPE 1 | EACH | \$ 2,500.00 | 22.0 | 6.0 | 16.0 | \$ 55,000 |
| 7 | 3105 | CATCH BASIN TYPE 2 48 IN. DIAM. | EACH | \$ 5,500.00 | 3.0 | 3.0 | 0.0 | \$ 16,500 |
| 8 | 3541 | SCHEDULE A STORM SEWER PIPE 12 IN. DIAM. | L.F. | \$ 75.00 | 3190.0 | 300.0 | 2890.0 | \$ 239,250 |
| 9 | NS-276 | STORM POND | L.S. | \$ 67,500.00 | 1.0 | 1.0 | 0.0 | \$ 67,500 |
| Subtotal: | | | | | | \$121,500 | \$256,750 | \$ 378,250 |
| STRUCTURE | | | | | | | | |
| 10 | NS-450 | BRIDGE WIDENING | S.F. | \$ 280.00 | 550.0 | 0.0 | 550.0 | \$ 154,000 |
| 11 | NS-451 | SOLDIER PILE WALL | SF | \$ 138.00 | 9560.0 | 5090.0 | 4470.0 | \$ 1,319,280 |
| Subtotal: | | | | | | \$702,420 | \$770,860 | \$ 1,473,280 |
| SURFACING | | | | | | | | |
| 12 | 5100 | CRUSHED SURFACING BASE COURSE | TON | \$ 70.00 | 1300.0 | 730.0 | 570.0 | \$ 91,000 |
| Subtotal: | | | | | | \$51,100 | \$39,900 | \$ 91,000 |
| CEMENT CONCRETE PAVEMENT | | | | | | | | |
| 13 | NS-600 | STAMPED/PIGMENTED CEMENT CONC. PAVING (SPLITTER ISLAND) | S.Y. | \$ 270.00 | 75.0 | 75.0 | 0.0 | \$ 20,250 |
| 14 | NS-601 | STAMPED/PIGMENTED CEMENT CONC. PAVING (TRUCK APRON) | S.Y. | \$ 320.00 | 150.0 | 150.0 | 0.0 | \$ 48,000 |
| Subtotal: | | | | | | \$68,250 | \$0 | \$ 68,250 |
| HOT MIX ASPHALT | | | | | | | | |
| 15 | 5767 | HMA CL. 1/2 IN. PG 58H-22 | TON | \$ 250.00 | 1161.0 | 1161.0 | 0.0 | \$ 290,250 |
| Subtotal: | | | | | | \$290,250 | \$0 | \$ 290,250 |
| EROSION CONTROL AND ROADSIDE PLANTING | | | | | | | | |
| 16 | 6488 | EROSION CONTROL AND WATER POLLUTION PREVENTION | L.S. | \$ 50,000.00 | 1.0 | 0.6 | 0.4 | \$ 50,000 |
| 17 | NS-734 | LANDSCAPING | L.S. | \$ 50,000.00 | 1.0 | 1.0 | 0.0 | \$ 50,000 |
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| TRAFFIC | | | | | | | | |
| 18 | 6698 | ROUNDBOUT SPLITTER ISLAND NOSING CURB | EACH | \$ 1,600.00 | 3.0 | 3.0 | 0.0 | \$ 4,800 |
| 19 | 6699 | ROUNDBOUT CEMENT CONCRETE CURB AND GUTTER | L.F. | \$ 70.00 | 910.0 | 910.0 | 0.0 | \$ 63,700 |
| 20 | 6700 | CEMENT CONC. TRAFFIC CURB AND GUTTER | L.F. | \$ 50.00 | 1950.0 | 0.0 | 1950.0 | \$ 97,500 |
| 21 | 6708 | ROUNDBOUT CENTRAL ISLAND CEMENT CONCRETE CURB | L.F. | \$ 150.00 | 150.0 | 150.0 | 0.0 | \$ 22,500 |
| 22 | 6709 | ROUNDBOUT TRUCK APRON CEM. CONC. CURB AND GUTTER | L.F. | \$ 80.00 | 210.0 | 210.0 | 0.0 | \$ 16,800 |
| 23 | 6777 | CAST-IN-PLACE CONC. BARRIER | L.F. | \$ 200.00 | 390.0 | 210.0 | 180.0 | \$ 78,000 |
| 24 | 6807 | PLASTIC LINE | L.F. | \$ 7.00 | 3100.0 | 1120.0 | 1980.0 | \$ 21,700 |
| 25 | 6828 | PLASTIC WIDE LANE LINE | L.F. | \$ 10.00 | 70.0 | 70.0 | 0.0 | \$ 700 |
| 26 | 6890 | PERMANENT SIGNING | L.S. | \$ 40,000.00 | 1.0 | 0.8 | 0.2 | \$ 40,000 |
| 27 | 6904 | ILLUMINATION SYSTEM | L.S. | \$ 90,000.00 | 1.0 | 1.0 | 0.0 | \$ 90,000 |
| 28 | 6971 | PROJECT TEMPORARY TRAFFIC CONTROL | L.S. | \$ 275,000.00 | 1.0 | 0.8 | 0.2 | \$ 275,000 |
| 29 | 6847 | PLASTIC WIDE DOTTED ENTRY LINE | L.F. | \$ 10.00 | 90.0 | 90.0 | 0.0 | \$ 900 |
| Subtotal: | | | | | | \$501,240 | \$210,360 | \$ 711,600 |
| OTHER ITEMS | | | | | | | | |
| 30 | 7038 | ROADWAY SURVEYING | L.S. | \$ 60,000.00 | 1.0 | 0.7 | 0.3 | \$ 60,000 |
| 31 | 7055 | CEMENT CONC. SIDEWALK | S.Y. | \$ 76.00 | 3490.0 | 600.0 | 2890.0 | \$ 265,240 |
| 32 | 7084 | CHAIN LINK FENCE TYPE 4 | L.F. | \$ 175.00 | 1133.0 | 208.0 | 925.0 | \$ 198,275 |
| 33 | 7736 | SPCC PLAN | L.S. | \$ 2,500.00 | 1.0 | 0.5 | 0.5 | \$ 2,500 |
| Subtotal: | | | | | | \$125,250 | \$400,765 | \$ 526,015 |

| | | | |
|---|--------------------|--------------------|---------------------|
| Subtotal Construction: | \$2,483,040 | \$1,853,705 | \$ 4,336,745 |
| Contingency @ 30% | \$744,912 | \$556,112 | \$ 1,301,024 |
| TOTAL CONSTRUCTION: | \$3,227,951 | \$2,409,817 | \$ 5,637,769 |
| Preliminary Engineering (PE) Costs | \$438,000 | \$292,000 | \$ 730,000 |
| Construction Management (CM) @ 15% | \$484,193 | \$361,473 | \$ 845,665 |
| Right of Way Costs | \$110,000 | \$0 | \$ 110,000 |
| SCHEDULE COST TOTALS: | \$4,260,144 | \$3,063,290 | \$ 7,323,434 |
| TOTAL PROJECT COST: | \$ | \$ | \$ 7,323,434 |



