



2010 LONG RANGE TRANSPORTATION PLAN, DRAFT AMENDMENT 2

PLANNING DEPARTMENT
1245 FULTON AVENUE
COOS BAY, OREGON 97420



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THE CONFEDERATED TRIBES OF COOS, LOWER UMPQUA AND SIUSLAW INDIANS
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I. **Executive Summary**

A. **Purpose of the Amendment**

The Confederated Tribes of the Coos, Lower Umpqua and Siuslaw Indians (CTCLUSI) instructed staff to prepare an update to the Tribe's 2010 Long Range Transportation Plan (LRTP) and to incorporate an additional project into the Transportation Improvement Program (TIP).

This 2026 LRTP Amendment builds upon and supplements the adopted 2010 LRTP. Specifically, the Amendment adds Administration Easement 3210, Section 10, to the Tribe's LRTP and corresponding six-year TIP in order to establish project eligibility for Bureau of Indian Affairs (BIA) Tribal Transportation Program funding.

For the purposes of this Amendment, the data, analysis, goals, funding strategies, project descriptions, demographic information, and supporting documentation contained in the 2010 LRTP remain valid and in effect unless otherwise modified herein. The 2010 LRTP is incorporated into this Amendment by reference and is hereby reaffirmed as the foundational planning document guiding the Tribe's transportation program.

The primary purpose of this Amendment is to update the CTCLUSI Tribal Transportation Program (TTP), including:

- Add project to the Tribe's 2010 LRTP short-term project list; and
- Add project to the Tribe's 6-year Transportation Improvement Program (TIP) for the implementation of transportation improvements

B. **Staff Objectives**

The Planning Staff's review of existing conditions and background information prepared in support of this LRTP Amendment included the following tasks:

- Review of the existing transportation system, specifically limited to Route 3210;
- Collection and evaluation of data relevant to Route 3210 necessary to support project justification and funding eligibility under applicable federal programs;
- Identification and documentation of required transportation system improvements associated with Route 3210;

- Establishment of the planning and policy basis for inclusion of Administration access road improvements in the Tribal Transportation Improvement Program (TIP); and
- Public notification of proposed revisions to the LRTP through this Amendment, providing opportunity for community input, review, and comment.

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP—21), effective October 1, 2012, the National Tribal Transportation Facility Inventory (NTTFI) was defined to include public highways, roads, bridges, trails, and transit systems that are located on, or provide access to, Tribal lands. This definition continues under the Fixing America’s Surface Transportation (FAST) Act (December 2015) and subsequent federal surface transportation legislation.

Federal Highway Administration (FHWA) Tribal Transportation Program funds may only be expended on facilities classified as “public” roads, or on facilities that will become part of the public road system upon project completion. Accordingly, this LRTP Amendment does not address private roads, special-use roads, or facilities that are not open and accessible to the general public without restriction.

II. Amendment Summary

A. Findings

Based on the review of the Tribe's existing NTTFI, the following findings have been documented:

- The NTTFI as proposed for the CTCLUSI Reservation comprises 104.3 miles of roads. NTTFI road mileage, listed by jurisdiction, is as follows:

State	74.1 miles
Tribal	2.9 miles
County	19.8 miles
City or Municipal	7.5 miles

- Condition assessment of the existing roads in the NTTFI included in the 2010 LRTP and is outside the scope of this Amendment.

B. Proposed Transportation Improvement Projects

Through the planning process associated with this Amendment, one additional high-priority transportation project was identified by the Tribe. The estimated total cost of this project is approximately \$400,000. Other transportation projects previously identified by the Tribe remain documented in the adopted 2010 LRTP and subsequent amendments. This Amendment updates the Transportation Improvement Program (TIP) to incorporate the newly identified project and align it with the Tribe's current six-year implementation schedule.

