



**CONFEDERATED TRIBES OF  
COOS, LOWER UMPQUA AND SIUSLAW INDIANS  
TRIBAL GOVERNMENT OFFICES**

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**RESOLUTION NO:** 10-076

**Date of Passage:** July 11, 2010

**Subject (title):** Long Range Transportation Plan (LRTP) FY 2010 Update

**WHEREAS:** This Tribal Council is the Governing Body of the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians ("Tribes"), and authorized to act on behalf of said Tribes,

**WHEREAS:** The Tribal Constitution requires all final decisions of the Tribal Council on matters of temporary interest shall be embodied in resolutions;

**WHEREAS:** Council approved the Confederated Tribes of the Coos, Lower Umpqua and Siuslaw Indians Transportation Plan in February 1993;

**WHEREAS:** Said Plan needs to be updated to reflect the Tribes' current transportation needs, strategies and goals. Upon review, Tribal Council made suggestions to the Plan which are reflected in the attached redlined copy; and

**WHEREAS:** Council certifies the accuracy of the Long Range Transportation Plan submitted to the Bureau of Indian Affairs (BIA).


**THEREFORE BE IT RESOLVED,** that the Coos, Lower Umpqua and Siuslaw Indian Transportation Plan 2010 update is hereby approved by the Tribal Council of the Confederated Tribes of the Coos, Lower Umpqua and Siuslaw Indians.


**CERTIFICATION:** On July 11, 2010, this Resolution was approved at a Tribal Council Business Meeting held this date, and the vote was:

7 FOR

0 AGAINST

0 ABSTAIN

  
\_\_\_\_\_  
Bob Garcia, Chair  
CONFEDERATED TRIBES OF COOS,  
LOWER UMPQUA & SIUSLAW INDIANS  
Departments to CC: \_\_\_\_\_

  
\_\_\_\_\_  
Mark Ingelsoll, Vice-Chair  
\_\_\_\_\_  
Councilman

# Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians

## RESOLUTION RECOMMENDATION SHEET

**TO:** Tribal Council

**DATE:** July 2, 2010

**FROM:** Jeffrey Stump, GIS Specialist/Transportation Planner

**SUBJECT:** Long Range Transportation Plan (LRTP) FY 2010 Update

**WHEREAS:** This Tribal Council is the Governing Body of the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians ("Tribes"), and authorized to act on behalf of said Tribes,

**WHEREAS:** The Tribal Constitution requires all final decisions of the Tribal Council on matters of temporary interest shall be embodied in resolutions;

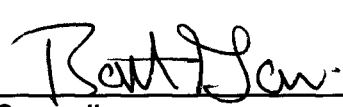
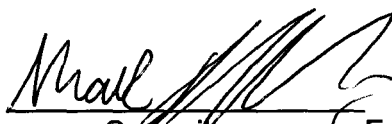
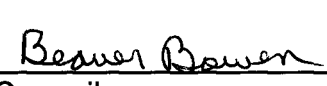
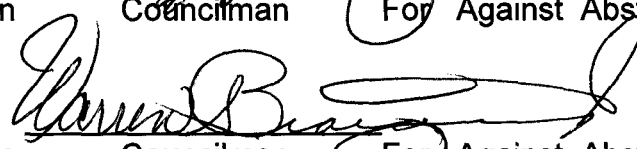

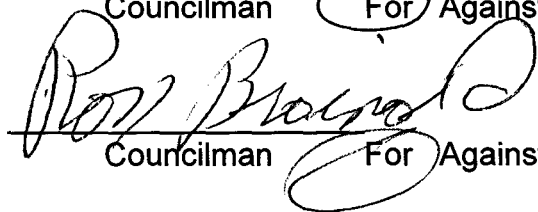
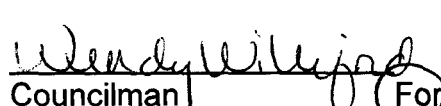
**WHEREAS:** Council approved the Confederated Tribes of the Coos, Lower Umpqua and Siuslaw Indians Transportation Plan in February 1993;

**WHEREAS:** Said Plan needs to be updated to reflect the Tribes' current transportation needs, strategies and goals. Upon review, Tribal Council made suggestions to the Plan which are reflected in the attached redlined copy; and

**WHEREAS:** Council certifies the accuracy of the Long Range Transportation Plan submitted to the Bureau of Indian Affairs (BIA).

**THEREFORE BE IT RESOLVED,** that the Coos, Lower Umpqua and Siuslaw Indian Transportation Plan 2010 update is hereby approved by the Tribal Council of the Confederated Tribes of the Coos, Lower Umpqua and Siuslaw Indians.

**CERTIFICATION:** On July 11, 2010, this recommendation was approved at a Regular Tribal Council Meeting held this date, and the vote was:

 Councilman	<input checked="" type="radio"/> For	<input type="radio"/> Against	<input type="radio"/> Abstain	 Councilman	<input checked="" type="radio"/> For	<input type="radio"/> Against	<input type="radio"/> Abstain
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 Councilman	<input checked="" type="radio"/> For	<input type="radio"/> Against	<input type="radio"/> Abstain				

**TOTALS:** \_\_\_\_\_ **FOR** \_\_\_\_\_ **AGAINST** \_\_\_\_\_ **ABSTAIN**

## Tribal Council Agenda Item Cover Memorandum

Meeting Date: July 11, 2010 Regular (X) Business ( )

Item Name: Long Range Transportation Plan (LRTP) FY2010 Update

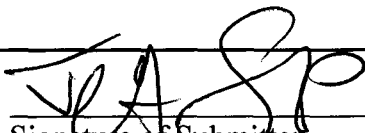
Submitted By: Jeffrey Stump – GIS Specialist/Transportation Planner

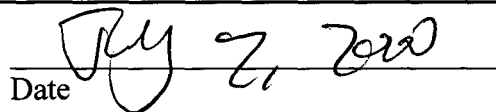
Requested Action: Approval of the 2010 Update to the Confederated Tribes of the Coos, Lower Umpqua and Siuslaw Indians Long Range Transportation Plan (LRTP)

Budgetary Impact: \$ 0 (e.g. "This program is fully funded in the current budget" or... this will require an allocation of" If for a grant, is there and in-kind or match required?)

### Background Information:

The Confederated Tribes LRTP was developed in 1993 and has not received a comprehensive update. As required under 25 CFR 170.414 (the Indian Reservation Roads (IRR) Program), "The Tribal government uses its IRR long-range transportation plan in its development of a tribal priority list or TTIP. To be consistent with State and MPO planning practices, the Tribe or BIA (for direct service tribes) should; (a) Review the IRR long-range transportation plan annually; and (b) Update the plan every 5 years."