03-06-2026




 SCALE
 1" = 1000'

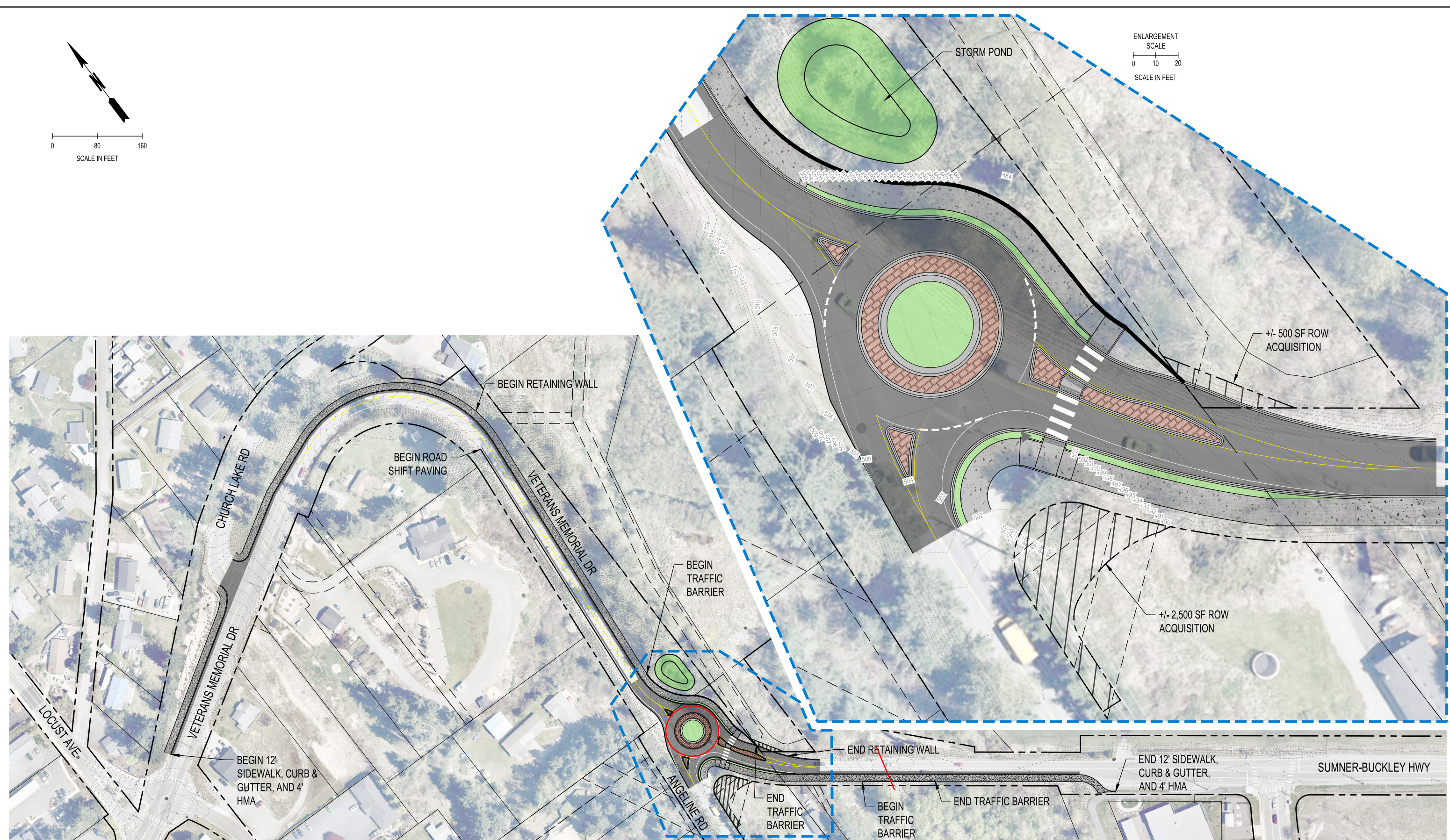
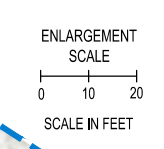
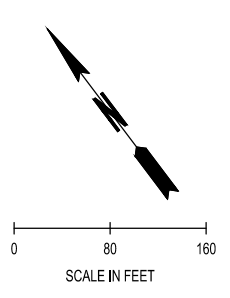
VETERANS MEMORIAL DRIVE AT ANGE LINE ROAD INTERSECTION
 LOCUST AVE E TO FENNEL CREEK TRAIL
 CITY OF BONNEY LAKE
 VICINITY MAP

Feb 13, 2025 9:08:14pm - User ryan.pierce
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SCJ ALLIANCE
 CONSULTING SERVICES