Accordingly, this Amendment revises the list of short-term (0-6 year) priority projects originally identified in the 2010 LRTP. The following projects represent the Tribe's highest-priority short-term transportation improvements:

Project No. 11: Route 0010, Casino South – Casino South is the existing approximate 0.4 mile paved main route providing access from SR 126 to the casino, the hotel and to parking lots to the west and north of the route. Route 0010 section 10 is 30' wide with two lanes, no pedestrian pathways, no curbs, and minimum stormwater management. Section 20 is 30' wide with curbs at each side and no pedestrian access. Stormwater at both sections is directed to earth/gravel gutters, with a single catch basin at section 20. Section 30 is an existing approximately 160,600 SF parking lot with an approximate 25,000 SF sprung structure that no longer serves its purpose as a temporary casino used during the construction of the current casino and hotel.

This project will reconstruct approximately 1,500 LF of existing roadway at both sections 10 and 20 and will also include improved stormwater management and improved pedestrian access via sidewalks on one side and ADA ramps. Demolition of section 30 and the existing sprung structure and reconstruction of the existing parking lot for RV parking will be provided under another project and is not included in this amendment. The design has been completed and the cost for construction for this project is estimated to be \$880,000.

Project No. 12: Route 0020, Qa'Aitch Road – This approximate 0.25-mile route provides the secondary point of access to the casino from N. Fork Rd. to the east to the intersection at Route 0010. This two-lane route is 30' wide with no stormwater management or pedestrian pathways. It also provides access to a wastewater treatment facility and multifamily tribal housing. The proposed project is to reconstruct the entire route, add a sidewalk to one side and provide infrastructure for stormwater management. The total cost, including design and construction for this project is estimated to be \$760,000.

Project No. 13: Planning Program – Ongoing transportation planning is critical as it affect the overall development of the reservation and needs to be kept current and also has a direct impact on the level of funding the Tribe will receive through the BIA roads program. This project includes TTP Road Inventory updating to ensure that the Tribe receives their fair share of the Federal Highway Funds; annual updating of the TIP to ensure that funds are allocated to priority projects and contracts are in place for design and construction; updating the LRTP approximately every five years to appropriately address changing needs and priorities and any new lands procured by the Tribe; updating the Local Roads Safety Plan; and potential traffic studies. It is estimated that the cost of ongoing planning activities will be \$210,000 distributed evenly over the next six years. Planning costs have only been identified for the short term as the annual budget will change over the long term. When the plan is fully updated new budgets will be developed based on needs identified at that time.

Project No. 15: Maintenance – In order to protect the public investment that has been made in the road system periodic maintenance is a necessity. Ongoing annual maintenance includes such activities as pothole repair, drainage maintenance, sign replacement, street sweeping, striping, slurry sealing, snow removal, and emergency repairs. These maintenance needs are difficult to predict, so it is necessary to have an annual maintenance fund established to facilitate road repairs, especially emergency repairs, when they occur. Major maintenance, such as overlays and chip seals, are easier to program and would be shown as specific projects in the LRTP. It is recommended that the Tribe allocate \$1,000 for road maintenance. The total estimated cost of this project over the short-term six-

year period is \$6,000. Costs have only been identified for the short term as these budgets will change over the long term. When the plan is fully updated new budgets will be developed based on needs identified at that time.

Project No. 16: Route 3210 Section 10, Administration

Easement – Route 3210, Section 10 (Administration Easement), is an approximately 0.10-mile segment that serves as a secondary access route to the Tribal Administration Complex. The route connects Fulton Avenue to the north with Route 3210 at its northern terminus.

The existing facility consists of a single-lane, 20-foot-wide gravel roadway with no asphalt surface, stormwater management infrastructure, pedestrian accommodations, or designated parking. Current conditions limit safe vehicle circulation and do not support pedestrian connectivity within the Administration campus.

The proposed project includes full reconstruction of the roadway to a paved standard; installation of sidewalks on both sides of the route to improve pedestrian safety and ADA accessibility; development of designated parking areas; and construction of appropriate stormwater management infrastructure. Upon completion, the project will also provide an important connection to Pack Trail and enhance overall circulation within the expanded Tribal Administration Complex.

The total estimated project cost, including design, engineering, permitting, and construction, is approximately \$400,000.

APPENDIX A:

