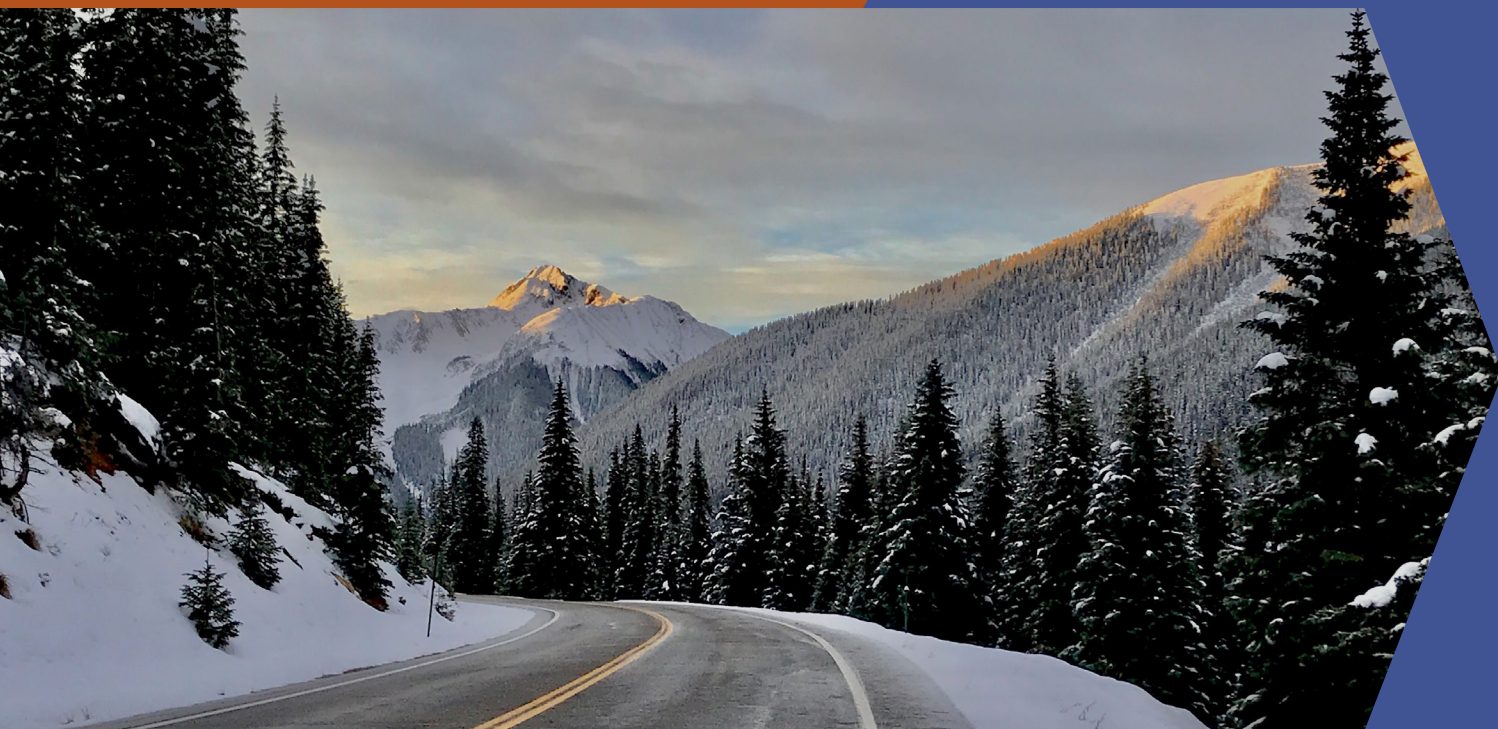


Appendix C

Gunnison Valley TPR Federal Lands Access

2050 Regional Transportation Plan



CONNECTION. CHOICE.
COLORADO FOR ALL.



Gunnison Valley Transportation Planning Region - The Federal Highway Administration & Federal Lands Highways

The Federal Highway Administration recognizes the vital role transportation plays in the lives of the traveling public, influencing economic growth, public safety, and many other aspects of daily life.

Federal Lands Highways, a division of the Federal Highway Administration, provides financial resources, planning, transportation engineering, and project delivery for mobility networks that service the transportation needs of US federal lands and tribal partners. These include the National Park Service, the US Forest Service, the US Fish and Wildlife Service, the Bureau of Indian Affairs and Tribal Governments, the Bureau of Land Management, the Department of Defense, the US Army Corps of Engineers, and the Bureau of Reclamation.

Its mission is to provide efficient, reliable, and effective transportation systems while enhancing natural resources, protecting the environment, and ensuring recreational access for the traveling public. These essential services are delivered in all 50 states, the District of Columbia, Puerto Rico, and US Territories through the Headquarters, Eastern, Central, and Western Federal Lands Highway Division offices.

Federal Lands Highways recognizes that transportation systems are more than just a means of travel—they are often integral to the experience itself. Scenic byways, mountain passes, and historic routes are destinations in their own right, shaping how people connect with the landscapes they traverse. Federal Lands Highway's projects and services are designed to support and seamlessly integrate with the environment, fostering a deeper appreciation for the natural world and enhancing outdoor recreation. By improving access to national parks, forests, wildlife refuges, and public lands, these investments ensure that all Americans can continue to explore and enjoy our shared natural heritage. At the same time, they fuel economic growth by supporting local businesses, outdoor tourism, and gateway communities, generating jobs and revenue that benefit both rural and urban economies across the country.

Enhanced FLMA Coordination: Legislative Basis & Approach

State Departments of Transportation (DOTs), Metropolitan Planning Organizations (MPOs), and local transportation agencies are responsible for considering Federal Land Management Agency (FLMA) transportation access needs in their planning and capital improvement processesⁱ.

However, recreational and FLMA access needs are qualitatively different from transportation needs on the urban, suburban, and inter-urban networks. Whereas the latter systems are built on high-volume, paved facilities, recreational travel tends to occur on low-volume, typically unpaved systems in rural or remote contexts. Furthermore, recreational travel patterns are less predictable than typical 'rush hour' pulses of activity and can be dependent on external factors such as weather and special events.

