

**TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM
GRANT APPLICATION FORM
2014
APPLICATIONS DUE 4:00 p.m. June 13, 2014**

Type of Grant:
Please indicate Category 1
or Category 2

PROJECT TITLE: _____

**PRIMARY APPLICANT
JURISDICTION:** _____

MAILING ADDRESS: _____
CITY: _____
ZIP: _____

CONTACT PERSON: _____

	MATCH	
	Yes	No
OTHER JURISDICTIONS INVOLVED IN THE PROJECT		

TELEPHONE: _____
FAX: _____
EMAIL: _____
ODOT REGION (1 - 5): _____

SUMMARY DESCRIPTION OF PROJECT: This section must be completed. Do not refer to text within the application form. In 2 or 3 sentences, explain what will be done and what the expected outcome is. (For example: The project will result in an access management plan for Black Spot Highway. The plan will be developed in partnership with ODOT based on an analysis of needs, along with input from community workshops and one-on-one contact with property owners along the highway.)

SUMMARY OF PROJECT BUDGET

PROJECT TITLE: Coos Head Area Planning Project

JURISDICTION: Confederated Tribes of Coos, Lower Umpqua & Siuslaw Indians

	TGM Funds Requested	Local Match*	Total Project Cost
Eligible Grantee Expenses [Labor (salary plus benefits) and Direct Expenses]	\$ 21,954.00	\$ 19,380.00	\$ 41,334.00
Consultant Personal Services	\$ 133,500.00	\$ 0.00	\$ 133,500.00
TOTAL	\$ 155,454.00	\$ 19,380.00	\$ 174,834.00

* This amount should be a minimum of 12 percent of the total project budget.

We will be providing a cash local match Yes No

I understand that, if used, consultant selection will follow the policies and requirements of the ODOT Procurement Office: <http://www.oregon.gov/ODOT/CS/OPO/>

Initial JS

Initial one of the following statements.

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions listed on page 1.

Initial JS

This application was prepared by the following compensated consultant:

Consultant Name DNA

Initial _____



 Authorized Signature

Tribal Planner

Title

Jeff Stump

Printed Name



TRANSPORTATION AND GROWTH MANAGEMENT (TGM) 2014 GRANT APPLICATION FORM

Please read the Application Packet carefully before completing this application. You must submit your complete application both electronically and via postal mail.

Examples of successful applications are available on the TGM Grants and Incentives page on the Web: egov.oregon.gov/LCD/TGM/grants.shtml.

Please limit application to 10 pages.

The answer fields below will expand as you type.

ORGANIZATION NAME Confederated Tribes of Coos, Lower Umpqua & Siuslaw Indians		PHONE 541-888-9577
CONTACT PERSON NAME AND TITLE Jeff Stump, Planning Director		CONTACT PERSON E-MAIL jstump@ctclusi.org
PROJECT TITLE COOS HEAD AREA PLANNING PROJECT		

Section One: GRANT ELIGIBILITY REQUIREMENTS

1. Clear Transportation Relationship

The Coos Head Area Planning Project will produce a master plan focusing on multimodal transportation planning and redevelopment of the Coos Head Area. The Coos Head Area Planning Project will guide and inform the transportation infrastructure development for the Coos Head Area to include multi-modal access to Coos Head, Chicken Point, Charleston and Bastendorff Beach. The project will involve public outreach and involvement, interagency coordination, existing conditions research and analysis, and alternate options development.

2. Adoption of Products to meet Project Objectives

A master plan will be developed by a consultant selected through ODOT and adopted as a Comprehensive Plan Amendment. The process for adoption will require approval of Tribal Council, the Coos County Planning Commission and Coos County Board of Commissioners.

3. Support of Local Officials

Tribal Resolution 14-044 (attached) entitled "Approval for Submission of Transportation and Growth Management Program Services 2014 Grant Application" was submitted and approved at the May 28, 2014 Tribal Council meeting. The Tribe has identified more than 30 community groups and interested individuals. The Tribes have held preliminary meetings with numerous citizens, local and State elected officials and government agency representatives and, to date, all have been very supportive. One such meeting coordinated with the help of the Coos County Planning Department in April 2013 resulted in the attached follow up letter from the Coos County Planning department (attached).

AWARD CRITERIA

1. Proposed Project Addresses a Need and Supports TGM Objectives

From 1958 to 1995, the Coos Head facility contributed significantly to the economy of the Coos Bay region and Charleston in particular. Naval Facility Coos Head was a fully operational naval facility at Coos Head for 29 years supporting 12 officers, 95 enlisted and 15 civilians. In 2005, the Tribes acquired nearly all the facilities associated with Naval Facility Coos Head. Prior to the Tribes acquisition of Coos Head, Coos Head wasn't impacted by local zoning requirements. Now, however, Coos Head is subject to local zoning requirements

The unincorporated community of Charleston is a fishing village which has been adversely impacted by reductions in both the fishing and logging industries. Considering popular nearby parks such as Sunset Bay and Shore Acres and Bastendorff Beach, the community is primed to evolve their tourism industry. According to the Oregon Solution's Charleston Coast and Ocean Center Declaration of Cooperation, "Summertime visitors increase the area's year round population of nearly 6,000 to over 30,000 people." The long overdue development of Coos Head, the Oregon Coast Trail, Bastendorff Beach, Chicken Point and the supporting infrastructure will spark this community. It will build on the Port of Coos Bay's Charleston Marina Master Plan projects such as the Charleston Boat Basin Drive improvements recently completed and the Oregon Solution's Coast and Ocean Center which is soon to be opened on Boast Basin Drive. An ex-military facility zoned Forest is unlikely to leverage the significant funding required to redevelop both the on-site and off-site infrastructure desired by the community and sought after by the Tribes.

The purpose of the Coos Head Area Planning Project is to produce a master plan focusing on multimodal transportation planning and redevelopment of the Coos Head Area. The Coos Head Area Planning Project will guide and inform the transportation infrastructure development for the Coos Head Area to include multi-modal access to Coos Head, Chicken Point, Charleston and Bastendorff Beach. The project will involve public outreach and involvement, interagency coordination, existing conditions research and analysis, and alternate options development. **(Supports TGM objectives a, b, c, d, e, f, g, h, i, k, l)**

The existing sewer and water at Coos Head was grandfathered in as the Coos County Comprehensive Plan specifically prohibits extending sewer and water main, trunk and lateral lines into Coos Head. A rezoning of Coos Head is needed and would require an extension of the Urban Unincorporated Community Boundary. The Department of Land Conservation and Development (DLCD) is supportive of this extension. **(Supports TGM objectives e, f, g, h, i, k, l)**

An off-site transportation infrastructure project of particular interest to the Tribes and the community of Charleston is the Oregon Coast Trail concept. This trail will link the community of Charleston with Coos Head and Bastendorff Beach. The trail will run along the bluff overlooking Coos Bay with beautiful views of the bay, the North Spit and the Pacific Ocean. This segment of the Oregon Coast Trail would begin directly across from the Charleston Coast and Ocean Center at Boat Basin Drive in Charleston and end at the Bastendorff Beach jetty parking lot. This segment of the Oregon Coast trail has the potential to be a premier segment of the Oregon Coast Trail. This project is referenced in the Oregon Solutions Charleston Coast and Ocean Center project, the Bureau of Land Management's (BLM) Bastendorff Beach Cooperative Management Plan and the Oregon Parks and Recreation Department (OPRD) Oregon Coast Trail Connection Strategy of 2010. **(Supports TGM objectives a, b, c, d, g, h, l)**

The Bastendorff Beach jetty parking area is another off-site transportation infrastructure project of particular interest to the Tribes and the community. This project is identified in the BLM Bastendorff Beach Cooperative Management Plan as the top priority for resurfacing. The Tribes will look to expand that project in the Coos Head Area Planning Project. The jetty parking lot is located at the western end of the Oregon Coast Trail near the jetty at Bastendorff Beach and the possibility exists to provide ADA access to the jetty itself. ***(Supports TGM objectives a, b, c, d, f, g, h, k, l)***