8730 TALLON LANE NE, SUITE 200, LACEY, WA 98516
 P: 360.352.1465
 SCJALLIANCE.COM


BONNEY
Lake



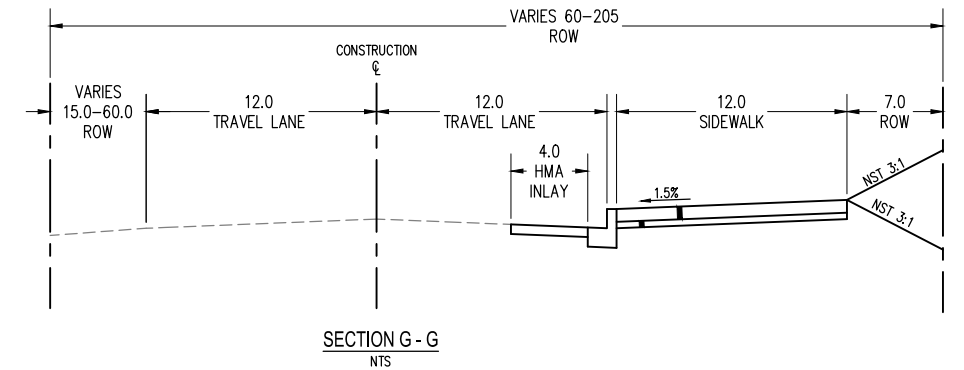
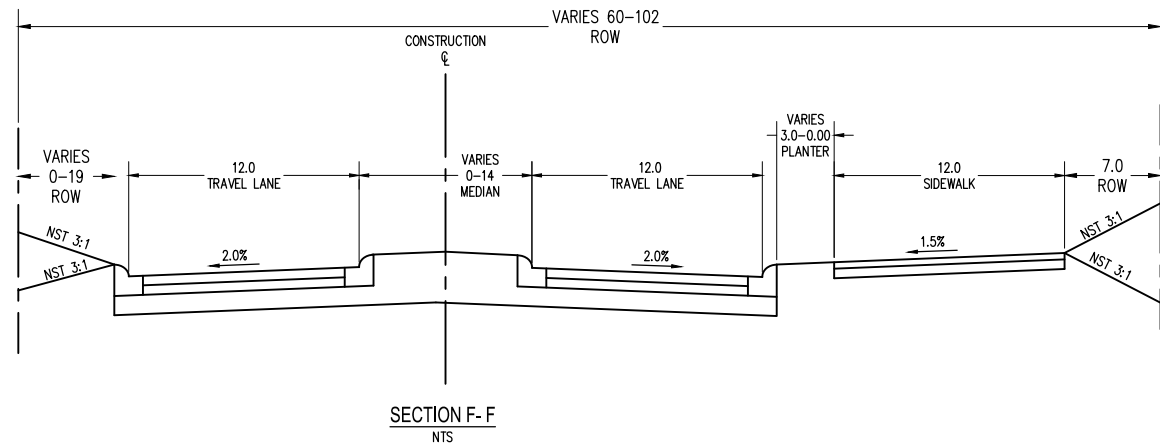
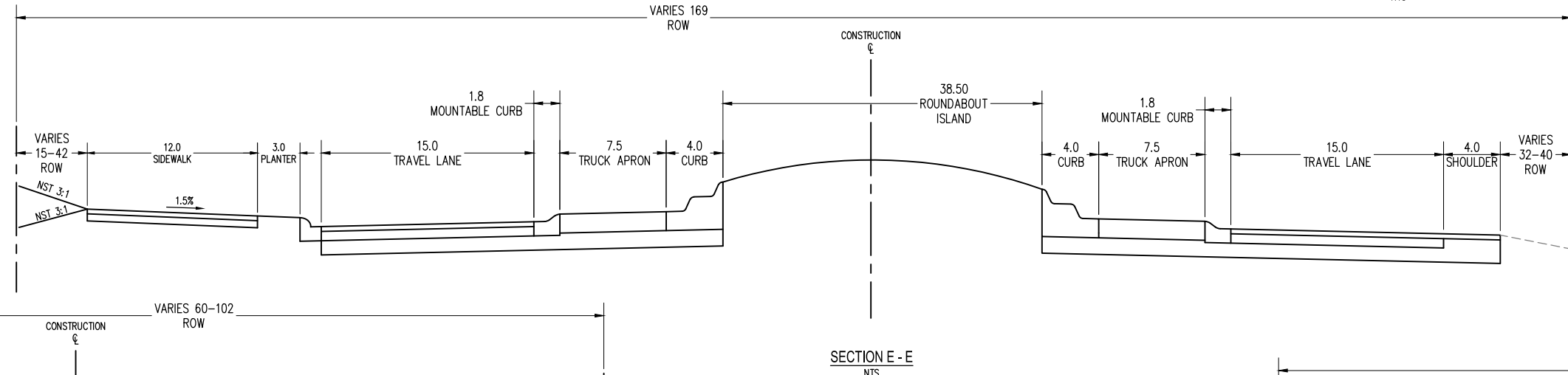
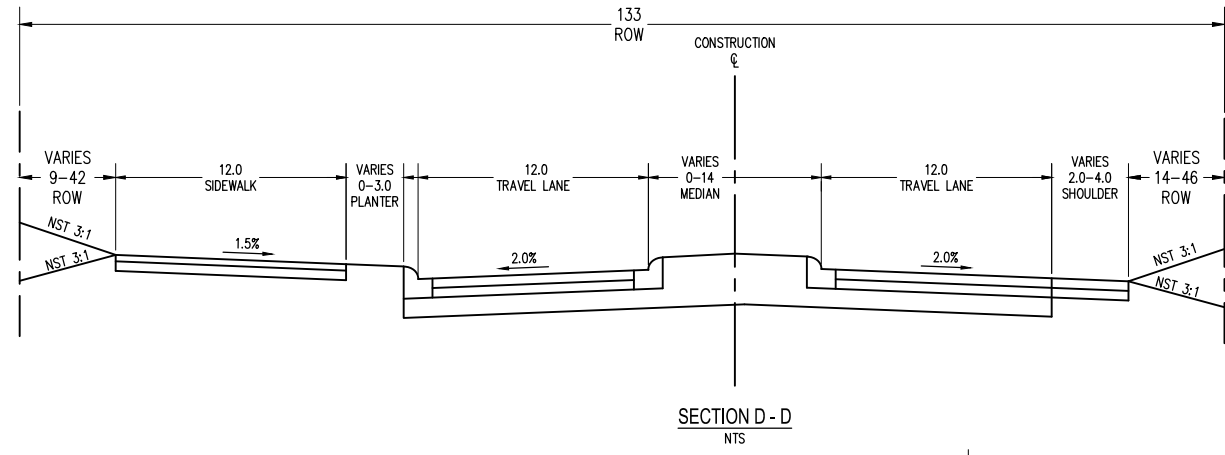
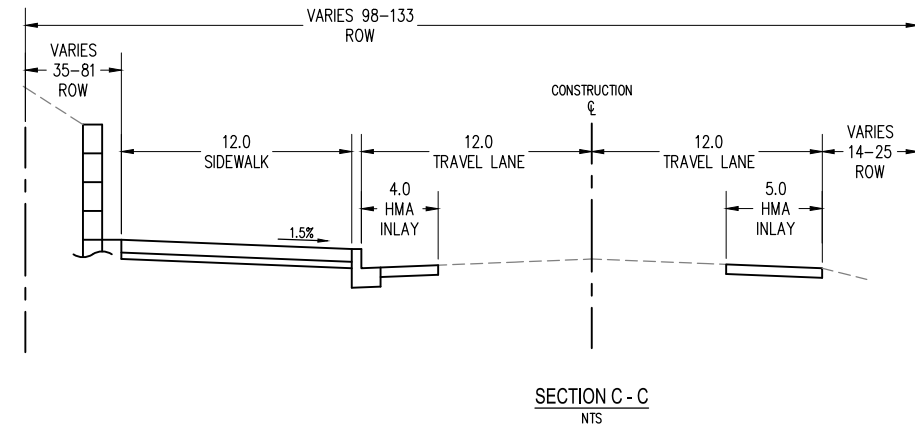
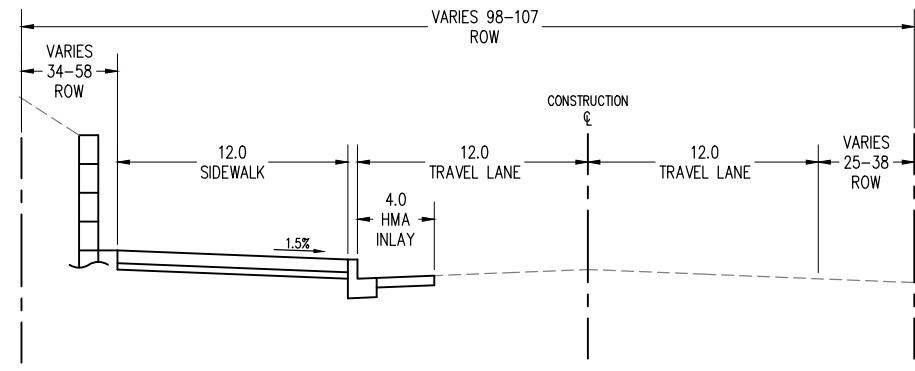
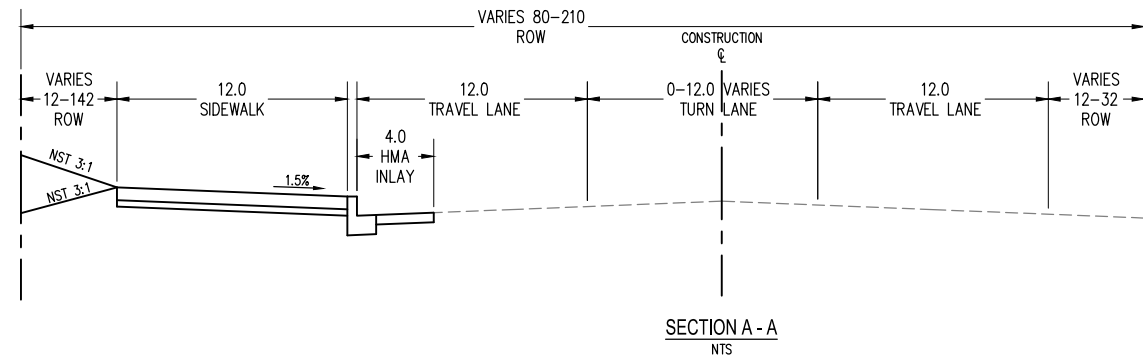
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 PL PROJECTS\0610 CITY OF BARNET LACEY\23-000008 ANGE LINE RD-VETERANS MEMORIAL DR STUDY\CADD\23-000008 X-MRP RAB-2.DWG