  
Signature of Submitter

  
Date

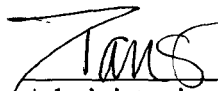
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Supervisor

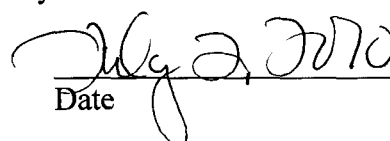
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Date

\_\_\_\_\_  
Tribal Administrator

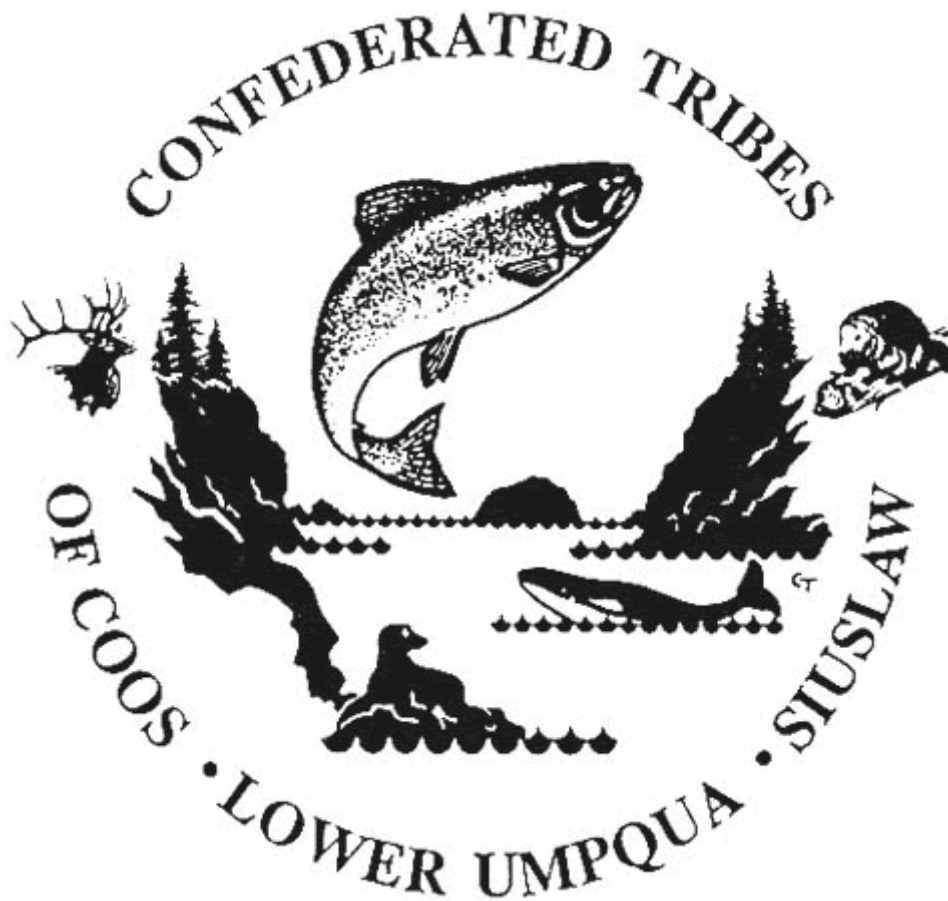
\_\_\_\_\_  
Date

Reviewed and approved for legal sufficiency

  
Administrative Legal Office

  
Date

The Confederated Tribes of the Coos,  
Lower Umpqua and Siuslaw Indians  
Long Range Transportation Plan  
May 2010



**The Confederated Tribes of the Coos, Lower Umpqua and Siuslaw Indians**

1245 Fulton Ave. Coos Bay, Oregon 97420

The Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians Tribal Council:

- ◆ Warren Brainard .....Chief
- ◆ Bob Garcia, Chair.....Position No. 1
- ◆ Beaver Bowen.....Position No. 2
- ◆ Mark Ingersoll, Vice-Chair.....Position No. 3
- ◆ Ron Brainard.....Position No. 4
- ◆ Wendy Williford .....Position No. 5
- ◆ Aaron McNutt..... Position No. 6

The Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians Project Staff:

- ◆ Howard Crombie.....Director of Natural Resources
- ◆ Jeff Stump.....GIS Specialist

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## **Tribal History**

In 1855, a treaty was drafted by the federal government to allow for the peaceful acquisition and settlement of the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians' (Confederated Tribes) ancestral lands. Being promised compensation for the loss of their homelands and concerned for the continued safety of their members, the three Tribes agreed to the Treaty of 1855, trusting the United States to make good on its commitment.

It was the draft 1855 treaty and activities around it that linked the three Tribes together although they had been closely associated for centuries prior. In 1916, the Tribes established a formal, elected tribal government which they have continuously maintained.

Belatedly, in February of 1941, the Bureau of Indian Affairs took a small parcel (6.12 acres) into trust for the Confederated Tribes in the Empire District of Coos Bay, Oregon. This privately donated "reservation" is the site of the Tribal Hall and served throughout the Termination years (1956-1984) as a small, but significant symbol of unity for tribal members.

The Confederated Tribes unanimously voted to strongly oppose termination. However, they were included, without their knowledge or consent, in the Western Oregon Termination Act of 1954. To quote, "The blatant lack of participation in the process is most evident among the Indians of Southwest Oregon. The Coos, Lower Umpqua and Siuslaw never passed a resolution in favor of termination, and were adamantly opposed [to it]. In 1948, the Coos, Lower Umpquas [sic] sent forty-eight delegates to the Siletz Reservation to express their disapproval of termination; but were not allowed to make their case, as they had been locked out of the meeting and [were] told the termination bill did not affect them". The Confederated Tribes refused to accede to the sale of their land and Tribal Hall, and maintained the acreage in ambiguous status until Restoration in 1984.

The Termination Act of 1954 proved disastrous to the Confederated Tribes. Having lost all of their resources to the federal government without the agreed upon compensation, what little federal assistance they were receiving was terminated as a result of the Act. During the period between 1955 and 1984, the Confederated Tribes had to rely on what little resources they could muster in an attempt to provide services to members. Supplying even the most basic services to tribal members was nearly impossible. The tribal government, although terminated from federal relations, never disbanded and continued to press forward and plan for the future.

On October 17, 1984, President Ronald Reagan restored the Tribes to federal recognition by signing Public Law 98-481 and reaffirming the Tribes' status as a sovereign nation. Along with this recognition came very basic programs to provide once again the most essential services and lay a preliminary foundation for future program growth.

## Tribal Enrollment

The information in Table 1 was obtained from Tribal enrollment records and is current as of June 2010. Tribal enrollment has increased nearly one-third since 2003. Membership within Oregon grew by 107 new members while membership in other states grew by 135 members. 61.9% of Tribal members live in Oregon, 44.9% in the 5-county Service Area of Lincoln, Lane, Coos, Curry and Douglas counties.