Coos Head Loop is another off-site transportation infrastructure project of interest to the Tribes and the community. Coos Head Loop also begins directly across from the Charleston Coast and Ocean Center at Boat Basin Drive in Charleston adjacent to the Oregon Coast Trail discussed above. From Boat Basin Drive in Charleston this gravel road leads to Coos Head, Chicken Point and Coos Head Road. The Tribes will look to expand this project as well in the Coos Head Area Planning Project. The conceptual redesign for this route should include asphalt surface and the route should be developed to an upgraded rural arterial street standard to include a bike lane which could link with the Oregon Coast Bike Route as an alternate scenic bike route. ***(Supports TGM objectives a, b, c, d, f, g, h, k, l)***

Chicken Point will also be considered in the Coos Head Area Planning Project. A Coast Guard lookout station currently operates on this site which looks directly over the Coos Bay bar at the entrance to Coos Bay. Coos Head Loop, addressed above, provides access to the site. However, depending upon discussions with the BLM and Coast Guard, the site would be ideal for a small park or parking area in which bicyclists and others could park to enjoy the incredible view. ***(Supports TGM objectives e, f, g, h, l)***

Coos Head Road is yet another off-site infrastructure project of interest to the Tribes and the community. This route is paved and the primary access for Coos Head and Bastendorff Beach but requires some work. The conceptual redesign of this route should include an upgrade to a rural arterial street standard including pedestrian and/or bicycle facilities. Cape Arago Highway, State Route 540, provides primary access to Charleston as well as Coos Head. A plan to upgrade this vital arterial to include bicycle and pedestrian facilities should also be strongly considered. ***(Supports TGM objectives a, b, c, d, f, g, h, k, l)***

2. Proposed Project is Timely and Urgent

The application demonstrates timeliness and urgency. The project is needed now to:

- address pressing local transportation and land use issues;
- make amendments to local plans or regulations necessitated by changes in federal regulations, state requirements, or regional plans;
- make amendments to local plans or regulations necessitated by changes that were not anticipated in previous plans including growth, changes in land use patterns, or changes in available funding;
- build on, complement, or take a necessary step toward completing other high priority community initiatives, including supporting a Governor's Regional Solutions Team priority; or
- resolve transportation- or land use-related issues affecting the project readiness of local, regional, or state transportation projects for which funding is expected to be obligated within the near future.

Coos Head Area Planning Project Schedule; January 2015 to July 2016 (18 Months)

	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	June	July	
Public Involvement & Agency Coordination																			
Existing Conditions																			
Needs, Tools Analysis Opportunities																			
Public Design Workshop																			
Options Development Site Analysis																			
Options Evaluation Feasibility Report																			
Implementation Measures																			
Final Recommended TGM Plan Approval																			

It is important to implement the Coos Head Area Planning Project at this time to build upon recent developments in Charleston to include the newly constructed 5,000 sq. ft. Charleston Marine Life Center. It will open its doors and begin operation of its visitor center in the fall of 2014. This Center will contain aquarium displays, touch tanks, a full killer whale skeleton, additional marine displays, harbor views and office space for the Oregon State Extension Sea Grant program. A central building of approximately 20,000 sq. ft. containing large flexible public meeting room spaces for Coos Bay Power Squadron and numerous other public purpose uses, kitchen facilities, educational space for Oregon Institute of Marine Biology and other agencies, storage facilities, wet lab research facilities, and office spaces for the Oregon Department of Fish and Wildlife, Coos Watershed Association, and South Slough National Estuarine Research Reserve along with shared public reception, display space and other information areas for public use and natural resource education. These existing agency areas and facilities with the anticipated new buildings and science collections shall draw many more tourists into the Charleston community and surrounding areas via current transportation roadways and streets.

The Coos Head Area Planning Project will accomplish several important Tribal and community planning efforts to provide a vision for future Land Use changes/ amendments and how it relates to other Community plans and/or initiatives. This project will match well with TGM grant timeline of 18 months anticipating that Coos Head Area Planning Project will commence in January 2015.

3. Proposed Project Approach is Reasonable

The following **Major Project Tasks** list of responsibilities of all planning agency’s participants will clearly address the future projects scope and project need. The Tribal leadership and staff believe that the Coos Head Area Planning Project tasks are doable and achievable considering project scope and objectives. The future benefits of the project shall be delivered to the local public in various manners that there shall be a level of information and detail appropriate to the community to assist in the understanding of this exciting multi-faceted project.

Description of the Major Project Tasks and expected Timeline is as follows:

Major Project Tasks

1. Public Involvement and Interagency Coordination

- The Confederated Tribes of Coos, Lower Umpqua & Siuslaw Indians shall make the commitment to provide an accessible project manager at all times who will serve as the principal contact person for the Coos Head Area Planning Project. The grant project is a Category 2 Request, as it proposes an “Integrated Land Use and Transportation Planning” component items. Tribal Planning staff shall serve as Project Managers.
- Project Managers (Tribal Planning Staff) with Jeff Stump, Planning Director, serving as the principal contact person for the project, to coordinate the work of Planning Consultants. Tribal staff shall involve citizens in direct community assistance by conducting more than 10 significant public meetings to gather citizen’s input by implementing Education and Outreach methods.
- The Tribes Project Managers shall help develop a statement of work and shall monitor and coordinate the work of consultants. The Tribes project managers shall also keep local decision-makers informed about the project at all times and make logistical arrangements for meetings and provide appropriate public notification for those local meetings and public events.
- The assigned Oregon Department of Transportation (ODOT) TGM Grant Manager that works in cooperation with Tribal Planning Staff on the Coos Head Area Planning Project shall be provided updated project budget reports and completion of all major project tasks within the anticipated Timeline schedule for completion.
- The Tribal Project Managers will review consultant work product and collaborate on recommended project changes and payment requests. Also, Tribal Project Managers shall prepare reports, match reports and financial reimbursement requests for a smooth operating planning project, making all parties “glad and happy” that they are part of this exciting project.
- Tribal Project Managers shall consider data collection through a “Demands and Needs” analysis survey and/or Focus Groups questions, whereby citizens and community leaders become actively involved in the public process to assist in determining the final project outcomes. Video-taping of Focus groups is a great method to capture the essence of what is being said and discussed by participants. Public survey instruments may be used as an information and data collection tool to measure community input, support and for planning Coos Head transportation and community capital improvements.
- Coordination with other initiatives shall be handled by meaningful discussions involving all participating parties for any added work tasks, change orders and compensation issues. ODOT-TGM Grant Manager and Tribal staff shall assist in guiding the entire planning process and be aware of any project problems or conflict and how to remedy these various concerns.

2. Existing Conditions

- The Tribal Planners shall coordinate with consultants to review existing tribal plans and documents, site photographs, existing conditions, and goals and objectives at the Coos head project site. The likely roles of the consultant and staff are as follows: Tribal Planning staff shall occupy the lead role and shall coordinate the overall planning effort and work distribution of consultant work defined in all tasks listed by ODOT-TGM Grant policies in an Request for Proposal document.
- Careful review and study of existing tribal Council approved documents such as the Coos head land-use concept plan, a vision for seven generations published in December 2008, the Confederated Tribes of Coos lower Umpqua & Siuslaw Indians strategic plan approved by tribal

Council in December 2011. Become knowledgeable about current environmental protection and cleanup activities at Coos head site in 2014.

- Understand the cooperative management plan for the Bastendorff beach area between the Bureau of Land Management (BLM), Oregon State Parks and Recreation Department and the Coos County Parks Department.
- Understand the project timeline for the development and construction of the Charleston Coast and Ocean Center as a future major tourist attraction and interpretive facility, anticipated to be open and operating in the Fall of 2014.
- The first of 10 public meetings shall be conducted to gather the initial public comments based on review of shared Project information about the TGM grant guidelines and Timetable to complete all component items in our stated Project Goals and Objectives for the Coos Head site, the adjacent land owners and the nearby community of Charleston.

3. Needs, Opportunities, Constraints, and Tools Analysis

- Tribal planners shall be the “Lead Agency Project Team” to coordinate the best efforts of all planning consultants to prepare an “Opportunities and Constraints” map with an analysis description, and an aerial site plan denoting all proposed connecting road transportation corridors and combination pedestrian and biking trails.
- The second round of Public meetings shall be conducted to further inform and gather continued public input of area leaders and constituency.

4. Public Design Workshop

- The Tribe Planning staff and Consultants shall provide sufficient public notification and logistical arrangements for those individual and organized group stakeholders to participate in all project progress meetings. And to keep interested local decision-makers apprised of project developments dealing with public concerns, issues and priorities.
- A Design workshop with public shall provide sufficient information to generate a “Summary of Concepts” report.
- Integrate those “best” public input ideas, suggestions and alternatives to modify and improve ongoing Draft Plan.

5. Options Development

- A thorough Site Analysis shall be performed identifying all potential Land Use Options and new and improved multi-modal transportation network; Constraints and Opportunities within the affected project areas and adjacent properties and local Charleston community.

6. Options Evaluation

- Development of a Feasibility Analysis Report
- Creation of a Options Evaluation Report
- Conduct final public Input meetings for both Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC).
- Conduct Transportation Impact Analysis in cooperation with Coos County Roads Department and provide new information for the areas roads, streets and trails justifications. Provide updated statistics on average daily traffic counts on areas State highways and County Roads.

7. Implementation Measures

- The Project team consisting of ODOT officials, Tribal Project managers, Planning Consultant team, and the Citizens Advisory Committee representatives shall finalize the overall Coos Head

Area Planning Project and develop an approval strategy for adoption of proposed zoning changes and multi-modal transportation enhancements.

- Present to elected officials any Zoning Codes and Comprehensive Plan Amendments for final adoption.
- Establish an estimated future budget of all anticipated and prioritized component items (sub-projects) for adopted plans by elected officials.
- Identify and list all potential project funding and financing sources.

8. Draft final recommended Coos Head Transportation and Growth Management Plan

- Prepare Draft Plan and complete Final Plan
- Submit Final Plan to County Planning Commission and attend Work Sessions and Public Hearings over a two month process.
- Attend Coos County Commissioners Meetings/ Hearings to ensure Plans Adoption/Approval by securing a Coos County Resolution.
- Attend CTCLUSI Tribal Council Meeting/ Hearing and secure Coos Head Plan approval by Resolution. Plan Document finalization with inserted Resolutions approving Project Plan.

Budget Breakdown

TASK	LOCAL COSTS	CONSULTANT COSTS
1. Public Involvement and Interagency Coordination		
• Goals and Objectives	\$1,000	\$1,000
• Public Involvement and Outreach Plan	1,000	1,000
• Interagency Coordination	<u>1,000</u>	<u>2,000</u>
	\$3,000	\$4,000
Tasks Sub-Total		\$7,000
2. Existing Conditions		
• Expert Interviews	\$1,000	\$5,000
• Existing Conditions Report	1,000	6,000
• Technical Advisory Committee(TAC) Meeting # 1	500	500
• Citizens Advisory Committee (CAC) Meeting # 1	<u>500</u>	<u>500</u>
	\$3,000	\$12,000
Tasks Sub-Total		\$15,000
3. Needs, Opportunities, Constraints, and Tools Analysis		
• Needs, Opportunities, Constraints, and Tools Memo	\$1,000	\$8,000
• TAC Meeting # 2	500	500
• CAC Meeting # 2	500	500
• Public Meeting #1	<u>500</u>	<u>2,000</u>
	\$2,500	\$11,000
Tasks Sub-Total		\$13,500
4. Public Design Workshop		
• Design Workshop with public to gather input and generate a Summary of Concepts Report	\$1,000	\$5,000
Tasks Sub-Total		\$6,000
5. Options Development		

<ul style="list-style-type: none"> • Site Analysis • Land Use Options; Constraints and Opportunities • Infrastructure System Options; Existing and New • TAC Meeting # 3 • Citizens Advisory Committee Meeting # 3 	\$2,000 2,000 1,000 500 <u>500</u> \$6,000	\$4,000 10,000 9,000 500 <u>500</u> \$24,000
Tasks Sub-Total	\$30,000	
6. Options Evaluation		
<ul style="list-style-type: none"> • Development of Feasibility Analysis Report • Options Evaluation Report • CAC Meeting # 4 • TAC Meeting # 4 • Public Meeting # 2 • Transportation Impact Analysis 	\$2,000 1,000 500 500 1,500 <u>-0-</u> \$5,500	\$23,000 19,000 500 500 1,500 <u>10,000</u> \$54,500
Tasks Sub-Total	\$60,000	
7. Implementation Measures		
<ul style="list-style-type: none"> • Code and Comprehensive Plan Amendments • Approval Strategy • Prioritized Costs Estimates • Potential Funding / Financing Sources 	\$1,000 1,000 1,000 <u>1,000</u> \$4,000	\$4,000 3,000 4,000 <u>4,000</u> \$15,000
Tasks Sub-Total	\$19,000	
8. Draft Final Recommended Transportation & Growth Mgmt. Plan		
<ul style="list-style-type: none"> • Prepare Draft Plan and Complete Final Plan • County Planning Commission Work Sessions/ Hearings • Coos County Commissioners Meeting/Hearings • CTCLUSI Tribal Council Approval by Resolution 	\$1,000 1,000 500 <u>500</u> \$3,000	\$7,000 -0- 500 <u>500</u> \$8,000
Tasks Sub-Total	\$11,000	
Local and Consultant Total	\$28,000	133,500
All Tasks Total	\$161,500	
Indirect Rate (47.62% of \$28,000)	\$13,334	
Project Total	\$174,834	
Local 12% Cash Match	\$19,380	

4. Proposed Project has Community Support

The application demonstrates that there is local support for the project objectives, a commitment to participate, and a desire to implement the expected outcome.

SOURCE	ATTACHED	EXPECTED
1. Federal Bureau of Land Management (BLM)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Port of Coos Bay	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Coos County Government; Planning, Commissioners, Parks	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Oregon Department of Land Conservation and Development (DLCD)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. State of Oregon Parks and Recreation Department (ORPD)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. University of Oregon Institute of Marine Biology (OIMB)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. South Coast Development Council. Inc.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Charleston Community Enhancement Corp.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5. Proposed Project Sponsor Readiness and Capacity

The applicant for this grant proposal is the Confederated Tribes of the Coos, Lower Umpqua and Siuslaw Indians (CTCLUSI or Tribes) a federal recognized tribal government. The Tribes are governed by a seven-member Tribal Council elected by tribal members. The thoughtful development of Coos Head is critically important to the Tribes culturally, economically and symbolically. Tribal Council provides direction and oversight to the Tribal Administrator, Alexis Barry, who is responsible for all day-to-day management of tribal operations. Ms. Barry has 20 years of Tribal and community management experience.

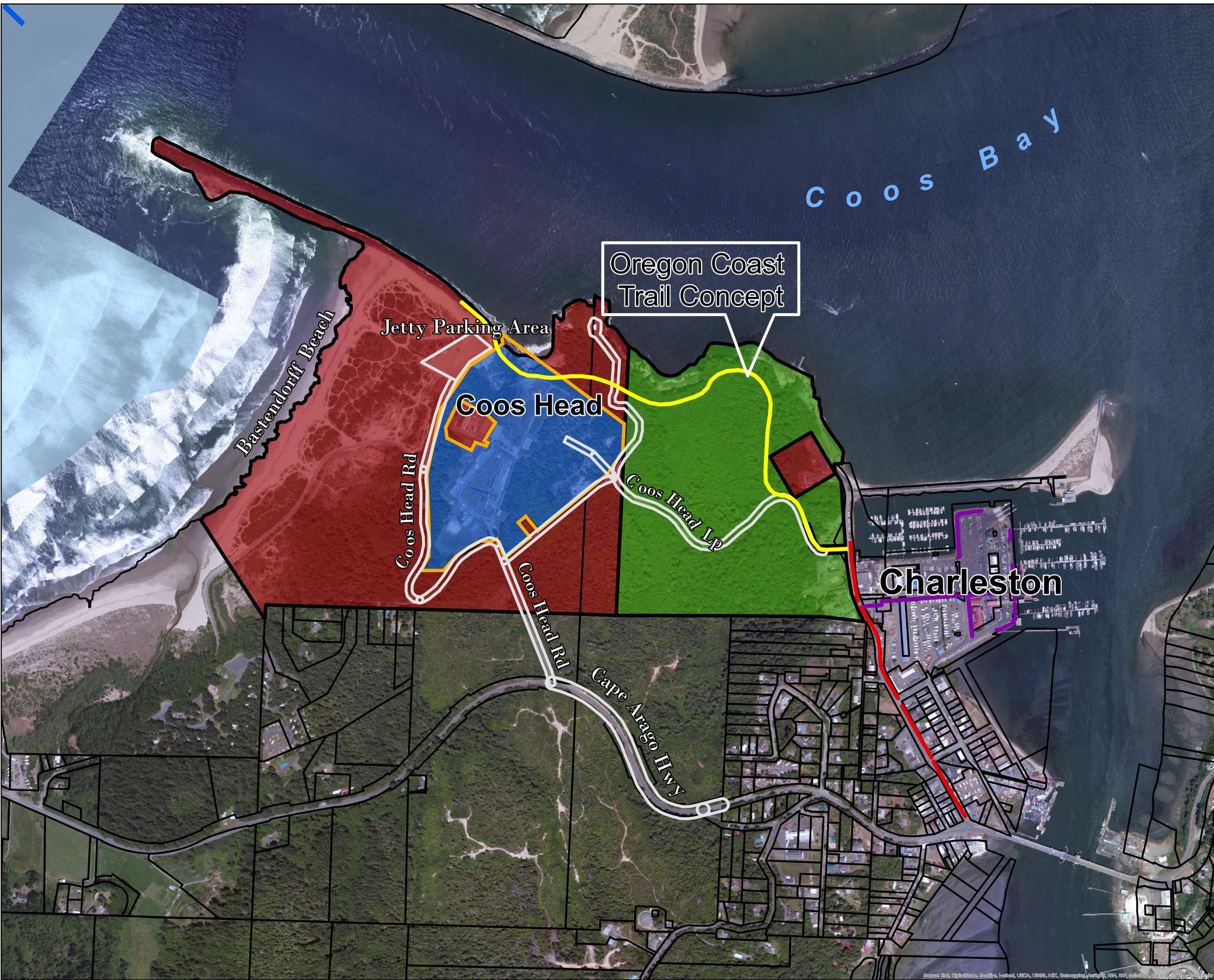
Currently, the Tribes are managing nearly \$19 million in Grants. The Tribes have a proven fiscal management record as is evidenced by their annual independent audits. The Tribes' adopted accounting process and procedures conform to generally accepted accounting principles certified by auditors as adequate for grants and contract management. The Tribes have adopted written procurement policies that formalize and codify contracting and purchasing requirements. The Tribes have an Indirect Cost Negotiation Agreement dated February 4, 2013, and signed by a representative of the Department of the Interior (copy attached). Grant administration is done at the departmental level but is assisted by experienced grant administration. Larry Huffman will provide fiscal management oversight on this grant. Mr. Huffman has been the Grants Coordinator for the Tribes since 2000 and has more than 20 years of experience in financial and contract management, as well as degrees in Business Administration and Accounting.

The project will be managed by Planning Director, Jeffrey Stump Mr. Stump has been employed by the Tribes for the past 8 years and for the past 7 years, he has provided an array of planning and management services for the Tribes including project, grant, and contract management. Mr. Stump managed the Tribal Hall Trail design and construction project, the Coos Head Main Base Road design, the Coos Head Demo project, and the development of the Coordinated Tribal Transit Plan. Management of these projects included grant administration between the Tribes and the Bureau of Indian Affairs, Housing and Urban Development, as well as the State of Oregon. Project Management also included managing subcontracts for the required services including development of Request for Proposals or Invitations for Bid, reviewing proposals, participating in the selection of subcontractors, negotiating subcontracts, and monitoring performance.

The Tribes have demonstrated its commitment to this project by providing \$19,380 in cash match. This project will be designed to flow into development activity, which is anticipated to result in the creation of the infrastructure addressed previously.

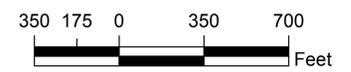
6. Proposed Project is Innovative

This planning effort is innovative in its scope. Consider that the Oregon Department of Transportation could potentially partner with a federally recognized Indian Tribe to collaborate with the Bureau of Land Management, the Oregon Institute of Marine Biology (University of Oregon), the Port of Coos Bay, the U.S. Coast Guard, the Oregon Department of Parks and Recreation, the US Navy, Coos County, the City of Coos Bay and the South Slough National Estuarine Research Reserve. Further, these agencies are encouraging this project. This project will be a model of interagency coordination and communication which will result in agreements and positive working relationships that can only have a tremendous impact on the Charleston Community and throughout Coos County. The soft benefits of this innovative project will likely dwarf the hard development benefits of the project even at full build-out. An extensive collaboration such as this intelligently directed at any local or regional issue would be difficult not to support.

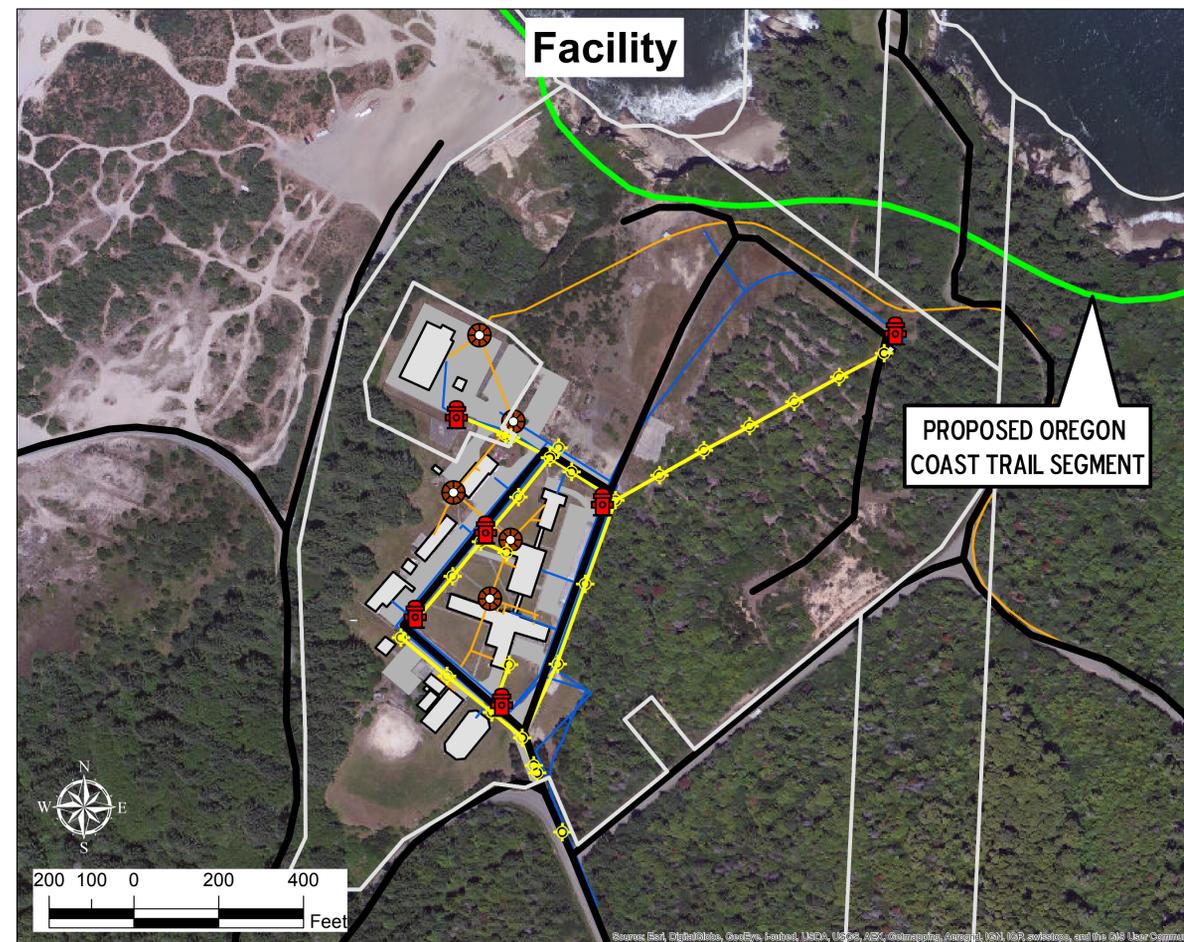
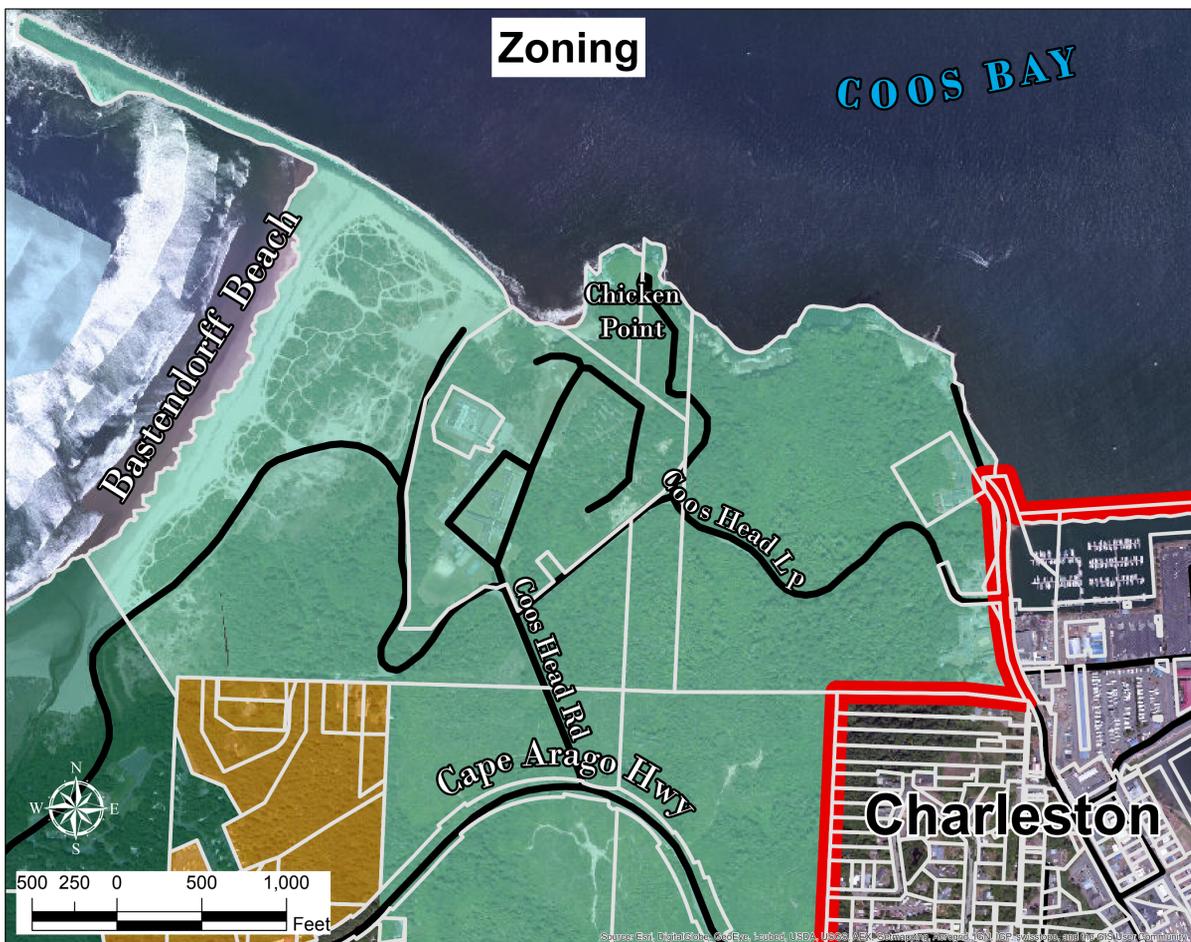
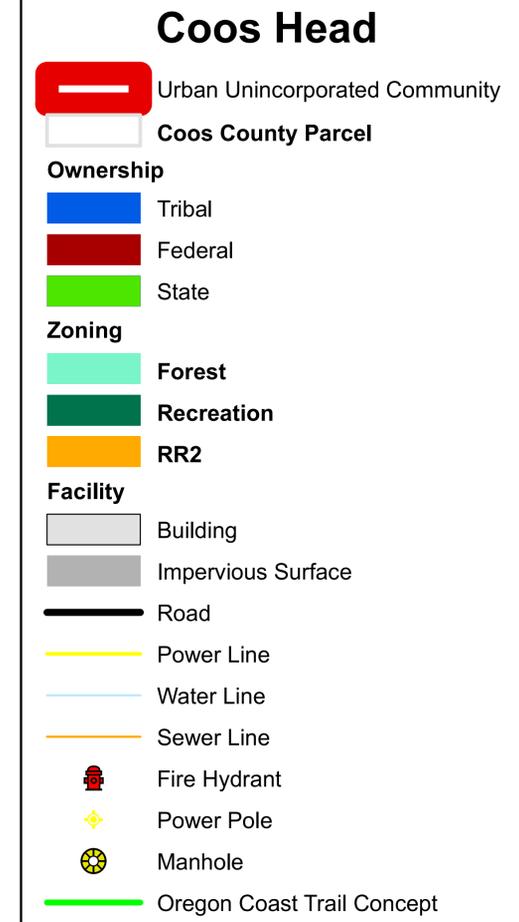
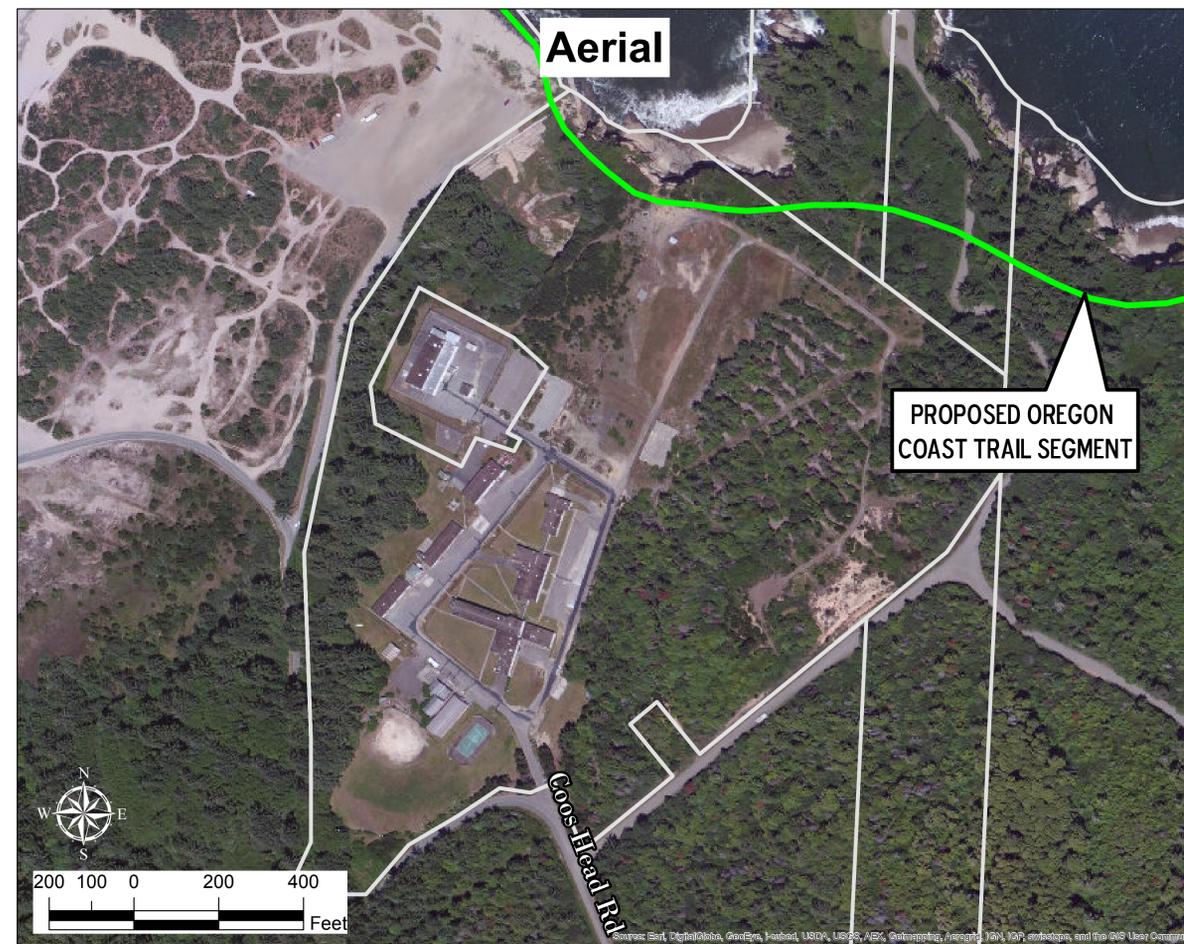
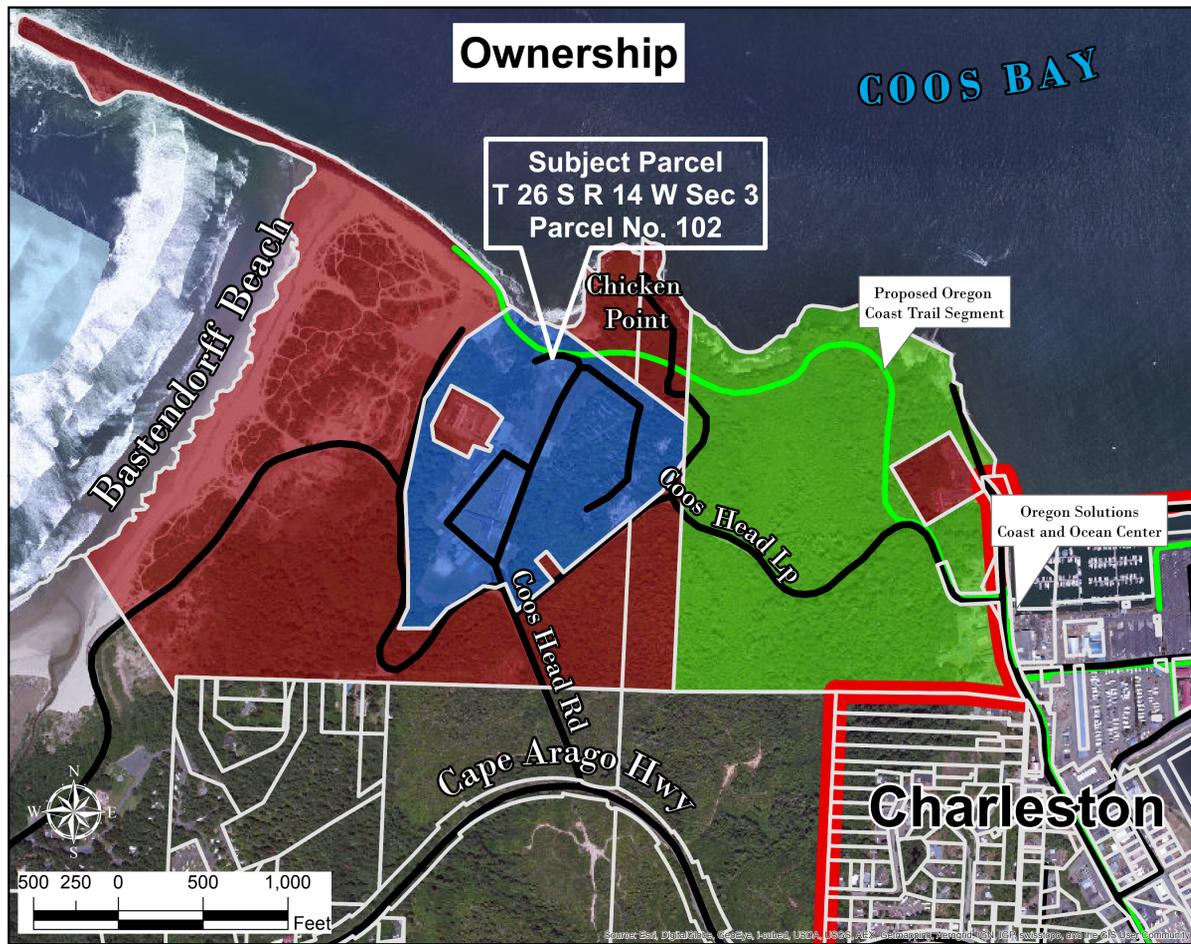


Oregon Coast Trail Concept

- Oregon Coast Trail Concept
- Boat Basin Drive Pedway
- Marina Pedestrian Improvements
- Proposed Improvement Projects
- Tribal Property Boundary
- County Parcel
- Land Ownership**
- Tribal
- Federal
- State



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



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



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

1245 Fulton Ave. • Coos Bay, OR 97420 • (541)888-9577 • 1-888-280-0726
General Office Fax: (541) 888-2853 • Administration Fax: (541) 888-0302

RESOLUTION NO: 14-044
Date of Passage: May 28, 2014
Subject (title): Approval for Submission of Transportation and Growth Management Program Services 2014 Grant Application

WHEREAS: The Transportation and Growth Management (TGM) Program provides resources to help Oregon communities prepare transportation and land use plans to respond to pressing transportation, land use, and growth management issues;

WHEREAS: The TGM Program is a joint effort of two state agencies: the Oregon Department of Transportation (ODOT) and the Oregon Department of Land Conservation and Development;

WHEREAS: The CTCLUSI Planning Department submitted a TGM pre-application, a copy of which is attached hereto as Exhibit A, to leverage funding to complete the land use and transportation planning at Coos Head. As more specifically described in Exhibit A, the Tribe as a lead agency desires to work with governmental agencies and property owners to explore different design and circulation options to improve safety and meet the anticipated future needs and demands for walking, biking and all forms of vehicular operation. Upon completion, the Tribe's plan will result in innovative design concepts, cost estimates and integrated solutions to prepare for the reality of making the Tribe's vision come true in a publicly approved land use plan by code, zoning and ordinance adoption;

WHEREAS: After review of the pre-application by ODOT, the Tribes were encouraged to submit a full TGM application ("Application"), a copy of which is attached hereto as Exhibit B;

WHEREAS: The TGM Program awards grants on an annual basis. All grants have a preferred completion period of 18 months from the "Notice to Proceed" but may add up to an additional six months for completion. Award amounts generally range between \$75,000 and \$200,000;

RESOLUTION NO: 14-044
Date of Passage: May 28, 2014
Subject (title): Approval for Submission of Transportation and Growth Management Program Services 2014 Grant Application

WHEREAS: This proposal would result in additional money to the Tribes of approximately \$123,200 to \$154,000. This proposal is subject to a full indirect cost rate. A 12% match is required and based on the total budget, which is currently between \$140,000 and \$175,000. BIA Tribal Transportation funding will be used for the \$16,800 to \$21,000 cash match;

WHEREAS: The Application does not address sovereign immunity;

WHEREAS: Tribal Council has been fully informed concerning the TGM Program and the Application; and

WHEREAS: It is in the Tribes' best interests for Tribal Council to approve the submission of the Application.

THEREFORE BE IT RESOLVED, that the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians' Tribal Council approves the submission of the TGM Program Services 2014 Grant Application based on the information and for the amount described above and in the Exhibits to this Resolution, and authorizes and directs the Chairman or his designee to sign all documents contemplated by this Resolution.

CERTIFICATION: On May 28, 2014, this Resolution was approved at a Tribal Council Meeting held this date, and the vote was:

4 FOR
0 AGAINST
0 ABSTAIN



Bob Garcia, Chair



Mark Ingersoll, Vice-Chair

CONFEDERATED TRIBES OF COOS,
LOWER UMPQUA & SIUSLAW INDIANS

Councilperson

Departments to CC: Planning Department

PRE-APPLICATION

TGM Program Services 2014

Please submit a separate pre-application for each project idea.