Gunnison Valley Transportation Planning Region
The Federal Highway Administration & Federal Lands Highways

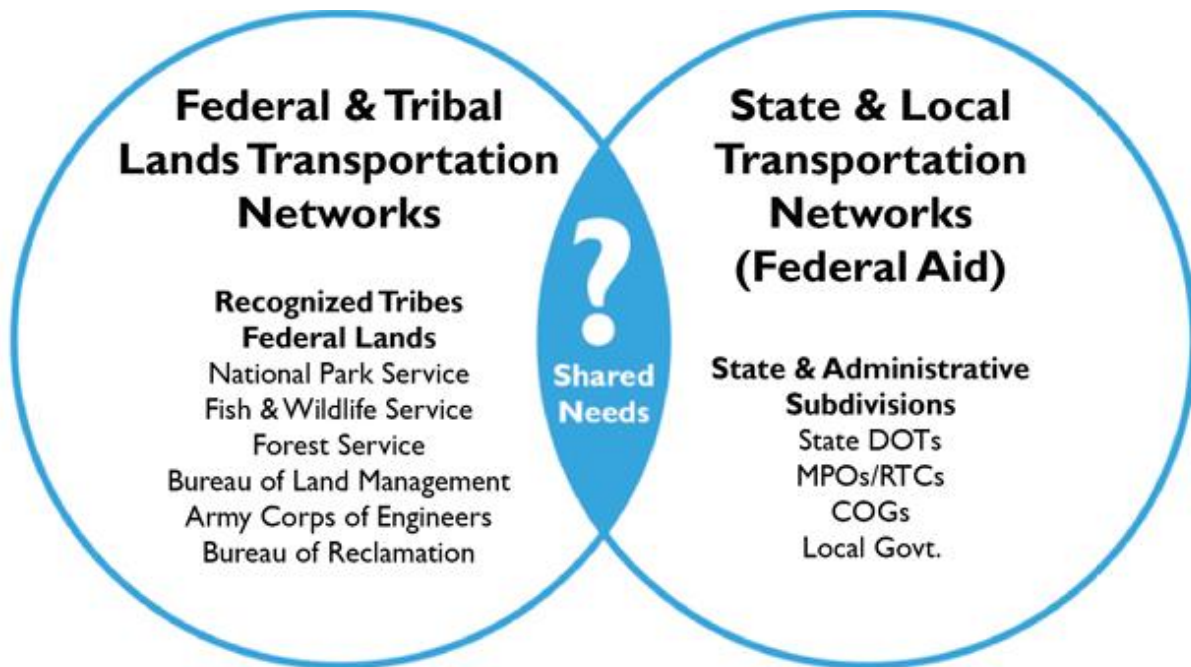
As such, determining the relative priority of projects on discretionary (or recreational) systems versus non-discretionary systems (commute, school, and other daily transportation needs) can be challenging.

The Federal Lands Access Program (FLAP) was created to plan, design, and fund projects in this unique travel niche, however lack of consistent coordination between federal, state, and local agencies can hinder the development of a broad, multi-agency consensus for enhanced recreational travel. This limits chances for partnerships and funds-leveraging and can lead to missed opportunities where shared needs could be aligned in the planning or design processes.

Led by Federal Lands Highways (FLH), enhanced FLMA coordination attempts to solve this challenge through the identification of shared needs through cross-sector, multi-agency workshops (see **Figure 1**). Multi-agency workshops can reveal and elevate projects and opportunities that are:

- Beneficial to multiple agencies and supported by the general public
- Most likely to receive (or have received) state or local investment
- Projects of mutual interest where planning and design can be aligned before final programming and funding decisions are made
- Eligible and competitive for a broad set of state and federal grant funding opportunities (like FLAP, or other discretionary sources at the state or federal levels)

Figure 1 : Shared Needs Schematic



Venn Diagram of Shared Needs between the Federal & Tribal Lands Transportation Networks on the left and State & Local Transportation Networks (Federal Aid) on the right. The blue left circle includes the Recognized Tribes Federal Lands, National Park Service, Fish & Wildlife Service, Forest Service, Bureau of Land Management, Army Corps of Engineers, Bureau of Reclamation. The blue right circle includes the State & Administrative Subdivisions, State DOTs, MPOs/RTCs, COGs, Local Govt. The overlap section in the middle is blue with white text labeled "Shared Needs" with a icon of a white question mark.

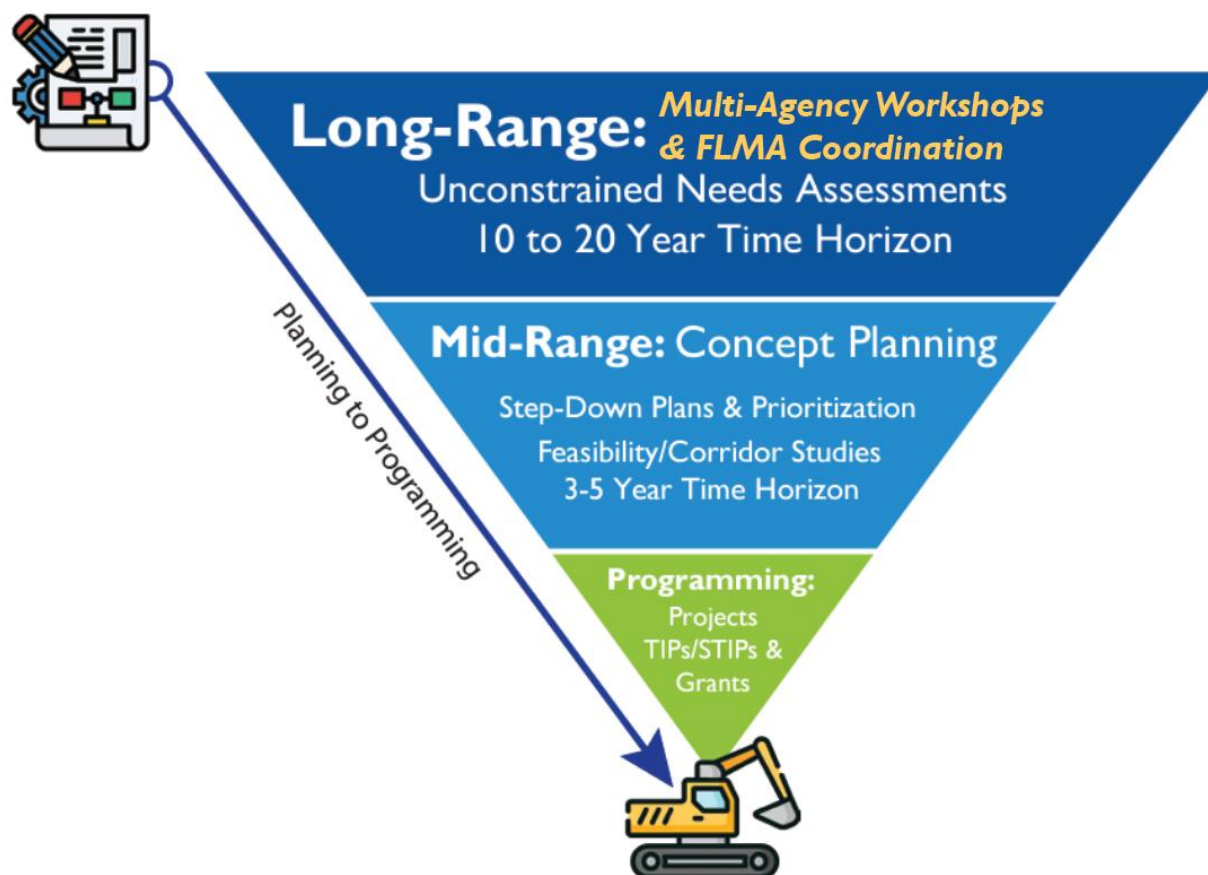
Gunnison Valley Transportation Planning Region The Federal Highway Administration & Federal Lands Highways

Enhanced coordination can help FLMAs, along with state and local agencies, better align improvement programs, seek partnerships, leverage resources, and advance shared goals.