Table 1: Location of Tribal Membership

Location	2003		2010		Growth	
	Number	Percent	Number	Percent	Number	Percent
OREGON	484	68%	591	61.9%	107	22.1%
5-County Service Area	362	50%	429	44.9%	67	18.5%
Coos	165	23%	188	19.7%	23	13.9%
Curry	5	3%	5	0.5%	0	0%
Douglas	25	4%	34	3.5%	9	36%
Lane	146	20%	176	18.4%	30	20.6%
Lincoln	21	3%	26	2.7%	5	23.8%
Other OR Counties	122	17%	162	17.0%	40	32.8%
Other States	202	28%	337	35.3%	135	66.8%
Canada	-	-	4	-	4	-
Unknown	31	4%	23	2.4%	-8	-25.8%
Total Membership	717		955		238	33.2%

## Transportation Infrastructure and Land Use

An important relationship exists between land use and transportation infrastructure. Changes in land use create varying demands upon the existing transportation system and transportation systems influence how land is utilized. The Confederated Tribes' transportation system is defined by their Ancestral Territory along the Pacific Ocean on the rugged Oregon Coast. Their small and scattered land holdings are barely a fraction of the 1.6 million acre homeland that stretched for seventy miles north and south along the Pacific Ocean and 50 miles inland to the Coast Range of Mountains.

The four major cities within the ancestral territory are Florence, Reedsport, North Bend and Coos Bay, Oregon. The Bay Area (Coos Bay, North Bend and Charleston) and Florence are the two main Tribal population centers in the Ancestral Territory. Coos Bay, North Bend and Florence are the largest cities by population, respectively, in the Ancestral Territory. The Ancestral Territory includes parts of 3 counties: Lane, Coos and Douglas. These cities are also traditional centers of Tribal activity. The cities each lie on a water body named for a Tribe – Florence is on the Siuslaw River, Reedsport is on the Umpqua River and Coos



Bay/North Bend is on Coos Bay near Coos River. Outside the Ancestral Territory, a significant number of Tribal members live in the Eugene-Springfield Area.

## Highway 101

The Oregon Coast Highway, Highway 101, is the primary route connecting these coastal cities together. This highway is a principal arterial and a State Highway on the National Highway System (NHS) that runs the entire length of the Oregon Coast through most coastal cities from the Washington State line to the California State line. The Pacific Coast Scenic Byway, as it is also known, was recognized in 1991 as Oregon's first State Scenic Byway and in 1998 it was dedicated as a National Scenic Byway. An interesting tour of the Oregon Coast Highway can be found online at <http://www.sos.state.or.us/archives/exhibits/coast/index.html>.

The 48 mile segment of Highway 101 between Florence and the Bay Area is the most important route in terms of providing access to employment, services, recreation and cultural resources for the Confederated Tribes. This stretch of highway provides access to the Confederated Tribes' Three Rivers Casino, the Siuslaw National Forest and the Oregon Dunes National Recreation Area. It provides access to the Pacific Ocean as well as over a dozen lakes, campgrounds and trails, as well as traditional hunting, gathering and fishing sites. Some of the more significant lakes along this route include Woahink, Siltcoos, Tahkenitch, Eel, Munsel and the Tenmile lakes.

## Florence

Florence is a nationally recognized retirement community. The city's unique natural Oregon landscape and many nearby attractions help make it a tourist destination. Tourist attractions include the Heceta Head lighthouse and Sea Lion Caves, Three Rivers Casino, Old Town Florence and the port on the Siuslaw River.

Figure 1 – Florence Area



Florence is located in Lane County Oregon. Per the 2000 census it has a population of 7,453 with 48.9% of the population 60 years of age and over. The unemployment rate in Florence is 10.6% and over 75% of employees work in the service and retail sectors also according to the 2000 census. The major employers in Florence are the Confederated Tribes' Three Rivers Casino and Peace Health who each employ an estimated 475.

The Confederated Tribe's newly constructed Three Rivers Casino near Florence is a key tourist destination in Florence and serves as a major employer for the Confederated Tribes and the local community. The Casino continues to grow and benefits from its location adjacent to the city limits of Florence near the intersection of Highway 126 and Highway 101. These routes provide crucial links to the market in Eugene-Springfield and to the general tourist trade.

Due to the Casino's importance to Tribal self-determination, further improvements to the transportation infrastructure in and around the facility are being developed. The Severy Access project is being developed to provide access to the northern portion of the Casino parcel also referred to as the Hatch Tract. Dependent upon the design, the project could also provide a much needed east-west link from the City of Florence to Lane County's North Fork Siuslaw Road east of the Three Rivers Casino. The Hatch Tract is the Confederated Tribes single largest parcel of trust land.

Figure 2 – Confederated Tribes' Three Rivers Casino



## **Highway 126**

Highway 126 is another key component of the transportation infrastructure providing access for Tribal Members, tourists and citizens to and from the community of Florence. Highway 126 is a state highway (OR 126) also on the National Highway System. This route is the primary east-west route in Florence. It starts in Florence at Highway 101 at milepost 190.16 and travels east, past the entrance to the Three Rivers Casino, to Eugene and Interstate 5 and continues over the Cascade Mountains to Eastern Oregon. This route is heavily traveled by tourists and weekenders traveling west from the inland valleys and Eastern Oregon to the Pacific Ocean, the Oregon Dunes, Siuslaw National Forest and the many other attractions along Highway 101.

Critical to the operation of Highway 126 is the North Fork Siuslaw River Bridge. The bridge is currently being replaced and the new bridge is being constructed just south of the current bridge at milepost 1.17 just east of the City of Florence and the entrance to the Three Rivers Casino. Also planned are improvements to North Fork road adjacent to the bridge. North Fork Road provides secondary access to the casino and also provides access to the Tribes' Munsel Lake property. It is anticipated to take 4 years to complete the project due to environmental issues associated with its location adjacent to the Siuslaw and North Fork Siuslaw rivers and their wetlands. The construction contract was awarded in September 2007 for \$14,482,800.82.

## **The Siuslaw River**

The Siuslaw River itself is also an important transportation infrastructure element for the Confederated Tribes as well as the community of Florence. Florence was almost entirely dependent on its natural resource economy – mainly fishing and timber – throughout the first half of the 20<sup>th</sup> century and the Siuslaw Indians have been dependent for untold generations upon this river for subsistence as well as transportation.

The Port of Siuslaw is located on the Siuslaw River and is considered a critical harbor of refuge. The Port is home to a United States Coast Guard (USCG) station and, according to the U.S. Army Corps of Engineers (USACE), its bar had 1,351 commercial crossings in 2005. The USACE also reported the economic impact of the Port of Siuslaw to the community in 2005 as \$12.5 million.