Pre-Applicant Information

Contact:

Jurisdiction:

Mailing Address:

Phone/Fax:

E-mail:

City/Zip:

Type of Request

<u>Grant Project Categories</u>	<u>Direct Community Assistance Programs</u>
Transportation System Planning	Code Assistance
Integrated Land Use and Transportation Planning	Quick Response
	Education and Outreach
	TSP Assessment

Project Title:

Description of Issue:

Project Objectives/Expected Outcomes:

Estimated Budget \$



United States Department of the Interior

NATIONAL BUSINESS CENTER

Indirect Cost Services

2180 Harvard Street, Suite 430

Sacramento, CA 95815



November 20, 2013

Ms. Alexis Barry, Tribal Administrator
Confederated Tribes of Coos, Lower Umpqua
and Siuslaw Indians
1245 Fulton Avenue
Coos Bay, Oregon 97420

Dear Ms. Barry:

Enclosed is the signed original negotiated indirect cost rate agreement that was processed by our office. If you have any questions concerning this agreement, please refer to the signature page for the name and contact number of the negotiator.

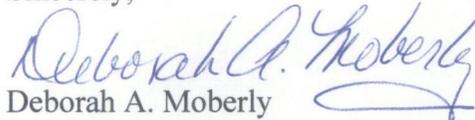
As a recipient of federal funds, you are required to submit Indirect Cost Proposals on an annually basis. Proposals are due within 6 months after the close of your fiscal year end and are processed on a first-in, first-out basis.

Common fiscal year end dates and proposal due dates are listed below:

Fiscal Year End Date	Proposal Due Date
September 30 th	March 31 st
December 31 st	June 30 th
June 30 th	December 31 st

Please visit our Web site at [http://www.doi.gov/ibc/services/Indirect Cost Services](http://www.doi.gov/ibc/services/Indirect_Cost_Services) for guidance and updates on submitting future indirect cost proposals. The website includes helpful tools such as a completeness checklist, indirect cost and lobbying certificates, sample proposals, excel worksheet templates, and links to other Web sites.

Sincerely,



Deborah A. Moberly
Office Chief

Enclosure

cc: Self-Determination Specialist, Northwest Regional Office, Bureau of Indian Affairs
Director, Self-Determination Services, Indian Health Services, HQE

Ref: J:\Native Americans\Northwest (PO)\Confederated Tribes of Coos, Lower Umpqua and\FY 2013\Issue.ltr.doc

**Indian Organizations
Indirect Cost Negotiation Agreement**

EIN: 93-0903782

Organization:

Confederated Tribes of Coos,
Lower Umpqua and Siuslaw Indians
1245 Fulton Avenue
Coos Bay, Oregon 97420

Date: November 20, 2013

Report No(s) .: 14-A-0179

Filing Ref.:

Last Negotiation Agreement
dated February 20, 2013

The indirect cost rate contained herein is for use on grants, contracts, and other agreements with the Federal Government to which Public Law 93-638 and 2 CFR 225 (OMB Circular A-87) apply, subject to the limitations contained in 25 CFR 900 and in Section II.A. of this agreement. The rate was negotiated by the U.S. Department of the Interior, Interior Business Center, and the subject organization in accordance with the authority contained in 2 CFR 225.

Section I: Rate

Type	Effective Period		Rate*	Locations	Applicable
	From	To			To
Fixed Carryforward	01/01/13	12/31/13	47.62%	All	All Programs

***Base:** Total direct costs, less capital expenditures and passthrough funds. Passthrough funds are normally defined as major subcontracts, payments to participants, stipends to eligible recipients, and subgrants, all of which normally require minimal administrative effort.

Treatment of fringe benefits: Fringe benefits applicable to direct salaries and wages are treated as direct costs; fringe benefits applicable to indirect salaries and wages are treated as indirect costs.

Section II: General

Page 1 of 3

A. Limitations: Use of the rate contained in this agreement is subject to any applicable statutory limitations. Acceptance of the rate agreed to herein is predicated upon these conditions: (1) no costs other than those incurred by the subject organization were included in its indirect cost rate proposal, (2) all such costs are the legal obligations of the grantee/contractor, (3) similar types of costs have been accorded consistent treatment, and (4) the same costs that have been treated as indirect costs have not been claimed as direct costs (for example, supplies can be charged directly to a program or activity as long as these costs are not part of the supply costs included in the indirect cost pool for central administration).

B. Audit: All costs (direct and indirect, federal and non-federal) are subject to audit. Adjustments to amounts resulting from audit of the cost allocation plan or indirect cost rate proposal upon which the negotiation of this agreement was based will be compensated for in a subsequent negotiation agreement.

C. **Changes:** The rate contained in this agreement is based on the organizational structure and the accounting system in effect at the time the proposal was submitted. Changes in organizational structure, or changes in the method of accounting for costs that affect the amount of reimbursement resulting from use of the rate in this agreement, require the prior approval of the responsible negotiation agency. Failure to obtain such approval may result in subsequent audit disallowance.

D.

1. **Fixed Carryforward Rate:** The fixed carryforward rate is based on an estimate of costs that will be incurred during the period for which the rate applies. When the actual costs for such period have been determined, an adjustment will be made to the rate for a future period, if necessary, to compensate for the difference between the costs used to establish the fixed rate and the actual costs.

2. **Provisional/Final Rate:** Within 6 months after year end, the final rate must be submitted based on actual costs. Billings and charges to contracts and grants must be adjusted if the final rate varies from the provisional rate. If the final rate is greater than the provisional rate and there are no funds available to cover the additional indirect costs, the organization may not recover all indirect costs. Conversely, if the final rate is less than the provisional rate, the organization will be required to pay back the difference to the funding agency.

E. **Agency Notification:** Copies of this document may be provided to other federal offices as a means of notifying them of the agreement contained herein.

F. **Record Keeping:** Organizations must maintain accounting records that demonstrate that each type of cost has been treated consistently either as a direct cost or an indirect cost. Records pertaining to the costs of program administration, such as salaries, travel, and related costs, should be kept on an annual basis.

G. **Reimbursement Ceilings:** Grantee/contractor program agreements providing for ceilings on indirect cost rates or reimbursement amounts are subject to the ceilings stipulated in the contract or grant agreements. If the ceiling rate is higher than the negotiated rate in Section I of this agreement, the negotiated rate will be used to determine the maximum allowable indirect cost.

H. **Use of Other Rates:** If any federal programs are reimbursing indirect costs to this grantee/contractor by a measure other than the approved rate in this agreement, the grantee/contractor should credit such costs to the affected programs, and the approved rate should be used to identify the maximum amount of indirect cost allocable to these programs.

I. **Central Service Costs:** Where central service costs are estimated for the calculation of indirect cost rates, adjustments will be made to reflect the difference between provisional and final amounts.

J. Other:

1. The purpose of an indirect cost rate is to facilitate the allocation and billing of indirect costs. Approval of the indirect cost rate does not mean that an organization can recover more than the actual costs of a particular program or activity.

2. Programs received or initiated by the organization subsequent to the negotiation of this agreement are subject to the approved indirect cost rate if the programs receive administrative support from the indirect cost pool. It should be noted that this could result in an adjustment to a future rate.

3. New indirect cost proposals are necessary to obtain approved indirect cost rates for future fiscal or calendar years. The proposals are due in our office 6 months prior to the beginning of the year to which the proposed rates will apply.

Section III: Acceptance

Listed below are the signatures of acceptance for this agreement:

By the Indian Organization:

By the Cognizant Federal Government Agency:

Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians Tribal Government

U.S. Department of the Interior Interior Business Center Agency

Signature

Alexis Barry

Name (Type or Print)

Tribal Administrator

Title

November 13, 2013

Date

/s/

Signature

Deborah A. Moberly

Name

Office Chief

Office of Indirect Cost Services

Title

NOV 20 2013

Date

Negotiated by Te Lam-Vi Telephone (916) 566-7109



Coos County Planning Department

Coos County Courthouse Annex, Coquille, Oregon 97423

Mailing Address: 250 N. Baxter, Coos County Courthouse, Coquille, Oregon 97423

Physical Address: 225 N. Adams, Coquille, Oregon

(541) 396-7770

FAX (541) 396-1022 / TDD (800) 735-2900

planning@co.coos.or.us

Jill Rolfe, Planning Director

April 15, 2013

Jeffrey Stump, Tribal Planner

Confederated Tribes of Coos, Lower Umpqua & Siuslaw Indians (CTCLUSI)

1245 Fulton Avenue

Coos Bay OR 97420

RE: File No. PA-13-04 Pre-application meeting regarding long term planning for areas abutting the northern Unincorporated Community Boundary of Charleston Township 26, Range 14, Section 02, Tax Lots 100, 1900, 1902; Township 26, Range 14, Section 02BD, Tax Lot 100; Township 26, Range 14, Section 03, Tax Lots 100, 101, 102, 103; Township 26, Range 14, Section 03C, Tax Lot 100; Township 26, Range 14, Section 03D, Tax Lots 1003, 1100, 1301; and Urban Unincorporated Community of Charleston

Mr. Stump:

The project is for long term planning for areas abutting the northern Unincorporated Community Boundary of Charleston. This project will consist of rezoning and expanding the urban unincorporated community boundary of Charleston. The map below shows the area of interest.