Needs identification through the enhanced FLMA coordination process is mostly an exercise with a long-range (10-20 year) time horizon where agencies have flexibility in determining priorities and identifying projects (the top tier of **Figure 2** below). Sometimes referred to as ‘blue sky’ strategy, the FLMA coordination process is a financially unconstrained assessment of current and future need such that capital investments can be identified before safety, congestion, state of good repair, or other concerns become acute. Most needs identified in this study are within this top ‘Long Range’ tier.

Some projects require additional planning, studies, scope refinement, or risk mitigation (e.g., through a public engagement process) before capital investments or programming decisions can be made. Concept planning, in the forms of corridor plans, site plans, modal plans, and other planning projects/studies can ready projects for implementation by reducing risk, refining scope, and/or determining relative priority. A small number of needs identified in this study are in this ‘Mid-Range’ tier. Step-down planning efforts, initiated based on the needs identified in the process, can transition a project from conceptual phases to shovel readiness, as depicted in the implementation, or ‘Programming’, bottom tier of the pyramid. This study is intended to help guide the best projects toward implementation, by highlighting the projects of greatest need and broadest benefit while demonstrating alignment with planning goals and funding streams.

Figure 2 : Planning to Programming Continuum

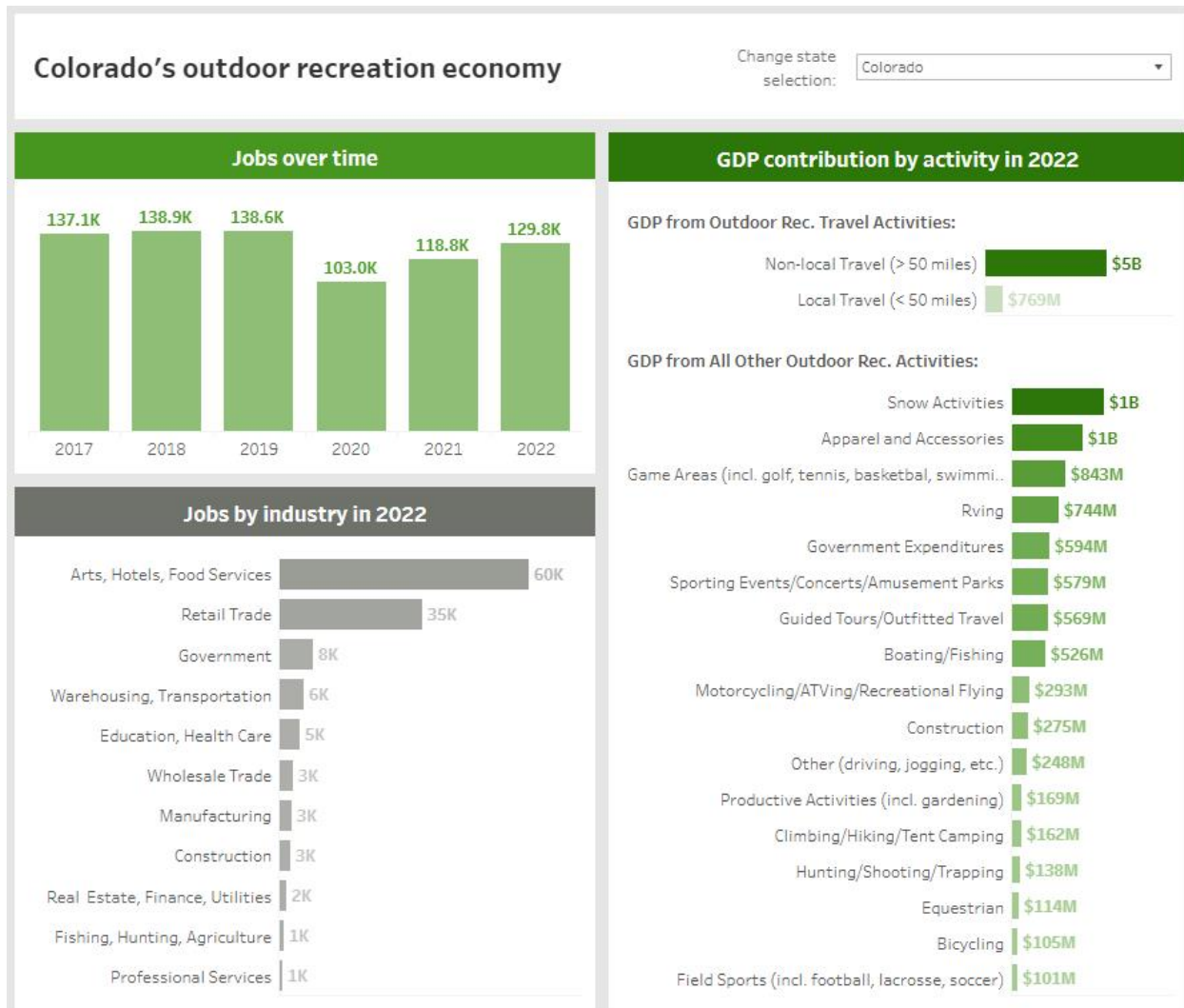


Planning to Programming Graphic is an upside-down triangle divided into three sections. The base of the triangle and largest dark blue section states “Long-Range: Multi-Agency Workshops & FLMA Coordination, Unconstrained Needs Assessments 10 to 20 Year Time Horizon”. The middle light blue section states “Mid-Range: Concept Planning, Step-Down Plans & Prioritization Feasibility/Corridor Studies 3 to 5 Year Time Horizon”. The tip of the triangle green section states “Programming: Projects TIPs/STIPs & Grants”. At the top left corner of the graphic there is a document icon. There is an arrow with the text, “Planning to Programming” along the left side of the triangle pointing down the graphic of an excavator at the bottom of the graphic.

Colorado’s Outdoor Recreation Economy

Driven in large part by the vast amounts of federal public lands, the state’s outdoor recreation industry is a major contributor to Colorado’s economy. Colorado ranks 12th in the nation for outdoor recreational economic activity with \$5.77B in value-add contribution to the state’s gross domestic product (GDP) while also supporting 129.8K direct employment jobs (2022, see **Figure 3ⁱⁱ**).

Figure 3 : Economic Impact of Outdoor Recreation



The graphic depicts three bar charts. The dark green horizontal bar graph title is “GDP Contribution by activity in 2020”. The first section in the bar graph is “GDP from Outdoor Rec. Travel Activities” with two types of travel. The second section is “GDP from All Other Outdoor Rec. Travel Activities” with seventeen types of travel. The light green vertical bar graph title is “Jobs over time” that depict the years 2017 to 2022 over the number of jobs. The last gray horizontal bar graph title is “Jobs by Industry in 2022”. There are eleven types of industries over the number of jobs.

Non-local travel, defined as greater than 50 miles, alone contributes \$5B to this figure and is driven largely by the internationally renowned ski destinations (on USFS lands) and National Parks throughout the state.