SCJ ALLIANCE
 CONSULTING SERVICES
 8730 TALLON LANE NE, SUITE 200, LACEY, WA 98516
 P: 360.352.1465
 SCJALLIANCE.COM

| | |
|-------------------|----------------------------|
| HORIZONTAL SCALE | AS SHOWN |
| DATE: | JANUARY 2026 |
| JOB No.: | 23-000008 (0610) |
| DRAWING FILE No.: | _23-000008 X-MRP RAB-2.DWG |

ANGE LINE RD E/SUMNER-BUCKLEY HWY
 ROUNDABOUT AND PEDESTRIAN PATH

EXHIBIT No:
EX-1
 SHEET No:
1 of 1



No. 17, 2023 1:51:49pm User: rcm.plm
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| | |
|-------------------|---------------------------|
| HORIZONTAL SCALE: | AS SHOWN |
| DATE: | JULY, 2023 |
| JOB No.: | 23-000008 (0610) |
| DRAWING FILE No.: | 23-000008 X-MRP RAB-2.DWG |

VETERANS MEMORIAL DRIVE AT ANGE LINE ROAD INTERSECTION
CITY OF BONNEY LAKE



PierceCountyWa.gov/PPW

Josh Diekmann - Director

January 27, 2026

Mayor Terry Carter
City of Bonney Lake
9002 Main Street East, STE 200
Bonney Lake, WA 98391

Subject: Letter of Concurrence for Roundabout at Angeline Road East and Veterans Memorial Drive East

Dear Mayor Carter:

The purpose of this letter is to support the City of Bonney Lake's \$1.3M grant application for construction funding from the Highway Safety Improvement Program (HSIP) through WSDOT's City Safety Program. If the project is selected by the WSDOT, the federal funding will be used to construct a roundabout at the intersection of Angeline Road East and Veterans Memorial Drive East.

Roundabouts are an effective intersection type with fewer conflict points and lower speeds, and they provide for easier decision making than other intersection types. They also require less maintenance than traffic signals. Roundabouts have been found to reduce crashes (especially fatal and severe injury collisions), traffic delays, fuel consumption, and air pollution. They also have a traffic-calming effect by reducing vehicle speeds rather than relying solely on traffic control devices.

If you have any questions, please contact Bekah Osterhaus, Program Development Supervisor, at bekah.osterhaus@piercecountywa.gov or (253) 798-2787.

Sincerely,

Letricia Neal, P.E.
County Engineer

Cc: File
Ken Gill, P.E., City Engineer
Brandon Smith, P.E., Deputy Director
Clint Ritter, P.E., Transportation Improvement Manager
Bekah Osterhaus, P.E., Program Development Supervisor
Christina Bailey, Office Assistant 3

February 9, 2026

Mayor Terry Carter
City of Bonney Lake
9002 Main Street East, STE 200
Bonney Lake, WA 98391

Re: Letter of Concurrence for Roundabout at Angeline Road East and Veterans Memorial Drive East

Dear Mayor Carter:

On behalf of Corliss Management Group, LLC a family held business that has operated in Bonney Lake for over 100 years, it is our pleasure to add a letter of support to the City of Bonney Lake's \$1.3M grant application for construction funding from the Highway Safety Improvement Program (HSIP) through WSDOT's City Safety Program. If the project is selected by the WSDOT, the federal funding will be used to construct a roundabout at the intersection of Angeline Road East and Veterans Memorial Drive East.

Roundabouts are an effective intersection type with fewer conflict points and lower speeds, and they provide for easier decision making than other intersection types. They also require less maintenance than traffic signals. Roundabouts have been found to reduce crashes (especially fatal and severe injury collisions), traffic delays, fuel consumption, and air pollution. They also have a traffic-calming effect by reducing vehicle speeds rather than relying solely on traffic control devices.

Corliss Management Group LLC represents several adjacent and directly affected property owners within Bonney Lake, including:

Kelley Farm LLC Sunrise Development Corporation of Washington
Kelley Farm Field LLC 192 Investors LLC
Skystone LLC Junction 192 LLC
Angeline LLC 19003 Church Lake LLC
Church Lake West LLC Hinkelman LLC

Please feel free to reach out if we at the Corliss Management Group can be of further assistance.

Sincerely,



Sloan Clack
Senior Entitlement and Government Relations Manager
Corliss Management Group
PO Box 94176
Seattle WA 98124



**Washington State
Department of Transportation**

Olympic Region
7407 31st Ave NE, Lacey
P.O. Box 47440
Olympia, WA 98504-7440
360-357-2600 / Fax 360-357-2601
TTY: 1-800-833-6388
www.wsdot.wa.gov

February 24, 2026

Ken Gill, PE
City Engineer
City of Bonney Lake
9002 Main Street E
Bonney Lake, WA 98391

RE: ANGELINE ROAD AND VETERANS MEMORIAL DRIVE E RAB
City Safety Grant applications
WSDOT Letter of Concurrence for the City of Bonney Lake

Dear Ken:

On behalf of the Washington State Department of Transportation, I would like to express our support for and concurrence with the City of Bonney Lake's Angeline Road and Veterans Memorial Drive E RAB project.

Therefore, based on the conceptual information provided to us to date and possible temporary impacts to the Fennel Creek Mitigation site, WSDOT is in support of City of Bonney Lake's request for City Safety Grant funding provided that the impacts to this property are temporary in nature and will be fully restored with local native plantings.

Thank you for the opportunity to express our support for this very worthwhile project that the City of Bonney Lake plans to construct. If you have any questions, please contact me at (360) 357-2798 or email at joann.schueler@wsdot.wa.gov.

Sincerely,

A handwritten signature in cursive script that reads "JoAnn Schueler".

JoAnn Schueler, P.E.
Assistant Region Administrator for Multimodal Development and Delivery

JS:arl

- CD-H-6.2** Allow additional housing types, such as cottages, attached single-unit dwellings, townhouses, and accessory dwelling units (ADUs), in low-density residential zones.
- CD-H-6.3** Allow ADUs within new and existing low-density developments and explore opportunities to promote ADU construction in existing homes.
- CD-H-6.4** Allow manufactured homes in all residential zones that allow attached or detached single-unit housing.
- CD-H-6.5** Encourage the fair distribution of housing throughout the City, recognizing that some clustering may be appropriate if in proximity to services and multi-modal housing options.
- CD-H-6.6** Support the development of housing affordable to households earning 30%, 50%, and 80% of median income, as required by State law, and promote mixed-use developments through financial tools, such as the adoption and implementation of a Multi-Family Tax Exemption (MFTE) program.

Goal CD-H-7: Support a range of housing choices for workers at all income levels throughout the City in a manner that promotes accessibility to jobs and provides opportunities to live in proximity to work.

- Policies:**
- CD-H-7.1** Allow housing in the Centers for a variety of incomes, age groups, and household types
 - CD-H-7.2** Focus efforts to increase housing in Centers and other areas where jobs, supporting services, and multi-modal transportation choices can be provided.
 - CD-H-7.3** Encourage adapting non-residential buildings for housing, consistent with State law.

Goal CD-H-8: Support access to homeownership for first-time home buyers.

- Policies:**
- CD-H-8.1** Provide information to residents, including underserved populations, on first-time homeownership programs.
 - CD-H-8.2** Encourage existing housing providers and private lenders to provide home buyer education seminars for potential first-time homebuyers; include outreach to current renters.

Goal CD-H-9: Enable the provision of special needs and emergency housing.

- CD-EV-2.2** Maintain and increase City investment in public amenities that contribute to high quality of life for Bonney Lake residents, including parks, public spaces, civic gathering places, sidewalks and streetscapes.
- CD-EV-2.3** Utilize design guidelines to improve the City's physical environment and make the City an attractive destination.
- CD-EV-2.4** Develop a system of sidewalks, bicycle lanes and trails to provide pedestrian and bicycle connection between residential neighborhoods, parks, civic gathering spaces and centers.

Goal CD-EV-3: Strengthen Bonney Lake's role as a hub for regional retail, personal and professional services, and employment.

- Policies:**
- CD-EV-3.1** Promote Bonney Lake's role as a regional retail center and raise awareness of retail development opportunities to build upon or round out the City's economic strengths.
 - CD-EV-3.2** Ensure that the City maintains sufficient land capacity to support continued expansion of Bonney Lake's retail base, as well as meet demand for professional and medical offices and other target sectors.
 - CD-EV-3.3** Actively promote investment and business recruitment to strengthen Bonney Lake's position in sectors that have significant growth potential, such as professional services and medical office.
 - CD-EV-3.4** Provide flexibility in land use plans and development regulations to allow the local business community to take advantage of new business trends and opportunities that are consistent with the City's economic development vision.

Goal CD-EV-4: The City will strive to have higher and technical educational opportunities available to all residents within Bonney Lake.

- Policies:**
- CD-EV-4.1** Build relationships with community colleges and technical colleges in order to develop a long-term strategy to locate a technical college, community college extension, or training programs within Bonney Lake.

Goal CD-EV-5: Establish a supportive climate that encourages the retention of existing businesses and encourages business investment in the community.

Attachment #1

PSRC - Design Funds Secured

Supporting Documents

April 8, 2025

Mr. Ken Gill, PE
City of Bonney Lake
City Engineer
21719 96th Street E.
Buckley, Washington 98321

**City of Bonney Lake
Veterans Memorial Dr at Angeline Rd I/S
STBGUL-3120(003)
FUND AUTHORIZATION**

Dear Mr. Gill:

We have received FHWA fund authorization, effective April 3, 2025, for this project as follows:

| PHASE | TOTAL | FEDERAL SHARE |
|-------------------------|--------------|----------------------|
| Preliminary Engineering | \$620,000 | \$519,000 |

As a condition of authorization, you must show continuous project progress through monthly billings, until your project is complete. Failure to show continuous progress may result in your project becoming inactive per 23 CFR 630.106(a) (5) and subject to de-obligation of all federal funds and agreement closure.

Enclosed for your information and file is a fully executed copy of Local Agency Agreement LA11126 between WSDOT and your agency. All costs exceeding those shown on this agreement are the sole responsibility of your agency. ***Any costs incurred after the Project Agreement End Date shown on the agreement are not eligible for federal reimbursement. In addition, all eligible costs incurred prior to the End Date must be billed within sixty (60) days of the End Date or they are ineligible for federal reimbursement.***

FHWA requires projects utilizing federal funds for preliminary engineering or right of way to advance to construction. If this project is unable to proceed to construction, any expended federal funds must be repaid.

WSDOT authorization to proceed with right of way and/or construction is contingent upon receipt and approval of your environmental documents.

WSDOT authorization to proceed with construction is contingent upon receipt of your Right of Way Certification.

Ken Gill
City of Bonney Lake
Veterans Memorial Dr at Angeline Rd I/S
April 8, 2025

You may proceed with the administration of this project in accordance with your WSDOT approved Certification Acceptance agreement.

Sincerely,

Stephanie Tax

Stephanie Tax
Manager, Program Management
Local Programs

ST:cc:ml

Enclosure

cc: John Ho, PE, Olympic Region Local Programs Engineer



Puget Sound Regional Council

1011 WESTERN AVENUE, SUITE 500 \ \ \ SEATTLE, WA 98104-1035 \ \ \ psrc.org \ \ \ 206-464-7090

November 2, 2023

The Honorable Michael McCullough
City of Bonney Lake
9002 Main Street East
Suite 200
Bonney Lake, WA 98391

Dear Mayor McCullough:

On behalf of the Puget Sound Regional Council, I'm pleased to announce that the City of Bonney Lake is receiving \$562,250 in PSRC funding through the 2023 Rural Town Centers and Corridors program for the following project:

| PROJECT | AWARD AMOUNT | FUNDING DEADLINE |
|---|--------------|------------------|
| Veterans Memorial Drive / Angeline Road Intersection | \$519,000 | June 1, 2025 |
| | \$43,250 | June 1, 2026 |

One of PSRC's key roles is to select priority projects to receive federal funds available to the region. Since 2003, the agency has set aside a portion of those funds specifically for rural transportation needs. The projects that are selected to receive funding help meet local needs and support the regional growth strategy.

I'm delighted to share this news and that these funds will be working to improve transportation in your community. We appreciate your leadership and great work by your staff to help this project succeed.

Sincerely,

Josh Brown
Executive Director, Puget Sound Regional Council

cc: Ryan Johnstone, Public Services Director
Doug Budzynski, City Engineer
Ken Gill, Assistant Engineer

Attachment #2

Legislative Funds Sources:

2.1 Member Requested Local Community Project

2.2 Congresswoman Kim Schrier Request

Supporting Documents

2.1 Member Requested Local Community Project

2026 Legislative Session

Member Requested Local Community Project Information Form

Important Notes: This is not a formal grant program. This form provides information for House members to request a separate appropriation in the capital budget for this project. Funding any project is at the discretion of the Legislature.

This document may be subject to disclosure under the Public Records Act (Chapter 42.56 RCW).

Funds are available on a reimbursement basis only and cannot be advanced.

Tips: Successful past projects generally are ones in which the requested state funds:

- (1) Are a smaller portion of the total project funding (25% or less);
- (2) Provides project phasing options in the event a whole request will not be funded;
- (3) Are for a project that is ready to go and will be completed within the biennium.

Direct grant program [guidelines](#).

I. Local & Community Project Name and Sponsor

Veterans Memorial Drive & Angeline Road
Roundabout (Bonney Lake)

\$1,270,982

Sponsor(s): Stokesbary, Rep. Drew
Penner, Rep. Joshua

II. Where is the project physically located?

Address: Intersection of Veterans Memorial Drive E and Angeline Road East
Bonney Lake , 98391 Pierce

District(s): 31,

Coordinates: 47.1771, -122.1766

III. Project Contact

Organization: City of Bonney Lake
Contact: Ken Gill , City Engineer
Website: www.cobl.us
Phone: 253-447-4336
E-mail: gillk@bonneylake.gov
Address: 21719 96th St E
Buckley, 98321
Backup: Leslie Harris, harrisl@bonneylake.gov

IV. Organization Information

List the organization’s partners on this project, if any?

n/a

If there are partners, has a joint operating agreement been signed?

No

Is the organization managing the funding different from the project contact organization or a joint partner?

No

If it is different, please provide the name of the organization or fiscal agent that will manage the funding.

Is the requesting organization or joint partner registered with the state as a non-profit organization?

No

Is the applicant a local government?

Yes

V. Project Information

Project Scope:

Construction of a 12-foot-wide paved path, connecting a “gap” in the Fennel Creek Trail that exists between 192nd Ave E and Locust Ave in Bonney Lake. This is a portion of a roundabout project (in design now) to be constructed at Angeline Road and Veterans Memorial Drive. We have secured \$600K in federal design and right-of-way funds and anticipate to complete the design in 2026, acquire right-of-way in 2027 and construct the project in 2028.

Project Narrative:

The project improves safety for vehicle traffic and for pedestrians and bicyclists traveling between Bonney Lake’s Downtown area—home to key government services including the library, post office, fire and police departments, court, and City Hall—and the Midtown area, which includes shopping, restaurants, and medical services. The improvement also strengthens access to the Fennel Creek Trail, providing a safe and direct connection for adjacent residential neighborhoods.

VI. Project Schedule

Will the entire project be completed after this funding request?

No

Describe the estimated cost and schedule for each remaining phase of the project.

Public Services Director Jason Sullivan and City Engineer Ken Gill participated in a “tech team” presentation at the 2025 IACC conference with WSDOT, TIB and PWB. The direction from funding partners was to submit construction grant applications for City Safety (HSIP), WSDOT Ped/Bike, RTCC and TIB funding in 2026. The intent would be to fully fund construction 2028. The total project cost is \$7.3 million.