The Confederated Tribes of Coos, Lower Umpqua & Siuslaw Indians own property (Coos Head Navel Facility) and they are looking at the long term plans surrounding the property and a possible collaborative project to rezone properties based on a master plan of uses. Currently these properties are zoned Forest, Recreation, Rural Residential-2 and Coos Bay Estuary Management Plan. There are several different uses that do not fall within the Forest designation that are grandfathered but it may be better to rezone these areas to fit the use.

The current language in Volume I Part 2, Section 5.5 of the Coos County Comprehensive Plan (CCCP) describes the urban unincorporated community of Charleston as a small fishing community located southwest of the Coos Bay on both sides of Camp Arago State Highway 240. This community is at the confluence of the Joes Ney Slough and the Coos Bay River Estuary, this location is very close to where the river enters the Pacific Ocean. Charleston is the site of the Coos Bay Fishing Fleet and a major sport fishing marina operated by the Oregon International Port of Coos Bay.

There are a few fishing and tourist oriented uses along Cape Arago Highway and along Boat Basin Drive including a motel and restaurant. Several small areas are also utilized for fish processing and related boat repair facilities. The University of Oregon Marine Science Center and an elementary school¹ are two major public uses located in Charleston. A large portion of the residential area is fully developed with the exception of some vacant lots on sloped sites.

The zoning is listed as commercial and urban residential. This section goes on to explain about the public facilities including roads/streets, public water systems and public sewer systems. In CCCP Volume I Part I, 5.18 Public Facilities & Services it states Coos County shall permit the extension of existing public sewer and water systems to areas outside urban growth boundaries (UGB's) and unincorporated community boundaries (UCB's) or the establishment of new water systems outside of UGB's and UCB's where such service is solely for:

- i. development of designated industrial sites;
- ii. development of "recreational" planned unit developments (PUD's);
- iii. curing documented health hazards;
- iv. providing water service to an existing rural-residential area or other area committed to non-resource use;
- v. publicly-owned parks;
- vi. development of "abandoned or diminished mill sites" as defined in ORS 197.719(1) and designated industrial land that is contiguous to the mill site.

This strategy shall be implemented by requiring:

- i. that those requesting service extensions pay for the costs of such extension;
- ii. that the services and facilities are extended solely for the purposes expressed above, and not for the purpose (expressed or implied) of justifying further expansion into other rural areas; and
- iii. that the service provider is capable of extending services;
- iv. prohibiting hook-up to sewer and water lines that pass through resource lands as allowed by "i" through "v" above, except that hook-ups shall be allowed for uses covered under "i" through "v" above;
- v. that the service allowed by "vi" above is authorized in accordance with ors 197.719.

¹ The Charleston School has been closed since the CCCP was adopted.

(04-04-005PL 9/1/04)

However, Coos County shall prohibit the extension of sewer and water main, trunk and lateral lines into the areas planned and zoned "F" southeast of Fourth Creek Reservoir, surrounding and to the south of Tarheel Reservoir, and at **Coos Head**, all currently within the Charleston Sanitary District. The extension of individual building lines to existing and future dwellings necessary and accessory for forest uses may be permitted in these areas. Also, individual building lines may be permitted to non-farm or non-forest parcels located within these areas.

This strategy is based on the recognition: (1) that the rural portions of the Charleston Sanitary District have been taxed in the expectation of receiving such services and therefore merit service extension, and (2) the language in this policy serves notice to property owners that such rural sewer and water extensions will not be valid cause to increase the permitted rural densities to non-permitted urban densities.

This language is out of date according to Statewide Planning Goal 11: Public Facilities and Services which prohibits the establishment of new sewer systems or extensions of sewer lines outside of the unincorporated community boundary. My understanding is that Charleston Sanitation has sewer lines to the Coos Head property as well as the Coos County Park which are not permitted under the current plan language.

Project: Rezoning for the Confederated Tribes Property
 Expansion of the Urban Unincorporated of Charleston to all for public services
 Rezoning of surrounding properties
 Amendment to the Comprehensive Plan

Above are the project components and to achieve this project the applicant may want to consider rezoning the properties to mixed recreational, commercial zone and controlled development.

The recreational zone is an open space zoning that allows either as a permitted use or conditional use for forest practices, recreational uses, marinas, fish & wildlife habitat management, research & education observation structures, campground, recreational vehicle park, educational-associated facilities, single family dwelling, watchman/caretaker, museum, zoos, golf course, kennel and off road vehicle rental. These are not all of the uses but the majority that may be done within the recreational zone. The complete list can be found in the LDO Table 4.2a.

A commercial zone is designed to provide for needed commercial retail and service opportunities within and outside of the urban growth boundaries. Some of the uses permitted outright or through a conditional use process are watchman/caretaker, second floor apartment, hotel/motel, bed & breakfast, commercial retail, banks, spas, bakery, campground and other commercial development. For the full list please see LDO Table 4.2e.

The purpose of the "CD-5" district is to recognize the scenic and unique quality of selected areas within Urban Growth Boundaries, to enhance and protect the unique "village atmosphere", to permit a mix of residential, commercial and recreational uses and to exclude those uses which would be inconsistent with the purpose of this district, recognizing tourism as a major component of the County's economy. This language would need to be amended by adding "or urban unincorporated communities" behind urban growth boundaries. The main reason I suggest using this language is because Charleston is a village atmosphere and I think it is appropriate. This zoning allows for residential uses of all types, hotel/motel,

bed & breakfast, residential or recreational planned unit development, commercial developments, camping, community center/grange or lodge hall, high-intensity recreation, offices, dormitories, rest or convalescent home, hospital, museum, public service office, recreational vehicle park, research & education observation structures and schools. The complete list can be found in LDO Table 4.2e. Some of these uses are permitted pending approval of a conditional use.

In the commercial zoning districts there are limits on the overall size of structures that contain the development within urban areas.

If you chose to continue with the proposal, you should use this information to come up with a master plan that we can review before reviewing your plan in detail. Once you determine if you would like to continue with the long range plan or just a rezone of your property, I will provide you with the Statewide Planning Goals that will need to be addressed.

The project seems to be well suited for the Charleston area and there has been a lot of support generated for revitalization of this area. This project will could potentially bring a financial benefit to the community.

If you have any questions please call at 541-396-7770, e-mail jrolfe@co.coos.or.us, mail to 250 N. Baxter, Coquille, OR 97423 or visit us at the office 225 N. Adams St.



Planning Director

EC:

Jeff Stump, Tribal Planner CTCLUSI
Planning Staff
Dave Perry, DLCD
DEQ
John Rowe, Roadmaster
Chris Claire ODFW
Thomas Guevara, ODOT
Howard Crombie, CTCLUSI
Nicole Norris, Coquille Tribe
David Koch, Port of Coos Bay
Larry Robison, Coos County Parks
USA Coast Guard
Chris Claflin Oregon Economic Development
Craig Young, Professor & Director, OIMB
Emily Eng, UO Campus Planning & Real Estate
Ron Hoffine, Coos Bay-North Bend Water Board
Anita Andazola, USACE
Nancy Zepf, BLM

Sandy Messerle, South Coast Development
Council
Jeff Griffin, Regional Solutions Team office

CC:

Charleston Rural Fire District
Charleston Sanitary District