Colorado's Recreational Transportation Network

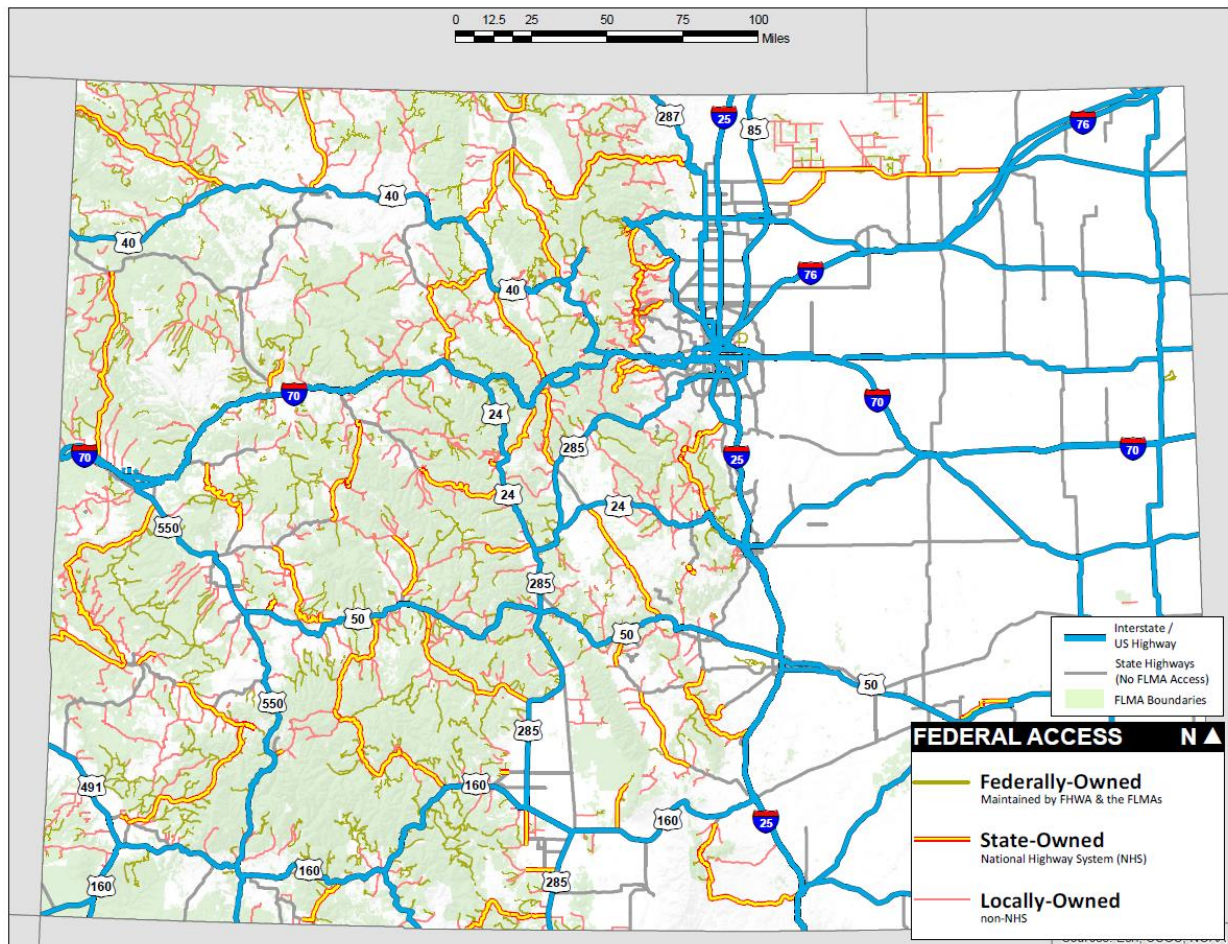
Access to the outdoor recreational opportunities on federal lands is dependent on safe and reliable mobility on local, state, and federally owned roadway and trail systems. From major highways to rural roads, from developed campsites to backcountry trails, the traveling public expects to be able to move seamlessly between systems and modes, regardless of ownership, to reach their destination.

Colorado's Recreational Transportation Systems

Table 1 : Colorado's Recreational Transportation Systems

Transportation System Ownership Status	Total Miles
Federally Owned Roadway Miles (all FLMAs, paved & unpaved)	7,672 Miles
State Owned FLMA Access Routes	3,897 Miles
Locally Owned FLMA Access Routes	7,154 Miles
Trails & Multi Use Paths, all Ownership	Between 40,000 and 45,000 Miles

Figure 4 : FLMA Access Routes in Colorado



Gunnison Valley Transportation Planning Region The Federal Highway Administration & Federal Lands Highways

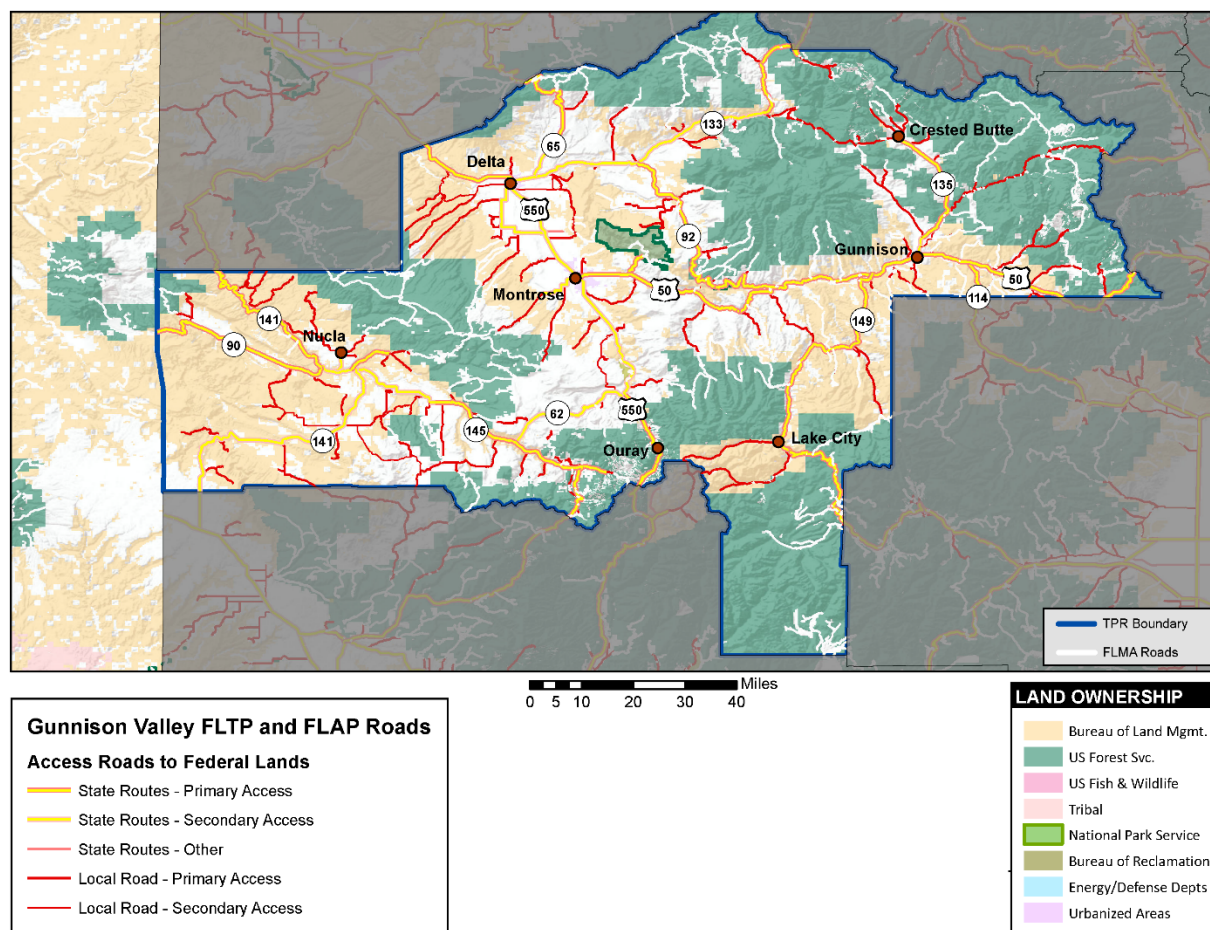
Map of Colorado depicts three types of owned roads based on the color-coded road segment labels in the map legend. The gray road segments are Federally-Owned Maintained by FHWA and the FLMA's, orange road segments are State-Owned National Highway System (NHS), and red road segments are Locally-Owned non-NHS. The legend on the bottom left corner of the map describes the geographic boundaries, dark yellow lines for the interstate/US Highway and dark blue lines for the TPR Boundary and its label on the map.

Gunnison Valley TPR Recreational Roadway Systems

Table 2 : Gunnison Valley TPR Recreational Roadway Systems

Transportation System Ownership Status	Total Miles
Federally Owned Roadway Miles (all FLMA's, paved & unpaved)	1,444 Miles
State Owned FLMA Access Routes	591 Miles
Locally Owned FLMA Access Routes	928 Miles

Figure 5 : FLMA Access Routes in Gunnison Valley TPR



Map of FLMA Access Routes in Gunnison Valley Transportation Planning Region in Colorado. The legend on the top right corner of the map is for the Gunnison Valley FLTP and FLAP Roads, Access Roads to Federal Lands. Five different levels of state or local roads and their types of access are depicted by colors. Orange segments

Gunnison Valley Transportation Planning Region The Federal Highway Administration & Federal Lands Highways

are State Routes with Primary Access, yellow segments are State Routes with Secondary Access, pink segments are State Routes with Other Access, red segments are Local Road with Primary Access, and dark red segments are Local Road with Secondary Access. This map helps identify roads of the six types of FLMA Lands and Roads and three types of FLTP. The six types of FLMA Lands and Roads are US Forest Service, Bureau of Land Management, National Park Service, US Fish and Wildlife Service, US Army Corps of Engineers, Bureau of Reclamation. The three types of FLTP are FLTP/FLTP Subset, FLTP Proposed (USFS) and Open to Passenger Vehicles. The source is from Esri, USGS, NOAA.

Each system, and its underlying ownership structure, dictates which programs and funding sources can be used for planning and improvements.

Federally Owned System

The federally owned high-use transportation system (and associated facilities, like bridges, trails, trailheads, etc.) is funded by US Congress under the current surface transportation act (the Bipartisan Infrastructure Law, or BIL, 2022-2026). Federal Lands Highways is responsible for improvements to this system under the Federal Lands Transportation Program, or FLTP.

The National Park Service, the US Fish & Wildlife Service, and the US Forest Service all receive a fixed yearly amount (set-aside) to allocate as agency needs dictate. The Bureau of Land Management, US Army Corps of Engineers, and the Bureau of Reclamation compete for the remainder of the yearly funding (see **Table 3**).

Table 3 : FLTP Funding

	2022	2023	2024	2025	2026
FLTP Total Funding (National)	\$422 M	\$430 M	\$439 M	\$448 M	\$456 M
Set-aside for National Park Service	\$332 M	\$339 M	\$346 M	\$354 M	\$360 M
Set-aside for Fish & Wildlife Service	\$36 M	\$36 M	\$36 M	\$36 M	\$36 M
Set-aside for Forest Service	\$24 M	\$25 M	\$26 M	\$27 M	\$28 M
Remaining Amount for: <ul style="list-style-type: none"> Bureau of Land Mgmt. US Army Corps. Bureau of Reclamation 	\$30 M	\$30 M	\$31 M	\$31 M	\$32 M

All other federally owned transportation facilities (such as administrative or low volume public roads) are managed by the various FLMA's with departmental or agency specific funds.

In Colorado, 7,672 miles of federally owned roadways are eligible for FLTP investment. Within the Gunnison Valley TPR, 1,444 miles of roadway qualify (gray routes in **Figure 4**). This total excludes trails, trailheads, bridges, and other federally owned transportation systems also eligible for FLTP funding. Note that federally owned transportation assets are eligible for funding under the Access Program (FLAP, see next section) with an agreement whereby a state or local agency agrees to assume operations and maintenance costs of the facility.

State Owned Access System

The state-owned access system, which includes US routes, interstate routes, and some local roads that are crucial to freight transport and airport access, falls under the jurisdiction of state DOTs to maintain and improve as needs dictate. State DOTs receive formulaic funding under the Federal Aid system, and are also eligible for a variety of discretionary (competitive grant) programs under BIL.

Given the prevalence of federal lands in Colorado, many state routes are also eligible for funding from the Federal Lands Access Program or FLAP. FLAP is a formulaic program administered by FLH to improve and expand access to public federal lands that support high-use recreation or economic generation.

By legislative formula, every US state receives a yearly allocation under FLAP. Due to the abundance of federal lands and federal public roadway in Colorado, the state receives one of the largest yearly allocations in the country (see **Table 4**).

Table 4 : FLAP Funding

	2022	2023	2024	2025	2026
FLAP Total Funding (National)	\$286 M	\$292 M	\$297 M	\$304 M	\$309M
FLAP Colorado Funding	\$8.07 M	\$8.21 M	\$8.3 M	\$8.48 M	\$8.62 M

In Colorado, there are 3,897 miles of CDOT roadway that provide primary access to various FLMA units (gold routes in **Figure 4 & Figure 5**). In the Gunnison Valley TPR, there are 591 miles of CDOT roadway that provide FLMA access.

The next call for FLAP projects in Colorado is scheduled for mid to late-2025. To request to be placed on a distribution list, please send an email to: CFL.Planning@dot.gov or visit <https://highways.dot.gov/federal-lands/flap> for more information.

Locally Owned Access System

The locally owned system is comprised of various county and municipal facilities (such as roads, streets, bridges, sidewalks, and public transit systems) that provide urban, inter-urban, and rural mobility. Counties and municipalities play a crucial role in the planning, development, and maintenance of these transportation systems. Local governments are responsible for tailoring transportation solutions to meet the unique needs and demands of their communities. They must address issues such as traffic congestion, road safety, public transit accessibility, and infrastructure resilience.

To fund projects, local governments often rely on a combination of revenue sources, including property taxes, sales taxes, vehicle registration fees, and grants from state and federal agencies. While MPOs do not own transportation assets, they play a crucial role in planning and funding transportation systems in urbanized regions. MPOs can bring multiple jurisdictions together, develop funding strategies for projects of regional significance, and provide an excellent forum to discuss shared needs across federal, state, and local systems. In Colorado,

there are 7,154 miles of roadway that provide primary access to federal lands and are owned and maintained by counties and incorporated municipalities (red routes in **Figure 4 & Figure 5**). These routes are also eligible for funding under FLAP.

Trails & Multi-Use Paths

The vast array of natural surface trails, paved trails, and multi-use paths are integral components of Colorado's transportation and recreation infrastructure. Trails and multi-use paths can connect neighborhoods, schools, parks, and commercial areas, fostering community, building resilience, promoting economic growth, and improving public health. More than merely providing multi-modal access, very often these systems are destinations in and of themselves and can provide can users with unique and valuable recreational experiences.

The expansive systems of trails and paths throughout the United States are owned and maintained by a mosaic of local, state, and federal agencies, and can also include some non-governmental agencies. Trails are also eligible for a wide variety of formulaic and discretionary funding sources from local, state, and federal agencies. State, local, and some federally-owned trails are eligible for funding under FLAP. The National Park Service manages the Scenic, Historic, and Recreational trail systems, with many state and local trail systems feeding into these world-class recreational corridors.

In Colorado, there is between 40,000 and 45,000 miles of trails and multi-use paths, both on and off federal lands (not pictured in **Figure 4 & Figure 5**). While official, designated trails make up the majority of this system, the state's abundant remote lands have engendered the development of informal and un-designated trail networks, posing a challenge for land managers.

Federal Land Management in Gunnison Valley TPR

With 24M acres, constituting 36.3% of the state's total landmass, federal lands play a significant role in the Colorado's environmental, recreational, and economic landscape.

The Gunnison Valley Transportation Planning Region (GV TPR), which encompasses Delta, Gunnison, Hinsdale, Montrose, Ouray, and San Miguel Counties, features diverse federally managed lands and natural resources. These resources play a vital role in supporting recreation, conservation, and local economies.

- **U.S. Forest Service (USFS):** This region is home to portions five National Forests (**Grand Mesa, Uncompahgre, Gunnison, Rio Grande, and San Juan National Forests**), offering extensive opportunities for scenic travel and outdoor recreation, including hiking, camping, and off-highway vehicle use. Iconic destinations such as the Grand Mesa are located here, drawing thousands of visitors annually.
- **Bureau of Land Management (BLM):** There is a significant presence of BLM lands in western Colorado and within all counties of the GV TPR region. These public lands support activities such as hiking, mountain biking (notably in areas like Buzzard Gulch), dispersed camping, and wildlife observation. These lands also contribute to grazing and mineral resource management.

Gunnison Valley Transportation Planning Region The Federal Highway Administration & Federal Lands Highways

- **National Park Service (NPS):** The Black Canyon of the Gunnison National Park, located in Montrose County, is a key NPS unit. The Park is characterized by steep cliffs, narrow canyons, and unique geological features, offering both recreational and educational opportunities. The NPS also manages the Curecanti National Recreation Area
- **Bureau of Reclamation (BOR):** The BOR oversees infrastructure related to water management in the Gunnison River Basin, which impacts Gunnison County. This includes the Blue Mesa, Crystal, and Morrow Point Reservoirs and upstream water storage projects crucial for municipal and agricultural use.

The region's mix of mountainous terrain, river valleys, and plains supports activities ranging from backcountry exploration to conservation research, making it an integral part of Colorado's public lands system.

Identified Needs for the Gunnison Valley TPR

Tourism is a major economic generator in the Gunnison Valley TPR. The region is home to popular destinations like the resort towns of Crested Butte and Telluride, which attract visitors during the winter months, as well as state and national public lands including the Black Canyon of the Gunnison National Park, which welcome outdoor enthusiasts during the summer season. This surge in outdoor recreation has created significant transportation challenges, including congestion, increased seasonal traffic, and infrastructure strain on rural and semi-urban roadways. With continued growth in outdoor tourism and public lands visitation, the GV TPR must address federal, state, and local coordination needs to ensure sustainable and safe access to recreation areas while preserving the region's rural character and roadway infrastructure.

In Summer 2024, one-on-one meetings between FLH and public agencies led to the identification of 15 transportation needs in the planning area. These meetings emphasized the importance of strategic planning, funding alignment, and innovative approaches to address transportation infrastructure challenges. Participants included representatives from the U.S. Forest Service (USFS), Bureau of Land Management (BLM), Colorado Department of Transportation (CDOT), and county public works departments, among others. The discussions focused on enhancing connectivity to public lands, supporting recreational travel, and balancing growth with visitor experience quality and security concerns.

Where appropriate, project needs should be integrated into state and local planning processes to ensure their consideration for inclusion in improvement programs or implementation through discretionary funding sources, such as grants. Simultaneously, FLAP planners and programmers will explore opportunities for joint funding and partnerships with state and local entities to advance projects that align with shared priorities.

Gunnison Valley TPR Planning Area Project Needs Overview

- Total Number of Projects: 15
- Total Estimated Planning Need: \$500,000 - \$2,000,000
- Total Estimated Capital Need: \$50,000,000 - \$87,500,000

Project Needs: Crested Butte Planning Area

- Total Number of Projects: 4
- Total Estimated Planning Need: \$250,000 - \$500,000
- Total Estimated Capital Need: \$40,000,000 - \$60,000,000

Overview of Identified Needs

Ohio Pass Road (Project No. 131)

- Located north of Gunnison, Ohio Pass (also known as County Road 730) traverses the West Elk Mountains in the Gunnison National Park. This 23-mile route is a popular scenic drive, with views of ranches, wildlife, and “The Castles”, which is one of Colorado’s most unique rock formations. The first 17 miles of the roadway (SR 135 to County Road 737) are paved. The segment of road from County Road 737 to Kebler Pass Road is unpaved. This project proposes the reconstruction of Ohio Pass Road from SR 135 to Kebler Pass Road to address the roadway’s deteriorating condition, including surface degradation, erosion, and ongoing maintenance challenges. The unpaved portion experiences washouts and rutting, making travel difficult, particularly during inclement weather.

Intersection Improvements at SR 135/US 50 (Project No. 132)

- This study aims to address congestion and enhance traffic flow at a critical junction in Gunnison, CO. As a key connection for regional travel, this intersection experiences higher traffic volumes, especially during peak travel seasons. This study will evaluate current conditions, identify operational and safety challenges, and develop a range of improvement alternatives to enhance mobility and safety.

Kebler Pass Road (Project No. 141)

- Kebler Pass Road is a popular scenic route for viewing fall foliage. The road is closed to vehicular traffic between mid-October and mid-June but accessible for snowmobiling. This project focuses on the reconstruction, stabilization, and widening of Kebler Pass Road. Improvements would also include mitigating geological hazards such as rockfalls, landslides, and erosion.

Cumberland Pass Road (Project No. 142)

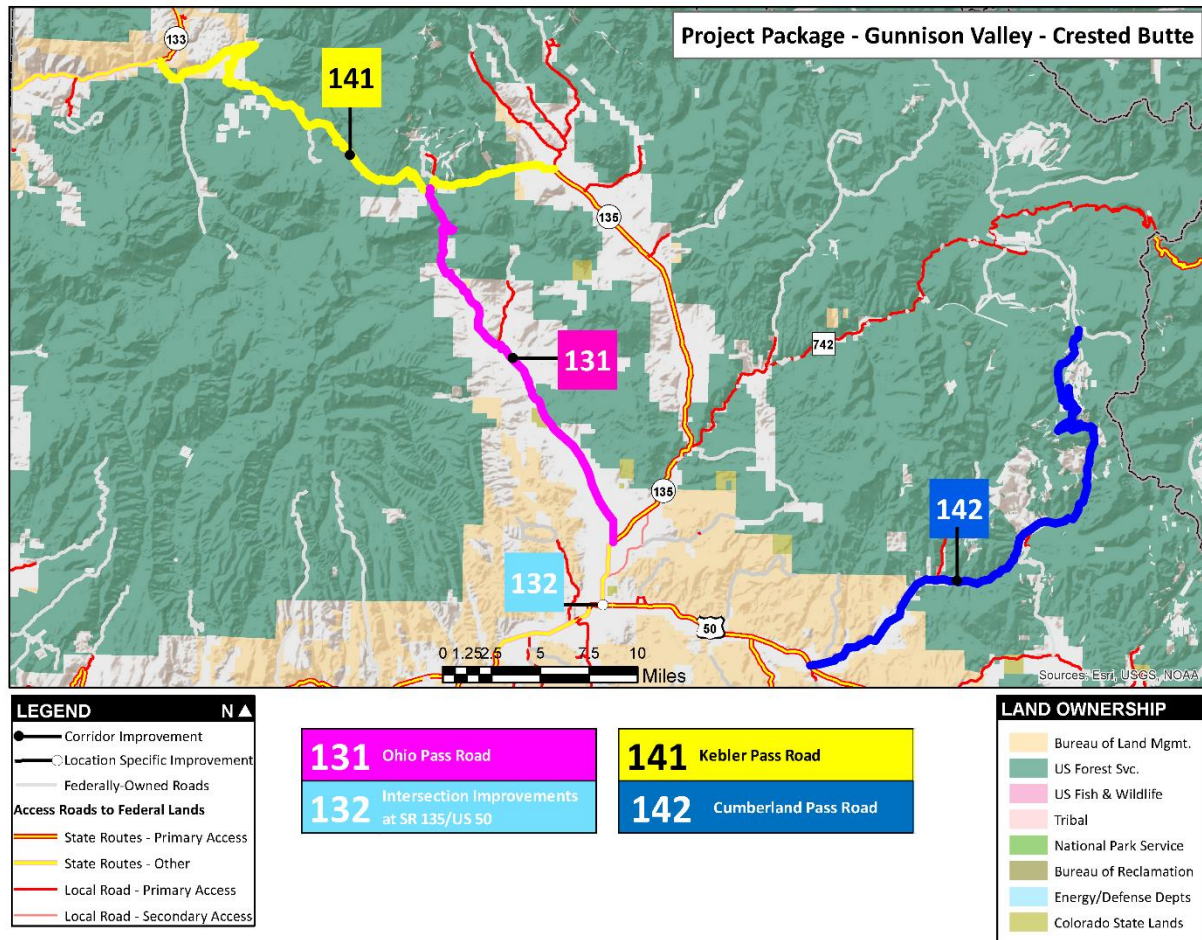
- The Cumberland Pass Road connects the historic town of Tincup, CO with US 50 and offers expansive mountain views. The section of the road from US 50 to Pitkin, CO is paved and owned by the county, while the section from Pitkin to Teacup is gravel and owned by the Forest Service. This project proposes a new chipseal for the county-owned portion of the road and reconstructing the gravel road from Pitkin to Teacup.

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Table 5 : List of Needs in Crested Butte

Project Number	Name	Type	Ownership	FLMA Accessed	Cost Estimate	Fund Source
131	Ohio Pass Road	Roadway	USFS	USFS	\$1,000,000 - \$5,000,000	FLTP
132	Intersection Improvements at SR 135/US 50	Study	State	USFS	\$250,000 - \$500,000	Fed Aid
141	Kebler Pass Road	Roadway	County	USFS	\$40,000,000 - \$60,000,000	Fed Aid/ Local
142	Cumberland Pass Road	Roadway	County/ Federal	USFS	\$1,000,000 - \$5,000,000	FLTP, Fed Aid/Local

Figure 6 : Map of Needs in Crested Butte



Gunnison Valley Transportation Planning Region The Federal Highway Administration & Federal Lands Highways

Map of Projects in Gunnison Valley, Crested Butte. Below the map there are two legends on the right and left corner and a list of projects in between the legends.

The legend below the map on the bottom left corner labels the three project type labels and four levels of Access Roads to Federal Lands depicted by color-coded road segments. The project label for corridor improvements is a solid black line and solid black dot at the end of the line, location specific improvements are a solid black line, white dot and black outline at the end of the line, and federally-owned roads are light grey line. Orange segments are State Routes with Primary Access, yellow segments are State Routes with Other Access, red segments are Local Road with Primary Access, and dark red segments are Local Road with Secondary Access.

The list of four projects in middle bottom of the map are in a two-columned list organized by project ID, project name and are colored by their matching-colored road segments. The four projects are 131 Ohio Pass Road in hot pink, 132 Intersection Improvements at SR 135/US 50 in light blue, 141 Kebler Pass Road in neon yellow, and 142 Cumberland Pass Road in dark blue.

The legend on the bottom right corner of the map is land ownership depicted by color-coded areas. Tan areas are Bureau of Land Management, dark green areas are US Forest Service, dark pink areas are US Fish & Wildlife, light pink areas are Tribal Lands, light green areas are National Park Service, olive green areas are Bureau of Reclamation, light blue areas are Energy/Defense Departments, and the pear color areas are Colorado State Lands.