In Florence, 5 miles up the Siuslaw River, the port manages various facilities including a marina which has commercial docks, a waterfront boardwalk and a recreational marina. Adjacent to the marina, the port also operates an RV park and campground which accommodates the many fishermen who come to fish on the river, the ocean or the local lakes. Crabbing, clamming, beachcombing and kayaking are also activities you'll find within the Siuslaw River watershed and its water trails.

Milepost 191 on Highway 101 is the southern city limits of Florence and where the Siuslaw River Bridge begins. This bridge is eligible for the National Register of Historic Places and is a steel double-leaf bascule drawspan. The historic bridges along Highway 101 between the Bay Area and Florence are key transportation infrastructure elements to the Confederated Tribes.



Figure 3 – Siuslaw River Bridge



### **The Bay Area**

The Tribes' other main population center is the Bay Area which includes the adjacent cities of Coos Bay and North Bend. Another community, Charleston, is also part of the Bay Area but is at the entrance to Coos Bay and is unincorporated and under the jurisdiction of Coos County. The Bay Area is the largest metropolitan area in Coos County, on the Oregon Coast and in the Tribes' Ancestral Territory. Coos Bay has a population of 15,484 and North Bend has a population of 9,683 according to the 2000 census. Charleston is home to the Oregon Institute of Marine Biology, South Slough National Estuarine Research Reserve and US Coast Guard (USCG) Life Boat Station. The Charleston Marina Complex provides moorage for about 550 boats and is owned and operated by the Oregon International Port of Coos Bay.

Coos County's economy, historically, was dependent upon its substantial natural resources, primarily, timber, fish and coal. Sawmills, canneries and mines sprung up and ships were built to transport their products out through the Port of Coos Bay. However today, these resources are diminished and the industries associated with them are no longer as dominant a part of the economy as they once were. The economy continues to transition and now is also dependent upon other sectors such as health care, retail trade and the service industry including tourism.

### **The Oregon International Port of Coos Bay**

The Oregon International Port of Coos Bay does, however, continue to influence the Bay Area economy. Coos Bay is one of the largest coastal deep draft ports on the west coast - behind only San Francisco and Seattle. Per the US Army Corps of Engineers (USACE), 2.3 million tons of cargo (mainly wood products) valued at \$25.1 million travels through the port annually which included 26 million pounds of fish and shellfish landings in 2005. The USACE maintains the Coos Bay and Siuslaw River jetties and channel including the boat basin access channel at Charleston.

The Oregon International Port of Coos Bay is also involved in development projects which stand to significantly impact economic development in the region. The Port agreed in December 2008 to purchase and operate approximately 94 miles of rail line abandoned by the Central Oregon & Pacific Railroad (CORP) in September 2007 due to safety concerns. The Port has agreed to pay the 16.6 million dollars for the rail line. It is anticipated the Port will then proceed to repair the line and sub-contract with a short-line rail operator to run the railroad.

Another big project the Port is involved with is the proposed deep-water Liquefied Natural Gas (LNG) terminal at Coos Bay. The Jordan Cove Energy Project as it is called is in the planning stage and would require State and Federal Energy Regulatory Commission (FERC) permitting and approval. The project involves the construction and operation of an LNG terminal on Coos Bay which would receive the LNG via ships, store it and subsequently deliver it via pipelines.

Figure 4 –Charleston Marina and the Oregon Dunes



The McCullough Bridge (Figure 5) is also a key infrastructure component in the Bay Area and stretches out over a mile across the bay from the northern city limits of North Bend. Built in 1936, the Bridge is a landmark and is arguably one of the most, if not the most, significant structures architecturally on the entire Oregon Coast Highway. The 5,305 foot cantilever truss has many architectural and decorative features and has been referred to as the gateway to the Oregon Dunes which begin just north of the bridge.

Figure 5 – McCullough Bridge



### **Southwest Oregon Regional Airport**

Another key transportation infrastructure element critical to the area's economy is the Southwest Oregon Regional Airport (SORA) in North Bend. The airport provides critical access to air service for Confederated Tribes members and staff traveling for business. The airport is the Oregon Coast's only commercial airport which provides access to some of the major tourist destinations in Coos County. These destinations include the Bandon Dunes Golf Resort, the Coquille Indian Tribe's Mill Casino and Hotel in Coos Bay and the Charleston Marina near the mouth of Coos Bay. Another draw is the Oregon Dunes National Recreation Area, just north of North Bend, which hosts an annual Dunefest celebration.

United Airlines (Skywest Express) provides service from the Southwest Oregon Regional Airport to the San Francisco International and Portland International Airports. Many private jets arrive at the airport too oftentimes carrying golfers destined for the Bandon Dunes Resort. The USCG Air Station and USCG Sector Headquarters are also located at the Southwest Oregon Regional Airport facility. The airport has just completed \$31 million dollars in upgrades to the facility including a new terminal. It is estimated that between 60,000 and 70,000 people currently pass through this airport.



## **Cape Arago Highway**

Cape Arago Highway is a key transportation infrastructure element as it is a major east-west and north-south route in the Bay Area. This route provides arterial access to the majority of the Tribe's Bay Area properties. Tribal Members and staff utilize this route regularly for accessing housing at Qaxas Heights, their work at either Tribal Administration or Three Rivers Casino and visiting/working at Baldich (Chiefs Island and Gregory Point) and Coos Head.

Cape Arago Highway begins at milepost 235.41 of Highway 101 and then travels west along Virginia Avenue. It then travels south on Broadway Avenue and west on Newmark Avenue in North Bend. The City of Coos Bay then has jurisdiction of Cape Arago Highway between Cape Arago Highway mileposts 2.24 and 4.49. The highway returns to State jurisdiction south of the City of Coos Bay and crosses the South Slough at the South Slough Drawbridge at milepost 8.33, another key infrastructure element.

Cape Arago Highway south of Coos Bay provides access to Charleston, the Charleston Marina, the Oregon Institute of Marine Biology and South Slough National Estuarine Research Reserve before it travels along the Pacific Ocean. It is the gateway to many of the premiere cultural sites, trails and recreational destinations in Coos County. Bastendorf Beach County Park, Sunset Bay State Park and Shore Acres State Park are all located along Cape Arago Highway and the highway ends at Cape Arago State Park at milepost 14.15. Gregory Point, also located along Cape Arago Highway, is especially significant as it is one of the critical few remaining Tribal cultural sites in Coos County. Coos Head, also located along Cape Arago Highway, is being developed into an economic resource to diversify the tribal economy.