Which specific parts of the project are funded with this request?

Construction of paved path from Locust Ave E to 192nd Ave E.

What are the estimated completion dates for each phase of the project?

Complete the design in 2026 Acquire right-of-way in 2027 Construct the project in 2028

VII. Funding Requested by Project Type or Phase

| | |
|---|--------------------|
| Land Acquisition | \$0 |
| Demolition and Site Preparation | \$0 |
| Predesign and Design | \$0 |
| Construction | \$1,233,963 |
| Other – | \$0 |
| <i>A mandatory Commerce administrative fee of 3% (max of \$50,000) is added to the total amount. Programs other than Commerce’s Local & Community Projects may have a higher fee.</i> | \$37,019 |
| Total Funding Requested | \$1,270,982 |

VIII. Site Control

Is the site owned or being purchased by the project contract?

Yes

Is the property under (or will it be under) a long-term lease for a duration of at least 10 years?

Please explain how the property will be secured for public use for at least 10 years, including the name of any other organizations that will maintain site control.

Does the applicant understand and agree that any and all real property owned, optioned for purchase, or under a lease, that is acquired, constructed, or otherwise improved upon using state funds as approved by the Legislature must be held and used for the purposes stated in this application for at least ten years from the date of the final payment made for the project is complete and becomes available for public use?

Yes

IX. Project Funding

What type of project is this?

Transportation

Has the applicant applied for other grants or loans listed on the Competitive Capital Budget Grant and Loan Programs?

No

Was your project funded or is it being considered for funding? Which program did you apply to, and is the project on a ranked list being considered for funding in this budget?

Were you planning on applying for another grant program? If not, why not?

Yes

What funding has been secured for the project to date? Please list amounts by local, federal, state, or private funding sources, and what percentage of the total.

\$562,250-2023 Rural Town Centers and Corridors Program (Design + Right of Way)

Besides the amount being requested, what amount of local, federal or other state funding does the applicant need to secure in the future in order to complete the project? Please list how the amount will be raised by local, federal, state or private funding source or program.

\$1.3M-WSDOT City Safety (HSIP) \$1.3M-RTCC-Construction \$1.3M-Transportation Improvement Board \$900K-WSDOT Ped/Bike \$1M-City-Traffic Impact Fees \$562,250-RTCC (Design + Right of Way)-Already funded! \$1M-Local Community Project Request \$7,362,250-Total Project Cost

Please list all past efforts to obtain state funding for the project, include the grant program, the year applied, funding requested, and funding received..

In 2024, staff submitted a \$2M request to the WSDOT Pedestrian/Bicyclist grant program. Bonney Lake did not receive funding but contacted WSDOT Bike Ped Coordinator Brian Wood and got feedback on how to improve our application. We plan to incorporate his recommendations into a 2026 grant submittal.

Once completed, how will the project fund its ongoing maintenance and operation?

Bonney Lake Public Works Staff

X. Project Benefits and Challenges

How will the requested phase of the project benefit the public?

This project will increase safety for residents to walk and bike between the adjacent residential neighborhoods and the Fennel Creek Trail, which is part of the regional trail network, the governmental facilities in Downtown Bonney Lake, and the regional

shopping destination in Midtown Bonney Lake. Construction of the roundabout will also improve safety at this intersection.

Are there any existing or anticipated community concerns about this project that would prevent it from moving forward?

None. Pierce County and Kelley Farms (private landowner) both wrote letters of support for our successful grant application for the design and right-of-way funding.

XI. Acknowledgements - The undersigned acknowledges and agrees to the following:

If the project is funded, Commerce will require the project contact to meet contractual requirements. More information can be found here:

<https://www.commerce.wa.gov/building-infrastructure/capital-facilities/resource-toolkit/>

- Except for pre-construction activities or purchases of real property that does not lead to construction or renovation, the grantee must have site control of the project before the contracting process can begin.
- Except for design only requests, the grantee must secure all non-state funds needed to complete the project before receiving the state reimbursement.
- The grantee and their contractors must pay applicable state prevailing wages as of the date the 2023-25 Capital Budget is approved and executed.
- The project must be built to at least the LEED Silver Standard or receive an exemption.
- Commerce reserves the right to securitize all capital contracts. All awards over \$250,000 will automatically be securitized.
- The grantee must complete the process outlined in Executive Order 21-02 before the contracting process can begin. This includes both Tribal and DAHP Consultation.
- The grantees must provide insurance to cover the project.
- This is a reimbursement grant and funds may not be advanced under any circumstances. For more info, please see the [CCF Toolkit](#).
- If the project is awarded in the capital budget, the project must meet programmatic requirements in order to contract and receive funds.

2.2 Congresswoman Kim Schrier Request



David Rowland <david.rowland@scjalliance.com>

FW: Community Projects Funding -FW: Congresswoman Kim Schrier FY27 CPFs - due March 6th

3 messages

Ken Gill <GillK@bonneylake.gov>
To: David Rowland <david.rowland@scjalliance.com>
Cc: Patrick Holm <patrick.holm@scjalliance.com>

Tue, Apr 7, 2026 at 10:53 AM

David:

Read below. Please add \$2M in Federal Community Project grant to your table.

Next email to you is from our mayor letting everyone know he received a call from Congresswoman Schrier's office this morning telling us our request for funds to assist with the construction of the Angeline Rd roundabout made it through the committee and was approved.

This allows us to show this funding as "reasonably expected" on the PSRC RTCC screening form.

Ken Gill, P.E.**City Engineer****City of Bonney Lake, WA**

PSC Office: (253) 447-4336

Cell #: (253) 410-1494

21719 96th St. E

Buckley, WA 98321

From: Leslie Harris <HarrisL@bonneylake.gov>
Sent: Friday, March 6, 2026 9:27 AM
To: Terry Carter <CarterT@bonneylake.gov>
Cc: John Vodopich <vodopichj@bonneylake.gov>; Jason Sullivan <SullivanJ@bonneylake.gov>; Ken Gill <GillK@bonneylake.gov>
Subject: RE: Community Projects Funding -FW: Congresswoman Kim Schrier FY27 CPFs - due March 6th

Mayor,

With the support of Jason, Ken, and our consultant, a Federal Community Projects Funding request for the Veterans Memorial / Angeline Road Intersection Safety and Mobility Improvement project has been submitted to Congresswoman Schrier's office. The request is for \$2 million toward design and construction.