## **Other Infrastructure**

Another key transportation infrastructure element of Highway 101 is the Umpqua River Bridge (figure 6) which was also built in 1936 by Conde McCullough. It is located at milepost 211.21 at the northern city limits of Reedsport. Highway 101 is critical for the Confederated Tribes' goal of economic self sufficiency as tourists regularly travel this scenic route along the Pacific Ocean, and as tribal members and staff travel between administrative and economic centers in Coos Bay and Florence.

Figure 6 - Umpqua River Bridge



## **Transportation Planning**

The purpose of long-range transportation planning is to clearly demonstrate a tribe's transportation needs and to fulfill tribal goals by developing strategies to meet these needs. These strategies should address future land use, economic development, traffic demand, public safety, and health and social needs. The time horizon for long-range transportation planning should be 20 years to match state transportation planning horizons.

### **Indian Reservation Roads (IRR) Program**

The bulk of the federal funding received to develop the Confederated Tribes transportation infrastructure comes from the Indian Reservation Roads (IRR) program. The IRR program funding is provided in the surface transportation act. The current act is the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and is authorized for 5 years (FFYs 2005-2009).

The IRR program is jointly administered through a Memorandum of Agreement between the Federal Highway Administration's (FHWA) Federal Lands Highway Program (FLHP) and the Bureau of Indian Affairs. The IRR Program Regulations are found in the Federal Register, 25 C.F.R. 170 (Final Rule of July 19, 2004), which provides the framework for participation in the IRR Program.

The Confederated Tribes' receive a "Tribal Share" of construction funding through their participation in the IRR program. The Tribal Share is determined, in big part, by the Relative Need Distribution Formula (RNDF) which utilizes the Road Inventory Field Data System (RIFDS) database to evaluate a tribe's needs. The RIFDS road inventory database is updated annually and the Long Range Transportation Plan (LRTP) and Tribal Transportation Improvement Program (TTIP) documents are required attachments.

A TTIP is a financially constrained prioritized list of the Tribes projects needing funding and along with Long Range Transportation Plans and Priority Lists are adopted through formal Tribal Government action. The BIA Area Offices collect and combine the TTIPs into Control Schedules which are then developed into an Indian Reservation Road Transportation Improvement Program (IRR TIP) by the BIA Division of Transportation for each State where Indian reservation roads exist. An approved IRR TIP included in the State Transportation Improvement Program (STIP) is the official document which authorizes obligation of Highway Trust Funds for IRR construction projects.

Activities eligible for transportation planning funding under the IRR Program include, but are not limited to, the following:

- Planning activities for other modes of transportation such as mass transit, air, etc., and intermodal connections.
- Development of rural addressing and street maps. Researching right-of-way records for transportation planning purposes.
- Indian Reservations Roads (IRR) road inventory and/or bridge inventory
- Measurement of traffic
- Analysis of transportation need based on current and proposed land use



- Trip generation studies
- Calculation of road/intersection capacities
- Development and use of management systems
- Development/updating of Tribal long-term transportation plans
- Project priority analysis
- Development/updating of Transportation Improvement Programs (TIP)
- Special transportation studies:
  - Bicycle paths
  - Pedestrian walkways
  - Access to other facilities (i.e., airports, waterways, rail stations, bus terminals, regional refuse station, recreational facilities)
  - Scenic area pullouts, rest areas, and parking.
  - Transit planning
  - Development of maintenance maps
  - Bureau of Indian Affairs functional classification of roads

## **Transportation Goals**

- A safe and efficient Tribal transportation system responsive to the needs of the Tribe and community.
- A Tribal transportation system that supports and fosters economic development.
- A Tribal Transportation program that provides for increased opportunities for Tribal Members.
- An expanded Tribal Government capacity to plan, develop and manage transportation systems and facilities.

## **Recommendations**

The first recommendation is to continue to conduct the annual transportation planning performed through the Confederated Tribes' P.L 93-638 contract with the Bureau of Indian Affairs. The Confederated Tribe should continue to support those transportation planning functions performed in-house which facilitate the further development of the Confederated Tribes' projects and the development of the funding sources needed to complete them. These functions include:

- update and review of the Long Range Transportation Plan
- development of the Tribal Transportation Improvement Program
- update to the Tribal transportation inventory database

The following short, mid and long term recommendations are a product of these planning processes. They underscore the Confederated Tribes' transportation planning capacity and the importance of this planning.

## **Short Term (2010-2014)**

(1) Location: **Tribal Hall Trail – Tribal Hall**

- Description: Grading, drainage, addition of gravel surface and/or bituminous overlay
- Length: 0.20 miles
- Reason: Trail, improved access to Tribal Village and parking
- Project Type: Trail Improvement
- Estimated Cost: \$480,000

(2) Location: **Main Base Road – Coos Head**

- Description: Reconstruction
- Length: 0.35 miles
- Reason: Upgrade route providing access to the Confederated Tribes' planned administrative facilities at Coos Head.
- Project Type: Road Improvement
- Estimated Cost: \$750,000

(3) Location: **Severy Access – Hatch and Severy Tract**

- Description: Grading, drainage, addition of gravel surface and bituminous overlay
- Length: 0.5 miles
- Reason: Access route to planned residential properties on the Hatch and Severy Tracts
- Project Type: New Construction
- Estimated Cost: \$1,200,000

## **Mid Term (2015-2024)**

(4) Location: **Munsel Lake Access – Munsel Lake Property**

- Description: New road construction
- Length: 0.50 miles
- Reason: Road will provide access to the Confederated Tribes' pristine Munsel Lake property which currently is only accessible by boat
- Project Type: New construction
- Estimated Cost: TBD

(5) Location: **Neese Street – Tribal Hall**

- Description: Redesign
- Length: 0.20 miles
- Reason: City of Coos Bay owned gravel road adjacent to Tribal Hall requires import, grading and paving
- Project Type: Redesign
- Estimated Cost: TBD

(6) Location: **Base Access – Coos Head**

- Description: New road construction
- Length: 0.50 miles
- Reason: Road will provide access to the Confederated Tribes' development
- Project Type: New construction
- Estimated Cost: TBD

(7) Location: **Highway 126 – Three Rivers Casino**

- Description: Traffic Signal at intersection with Casino South
- Length: 0.10 miles
- Reason: A traffic signal will be needed to accommodate anticipated increase in traffic on route providing access to Three Rivers Casino
- Project Type: Road improvement
- Estimated Cost: TBD

(8) Location: **Radar Road – Administration Building**

- Description: Traffic signal at Ocean Boulevard and Radar Road
- Length: 0.20 miles
- Reason: Road provides access to administration building and current design presents safety concerns
- Project Type: Road improvement
- Estimated Cost: TBD

## **Long Term (2025-2029)**

(9) Location: **Cape Arago Highway – Coos Head and Gregory Point**

- Description: Road widening and improvement from South Slough Bridge to Cape Arago
- Length: 5.6 miles
- Reason: Road will provide access to Tribal cultural, governmental and recreational activities
- Project Type: Road Improvement
- Estimated Cost: TBD

(10) Location: **Highway 126 – Florence to Springfield**

- Description: Road widening and improvement for safety and increased capacity
- Length: 5.6 miles
- Reason: Narrow road with many curves and few passing lands poses safety concerns, increases travel time between Florence and Eugene-Springfield deterring travel.
- Project Type: Road Improvement
- Estimated Cost: TBD

## **Miscellaneous Recommendations:**

- (11) The expansion of the Confederated Tribes' reservation land and the redesignation of a portion of federal forest land as Indian Trust Land will result in a significant increase in the Confederated Tribes' inventory of Indian Reservation Roads. A significant increase in inventory of Indian Reservation Roads will require an equally significant effort to evaluate the condition of the roads and incorporate them into the transportation plan.
- (12) Currently, a significant amount of the Confederated Tribes' Indian Reservation Road Inventory consists of non-BIA roads. Continue to develop cooperative relationships at the state, county and local levels. Educate partners on the IRR system and how it benefits the entire community. Address their concerns and as appropriate incorporate their recommendations or projects into the Tribal Transportation Plan.

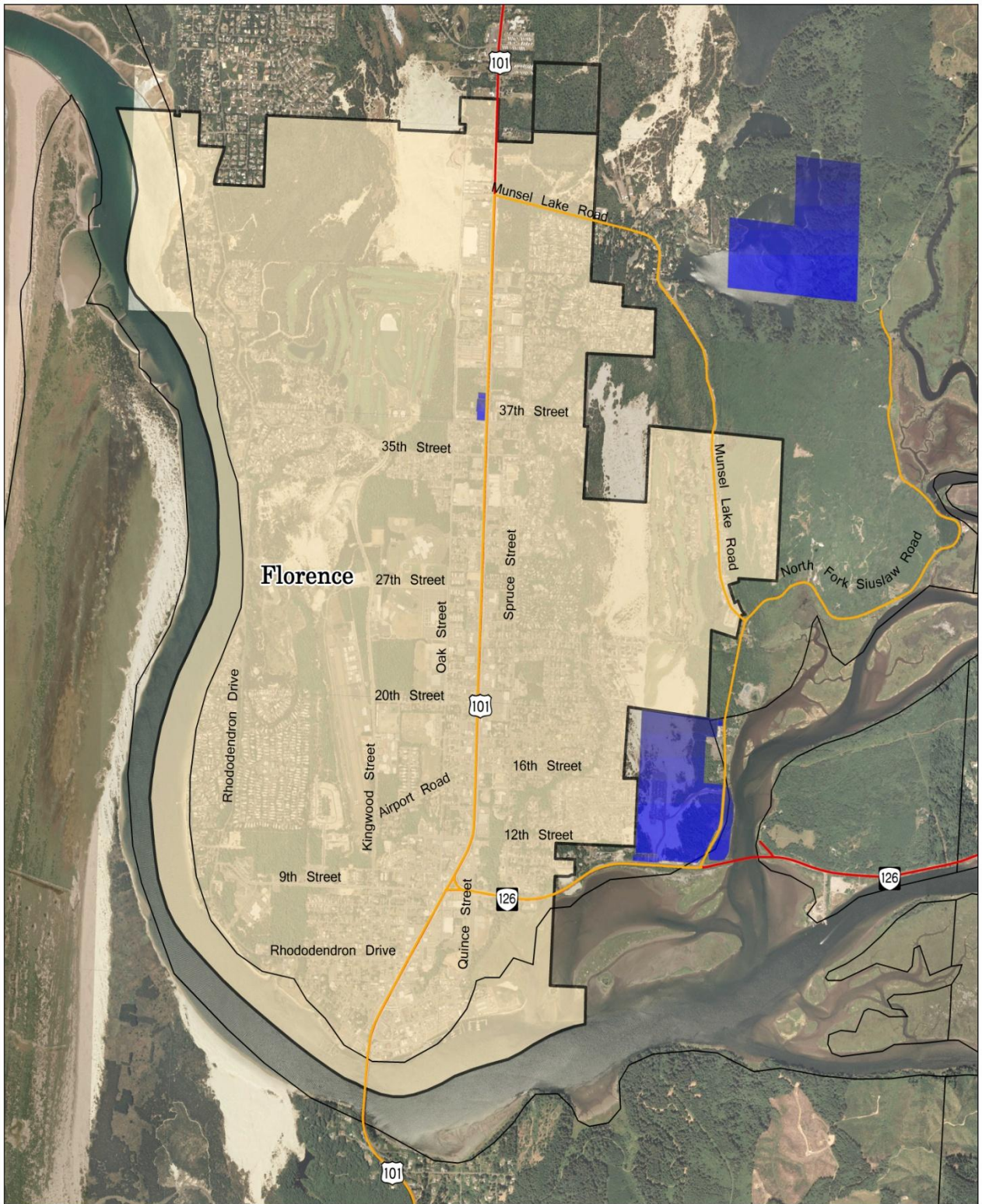
## Appendix A – Maps











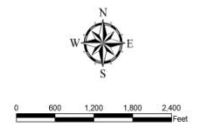






Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians  
Tribal Transportation System - Florence, Oregon

- |  |  |
|--|--|
|  Tribal Transportation System |  Highway            |
|  Tribal Property              |  Township and Range |
|  City Limit                   |  Section            |



This data is for display purposes only.  
No liability is assumed as to the data delineated herein.

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## **Appendix B – Sources**

This document is derived from original research and review of existing literature and information. The research included infield on-site visits for IRR inventory data collection. Source materials for the review of existing documents included:

1. Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indian Reservation Roads inventory.
2. Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indian Reservation Transportation Plan 1993 and updated plan “Preliminary Draft 2000”.
3. Bureau of Indian Affairs Portland Area Office roadway construction Control Schedule 2008 and 2009.
4. Radar Hill Land Purchase for housing (completed September 8, 1999) environmental assessment. Also known as the Elks property purchase.
5. Coos Bay 2004 Draft Transportation Plan
6. Coos County Transportation Plan (September 1999)
7. Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians Reservation Plan and Forest Land Restoration Proposal (Revised June 2002).
8. A variety of other local government publications.

## Appendix C – Inventory Detail

Route Name	Route #	Section #	Need	Owner	Length (miles)	Description/Milepost #/Status
Casino South	10	10	0	2	0.2	Official
Casino East	20	10	0	2	0.3	Official
Casino North	30	10	4	2	0.3	AKA Severy Access/Official
Casino West	40	10	4	2	0.1	Official
Highway 101	101	5	2	3	0.2	M.P. 187.76 to 188.01/New
Highway 101	101	10	2	3	0.2	M.P. 188.01 to 188.2/New
Highway 101	101	15	2	3	0.1	M.P. 188.2 to 188.24/New
Highway 101	101	20	2	3	0.1	M.P. 188.24 to 188.26/New
Highway 101	101	25	2	3	0.3	M.P. 188.26 to 188.56/New
Highway 101	101	30	2	3	0.1	M.P. 188.56 to 188.62/New
Highway 101	101	35	2	3	0.1	M.P. 188.62 to 188.68/New
Highway 101	101	40	2	3	0.1	M.P. 188.68 to 188.73/New
Highway 101	101	45	2	3	0.1	M.P. 188.73 to 188.85/New
Highway 101	101	50	2	3	0.1	M.P. 188.85 to 188.91/New
Highway 101	101	55	2	3	0.1	M.P. 188.91 to 188.97/New
Highway 101	101	60	2	3	0.1	M.P. 188.97 to 189.03/New
Highway 101	101	65	2	3	0.1	M.P. 189.03 to 189.09/New
Highway 101	101	70	2	3	0.1	M.P. 189.09 to 189.14/New
Highway 101	101	75	2	3	0.1	M.P. 189.14 to 189.21/New
Highway 101	101	80	2	3	0.1	M.P. 189.21 to 189.26/New
Highway 101	101	85	2	3	0.2	M.P. 189.26 to 189.44/New
Highway 101	101	90	2	3	0.1	M.P. 189.44 to 189.51/New
Highway 101	101	95	2	3	0.1	M.P. 189.51 to 189.56/New
Highway 101	101	100	2	3	0.1	M.P. 189.56 to 189.61/New
Highway 101	101	105	2	3	0.1	M.P. 189.61 to 189.67/New
Highway 101	101	110	2	3	0.1	M.P. 189.67 to 189.73/New
Highway 101	101	115	2	3	0.1	M.P. 189.73 to 189.79/New
Highway 101	101	120	2	3	0.1	M.P. 189.79 to 189.85/New
Highway 101	101	125	2	3	0.1	M.P. 189.85 to 189.97/New
Highway 101	101	130	2	3	0.1	M.P. 189.97 to 190.03/New
Highway 101	101	135	2	3	0.1	M.P. 190.03 to 190.16/New



Highway 101	101	140	2	3	0.1	M.P. 190.16 to 190.23/New
Highway 101	101	145	2	3	0.1	M.P. 190.23 to 190.29/New
Highway 101	101	150	2	3	0.1	M.P. 190.29 to 190.39/New
Highway 101	101	155	2	3	0.1	M.P. 190.39 to 190.46/New
Highway 101	101	160	2	3	0.1	M.P. 190.46 to 190.53/New
Highway 101	101	165	2	3	0.1	M.P. 190.53 to 190.59/New
Highway 101	101	170	2	3	0.1	M.P. 190.59 to 190.72/New
Highway 101	101	175	2	3	0.1	M.P. 190.72 to 190.81/New
Highway 101	101	180	2	3	0.1	M.P. 190.81 to 190.84/New
Highway 101	101	185	2	3	0.3	M.P. 190.81 to 191.19/New
Highway 101	101	190	2	3	0.2	M.P. 191.19 to 191.35/New
Highway 101	101	195	2	3	0.4	M.P. 191.35 to 191.75/New
Highway 101	101	200	2	3	0.3	M.P. 191.75 to 192.08/New
Highway 101	101	205	2	3	0.1	M.P. 192.08 to 192.15/New
Highway 101	101	210	2	3	0.1	M.P. 192.15 to 192.28/New
Highway 101	101	215	2	3	0.3	M.P. 192.28 to 192.61/New
Highway 101	101	220	2	3	0.3	M.P. 192.61 to 192.91/New
Highway 101	101	225	2	3	0.6	M.P. 192.91 to 193.47/New
Highway 101	101	230	2	3	0.9	M.P. 193.47 to 194.41/New
Highway 101	101	235	2	3	0.6	M.P. 194.41 to 195.04/New
Highway 101	101	240	2	3	0.9	M.P. 195.04 to 195.98/New
Highway 101	101	245	2	3	0.7	M.P. 195.98 to 196.71/New
Highway 101	101	250	2	3	0.2	M.P. 196.71 to 196.97/New
Highway 101	101	255	2	3	1	M.P. 196.97 to 198.09/New
Highway 101	101	260	2	3	0.5	M.P. 198.09 to 198.57/New
Highway 101	101	265	2	3	8.2	M.P. 198.57 to 206.81/New
Highway 101	101	270	2	3	0.7	M.P. 206.81 to 207.56/New
Highway 101	101	275	2	3	1	M.P. 207.56 to 208.51/New
Highway 101	101	280	2	3	0.7	M.P. 208.51 to 209.3/New
Highway 101	101	285	2	3	0.3	M.P. 209.3 to 209.64/New
Highway 101	101	290	2	3	0.5	M.P. 209.64 to 210.31/New
Highway 101	101	295	2	3	0.3	M.P. 210.31 to 210.61/New
Highway 101	101	300	2	3	0.3	M.P. 210.61 to 211.00/New
Highway 101	101	305	2	3	0.4	M.P. 211.00 to 211.42/New