Leslie

Leslie Harris

Assistant to the City Administrator

City of Bonney Lake

[9002 Main Street E, Suite 200 | Bonney Lake WA 98391](#)

253.447.3280 | Fax 253.862.8538 | www.cobl.us



David Rowland <david.rowland@scjalliance.com>

FW: Angeline Rd Project

1 message

Ken Gill <GillK@bonneylake.gov>
To: David Rowland <david.rowland@scjalliance.com>
Cc: Patrick Holm <patrick.holm@scjalliance.com>

Tue, Apr 7, 2026 at 10:55 AM

David:

Email 2 of 2.

This should allow you to finish the screening form.

Ken Gill, P.E.

City Engineer

City of Bonney Lake, WA

PSC Office: (253) 447-4336

Cell #: (253) 410-1494

21719 96th St. E

Buckley, WA 98321

From: Jason Sullivan
Sent: Tuesday, March 31, 2026 2:48 PM
To: Ken Gill <GillK@bonneylake.gov>
Subject: FW: Angeline Rd Project

FYI

Sincerely,

Jason Sullivan | Public Services Director | City of Bonney Lake

21719 96th St. E. | Second Floor | Buckley, WA 98321

Phone: (253) 447-4355 | Fax: (253) 862-1116

<http://www.ci.bonney-lake.wa.us> | SullivanJ@bonneylake.gov

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P Please consider the environment before printing this email.

Disclaimer: Public documents and records are available to the public as required under the Washington State Public Records Act (RCW 42.56). The information contained in all correspondence with a government entity may be disclosable to third party requesters under the Public Records Act.

From: Terry Carter <CarterT@bonneylake.gov>

Sent: Tuesday, March 31, 2026 1:12 PM

To: John Vodopich <vodopichj@bonneylake.gov>; Jason Sullivan <SullivanJ@bonneylake.gov>; Chuck McEwen <mcewenc@bonneylake.gov>; Mark Berry <BerryM@bonneylake.gov>; Anneke Berry <BerryA@bonneylake.gov>

Cc: Leslie Harris <HarrisL@bonneylake.gov>

Subject: Angeline Rd Project

Good afternoon everyone,

I wanted to let everyone know I received a call from Congresswoman Schrier's office this morning telling me our request for funds to assist with the construction of the Angeline Rd roundabout made it through the committee and was approved. This is one of 15 projects approved out of over 70 projects submitted. We will receive 2M from Congresswoman Schrier's office later in the year, once the congressional budget is finally approved.

With the 1.2M we were able to get from the state, we are moving in a good direction for this project. We still have a request in for another 2M from Senator Murray's office. Hopefully, that goes through as well.

I just wanted to give some good news today!

Thank you everyone for all your continued and ongoing work for the city. You are appreciated.

Best,

Terry R. Carter

Mayor

City of Bonney Lake

9002 Main Street East, Suite 200, WA. 98391

253-447-4309

cartert@cobl.us



Find us on [Facebook](#), [Twitter](#), and www.citybonneylake.org

Attachment #3

Local Funds

Supporting Documents



David Rowland <david.rowland@scjalliance.com>

Fw: Request for Streets CIP ending fund balance by Friday

1 message

Ken Gill <GillK@bonneylake.gov>
To: David Rowland <david.rowland@scjalliance.com>

Thu, 4/16/26, 7:43 PM

Sent from my Verizon, Samsung Galaxy smartphone
Get [Outlook for Android](#)

From: Jason Sullivan <SullivanJ@bonneylake.gov>
Sent: Wednesday, April 15, 2026 12:59:49 PM
To: Ken Gill <GillK@bonneylake.gov>; Patti McCann <McCannP@bonneylake.gov>
Subject: RE: Request for Streets CIP ending fund balance by Friday

Ken,

According to the adopted Exhibit A of the adopted biennium budget. The ending funding balance at the end of 2026 will be 7,030,996. This is after all expenditures and revenues are account biennium. Below is a screen shot from the budget showing the Ending Balance for the Fund 301 – Street CIP Fund. Please let me know if you need additional information.

| 2025-2026 BIENNIAL BUDGET | | | | | | | | | |
|--|---------------|-------------------------|---------------------------------|--------------------------|------------------|-----------------------------|--------------|-------------------|-----------------|
| Exhibit "A" | | | | | | | | | |
| | '001 | '120 | '121 | '125 | '126 | '130 | '131 | '202 | '301 |
| | General Fund | Drug Investigation Fund | Federal Drug Investigation Fund | Cummulative Reserve Fund | Contingency Fund | Affordable Housing Tax Fund | ARPA Fund | Debt Service Fund | Street CIP Fund |
| PROJECTED BEGINNING BALANCE | \$ 23,190,334 | \$ 73,460 | \$ 169,254 | \$ 4,556,695 | \$ 1,357,621 | \$ 229,058 | \$ 2,011,349 | \$ 154,338 | \$ 9,057,446 |
| Operating Revenues & Other Sources | 49,947,378 | 6,000 | 15,000 | 542,000 | 120,000 | 76,000 | 10,000 | 4,969,500 | 3,116,050 |
| Expenditures & Uses | 54,955,428 | 20,000 | 30,000 | 782,556 | - | - | 1,985,348 | 4,929,428 | 5,142,500 |
| Total Change in Fund Balance for the Biennium | (5,008,050) | (14,000) | (15,000) | (240,556) | 120,000 | 76,000 | (1,975,348) | 40,073 | (2,026,450) |
| Council approved decision cards | 5,570,700 | | | | | | | | |
| ENDING BALANCE | 18,182,284 | 59,460 | 154,254 | 4,316,139 | 1,477,621 | 305,058 | 36,001 | 194,411 | 7,030,996 |
| Total Biennial Budget | 73,137,712 | 79,460 | 184,254 | 5,098,695 | 1,477,621 | 305,058 | 2,021,349 | 5,123,838 | 12,173,496 |

Sincerely,

Jason Sullivan | Public Services Director | City of Bonney Lake

21719 96th St. E. | Second Floor | Buckley, WA 98321

Phone: (253) 447-4355 | Fax: (253) 862-1116

<http://www.ci.bonney-lake.wa.us> | SullivanJ@bonneylake.gov

Find us on [Facebook](#) and [Twitter](#), and at www.citybonneylake.org

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