Highway 101	101	310	2	3	0.1	M.P. 211.42 to 211.52/New
Highway 101	101	315	2	3	1.2	M.P. 211.52 to 212.74/New
Highway 101	101	320	2	3	0.4	M.P. 212.74 to 213.40/New
Highway 101	101	325	2	3	0.2	M.P. 213.4 to 213.63/New
Highway 101	101	330	2	3	1.4	M.P. 213.66 to 215.04/New
Highway 101	101	335	2	3	0.7	M.P. 215.04 to 215.74/New
Highway 101	101	340	2	3	0.3	M.P. 215.74 to 216.00/New
Highway 101	101	345	2	3	1	M.P. 216.00 to 217.04/New
Highway 101	101	350	2	3	2.1	M.P. 217.04 to 219.17/New
Highway 101	101	355	2	3	0.7	M.P. 219.17 to 219.87/New
Highway 101	101	360	2	3	0.7	M.P. 219.87 to 220.58/New
Highway 101	101	365	2	3	0.8	M.P. 220.58 to 221.36/New
Highway 101	101	370	2	3	0.9	M.P. 221.36 to 222.28/New
Highway 101	101	375	2	3	0.4	M.P. 222.28 to 222.73/New
Highway 101	101	380	2	3	0.8	M.P. 222.73 to 223.17/New
Highway 101	101	385	2	3	0.1	M.P. 223.17 to 223.25/New
Highway 101	101	390	2	3	0.3	M.P. 223.25 to 223.59/New
Highway 101	101	395	2	3	0.6	M.P. 223.59 to 224.12/New
Highway 101	101	400	2	3	0.8	M.P. 224.12 to 224.89/New
Highway 101	101	405	2	3	1.5	M.P. 224.89 to 226.42/New
Highway 101	101	410	2	3	1.4	M.P. 226.42 to 227.79/New
Highway 101	101	415	2	3	0.7	M.P. 227.79 to 228.5/New
Highway 101	101	420	2	3	0.4	M.P. 228.5 to 228.88/New
Highway 101	101	425	2	3	0.5	M.P. 228.88 to 229.46/New
Highway 101	101	430	2	3	0.4	M.P. 229.46 to 229.87/New
Highway 101	101	435	2	3	2.3	M.P. 229.87 to 232.13/New
Highway 101	101	440	2	3	0.7	M.P. 232.13 to 232.8/New
Highway 101	101	445	2	3	0.2	M.P. 232.8 to 233.01/New
Highway 101	101	450	2	3	0.2	M.P. 233.01 to 233.17/New
Highway 101	101	455	2	3	0.3	M.P. 233.17 to 233.46/New
Highway 101	101	460	2	3	1	M.P. 233.46 to 234.48/New
Highway 101	101	465	2	3	0.1	M.P. 234.48 to 234.56/New
Highway 101	101	470	2	3	0.1	M.P. 234.56 to 234.69/New
Highway 101	101	475	2	3	0.4	M.P. 234.69 to 235.09/New

Highway 101	101	480	2	3	0.3	M.P. 235.09 to 235.41/New
Highway 101	101	485	2	3	0.6	M.P. 235.41 to 236.06/New
Highway 101	101	490	2	3	0.3	M.P. 235.09 to 235.41/New
Highway 101	101	495	2	3	0.6	M.P. 235.41 to 236.06/New
Highway 101	101	500	2	3	0.4	M.P. 236.06 to 236.49/New
Highway 101	101	505	2	3	1.1	M.P. 236.49 to 237.6/New
Highway 101	101	510	2	3	1.5	M.P. 237.6 to 239.08/New
Highway 101	101	515	2	3	1.5	M.P. 237.6 to 239.08/New
Highway 101	101	520	2	3	1.5	M.P. 239.08 to 239.25/New
Ocean Boulevard	1101	810	2	4	0.3	Official
Highway 126	1126	810	2	3	1.0	Official
Cape Arago Hwy	1240	10	2	3	0.8	Official
Cape Arago Hwy	1240	20	2	3	1	Official
Cape Arago Hwy	1240	30	2	3	0.5	Official
Cape Arago Hwy	1240	40	2	3	3.6	Official
Cape Arago Hwy	1240	50	2	3	1192 ft	Official
Cape Arago Hwy	1240	60	2	3	5.6	Official
Cape Arago Hwy	1240	810	2	3	5.6	Official
Newmark Avenue	1250	10	2	4	0.4	New
Newmark Avenue	1250	20	2	4	0.3	New
Newmark Avenue	1250	30	2	4	0.7	New
Empire Boulevard	1260	10	2	4	0.8	New
East Bay Drive	2010	10	2	5	3.3	Official
Kentuck Slough Road	2020	10	2	5	0.9	Official
Sixes River Road	2030	10	2	5	4.8	Official
North Fork Road	2040	10	2	5	3.0	Official
Miluk Village Access	2050	10	1	2	0.1	Official
Radar Road	3010	10	2	4	0.1	Official
Radar Road	3010	20	2	4	0.2	Official
Neese Street	3020	10	2	4	0.1	Official
Wallace Street	3030	10	4	4	0.1	Official
Woolridge Street	3040	10	4	4	0.1	Official
Flanagan Avenue	3050	10	2	3	0.3	Official
Tribal Hall Road	3060	10	1	2	0.1	Official

Tribal Hall Trail	3070	10	4	2	0.1	Official
Lakeshore Drive	3080	10	2	4	0.2	Official
Wasson Street	3090	10	2	4	0.5	Official
Virginia Avenue	3100	10	2	4	0.1	Official
Virginia Avenue	3100	20	2	4	0.1	Official
Connecticut Avenue	3110	10	2	4	0.1	Official
Oak Street	3130	10	2	4	0.1	Official
Kusa Avenue	3200	20	2	2	0.1	Official
Admin East Road	3210	10	1	2	0.1	New
Fulton Avenue	3220	10	2	4	0.2	New
Coalbank Lane	3300	10	2	5	0.3	New
N Flanagan Street	3310	10	2	5	0.1	New
Myrtle Avenue	3400	10	2	4	0.1	New
Kingwood Avenue	3410	10	2	4	0.1	New
N 6th Street	3420	10	2	4	0.1	New
Pine Street	4010	10	0	4	0.1	Official
Qaxas Street	4020	10	0	2	0.1	Official
Munsel Lake Road	4100	10	2	5	0.1	Official
Munsel Lake Road	4100	20	2	4	0.7	Official
Munsel Lake Road	4100	30	2	5	1	New
Munsel Lake Road	4100	40	2	4	0.4	New
Libby Lane	4700	10	2	5	5.8	New
Southwest Boulevard	4710	10	2	5	0.2	New
Southwest Boulevard	4710	20	2	4	1.0	New
Lockhart Avenue	4720	10	2	4	0.2	New
4th Street	4730	10	2	4	0.2	New
Johnson Street	4740	10	2	4	0.2	New
Main Base Road	4800	10	1	2	0.2	Official
Coos Head Road	5000	10	2	5	0.2	New
Base Access Road	5100	10	4	2	0.5	Official
Lighthouse Way	5200	10	2	5	0.1	New
Lighthouse Way	5200	20	2	2	0.1	New
Lighthouse Way	5200	30	2	2	0.1	New
Lighthouse Trail	5300	10	1	2	0.1	New

Lighthouse Trail	5300	20	1	2	0.1	New
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### Table field codes

Need field code:

0 – Transportation facilities which have been improved to their acceptable standard or projects/facilities proposed to receive construction funds on an IRR TIP are not eligible for future inclusion in the calculation of the CTC portion of the formula for a period of 5 years thereafter

1 – Existing BIA Roads needing improvements

2 – Construction need other than BIA roads needing improvement

3 – Substandard or other roads for which no improvements are planned

4 – Roads that do not currently exist and need to be constructed, Proposed Roads

Ownership field code:

1 – BIA including offices in the BIA

2 – Tribe

3 – State

4 – Urban

5 – County and Township

7 – Other Federal

8 – Other