Project Needs: Crooked Creek Planning Area

- Total Number of Projects: 2
- Total Estimated Planning Need: \$0
- Total Estimated Capital Need: \$650,000 - \$1,500,000

Overview of Identified Needs

NFSR 520 Road Reconstruction (Project No. 123)

- Forest Road 520 provides access from State Route 149 to various backcountry recreational opportunities in the Rio Grand National Forest, including OHV touring, hiking, and fishing. This project would reconstruct approximately 0.75 miles of Forest Road

FSR 520.2I Crooked Creek Drainage Improvements (Project No. 124)

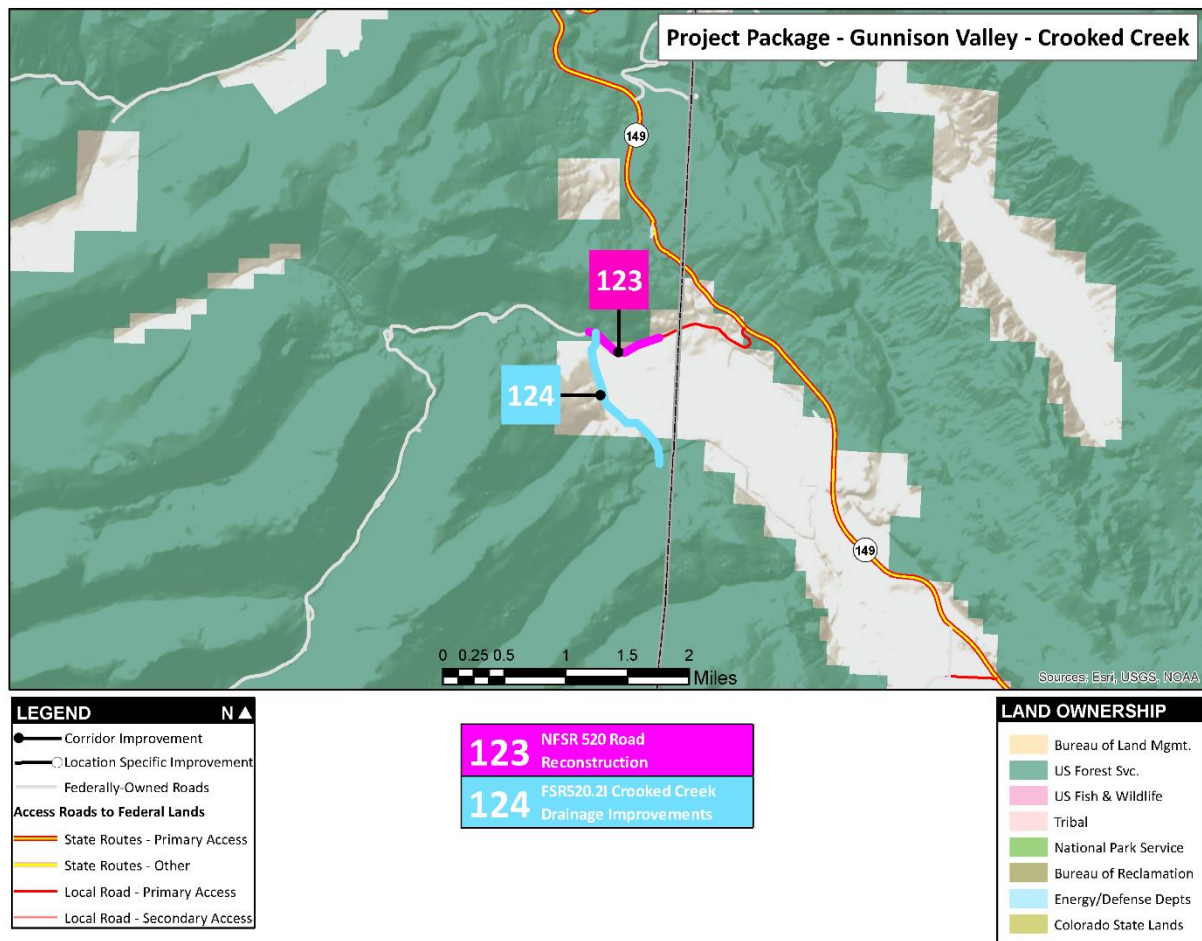
- This offshoot of Forest Road 520 ends at the Texas Creek Summer Home Group Trailhead, situated along the Rio Grande River. The site offers access to river recreation like fly fishing and whitewater rafting. This project will improve drainage along the road to reduce erosion and ensure reliable access. Improvements could include culvert replacements, surface grading, and stabilization measures to mitigate runoff impacts.

**Gunnison Valley Transportation Planning Region
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Table 6 : List of Needs in Crooked Creek

Project Number	Name	Type	Ownership	FLMA Accessed	Cost Estimate	Fund Source
123	NFSR 520 Road Reconstruction	Roadway	USFS	USFS	\$500,000 - \$1,000,000	FLTP
124	FSR520.21 Crooked Creek Drainage Improvements	Roadway	USFS	USFS	\$150,000 - \$500,000	FLTP

Figure 7 : Map of Needs in Crooked Creek



Map of Projects in Gunnison Valley, Crooked Creek. Below the map there are two legends on the right and left corner and a list of projects in between the legends.

The legend below the map on the bottom left corner labels the three project type labels and four levels of Access Roads to Federal Lands depicted by color-coded road segments. The project label for corridor improvements is a solid black line and solid black dot at the end of the line, location specific improvements are a solid black line, white dot and black outline at the end of the line, and federally-owned roads are light grey line. Orange segments are State Routes with Primary Access, yellow segments are State Routes with

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Other Access, red segments are Local Road with Primary Access, and dark red segments are Local Road with Secondary Access.

The list of two projects in middle bottom of the map are in a list organized by project ID, project name and are colored by their matching-colored road segments. The two projects are 123 NFSR 520 Road Reconstruction in hot pink, and 124 FSR520.21 Crooked Creek Drainage Improvements in light blue.

The legend on the bottom right corner of the map is land ownership depicted by color-coded areas. Tan areas are Bureau of Land Management, dark green areas are US Forest Service, dark pink areas are US Fish & Wildlife, light pink areas are Tribal Lands, light green areas are National Park Service, olive green areas are Bureau of Reclamation, light blue areas are Energy/Defense Departments, and the pear color areas are Colorado State Lands.

Project Needs: Gunnison River Planning Area

- Total Number of Projects: 7
- Total Estimated Planning & Transit Need: \$450,000 - \$1,500,000
- Total Estimated Capital Need: \$8,000,000 - \$25,000,000

Overview of Identified Needs

Blue Mesa Dam (Project No. 23)

- This project will upgrade 1.5 miles of Pine Creek Road to asphalt. Currently, the gravel road provides access to the Pine Creek Trailhead, located just below the Blue Mesa Dam. Visitors can explore the Gunnison River by foot or boat at this location and it is accessible year-round.

Morrow Point Dam (Project No. 27)

- The Morrow Point Dam Road project focuses on pulverizing and repaving the length of the access road in asphalt. This roadway provides access to the Gunnison River, including the Mesa Creek Trail with views of the Morrow Point Dam. The NPS Curecanti National Recreation Area Cimarron Visitor Center is located alongside the road, as well as the Cimarron Campground and the Cimarron Canyon Rail Exhibit. In total, approximately 1.2 miles of roadway will be improved.

Crawford Park Roads Repave (Project No. 33)

- The Crawford Reservoir is encompassed within Crawford State Park and the BOR-owned roads within the park need resurfaced. The primary function of this facility is providing farm irrigation, but many recreational opportunities exist when water levels are high. These include boating, fishing, camping, picnicking, and hiking.

Crystal East Portal Road (Project No. 34)

- East Portal Road is managed by the BOR and accesses the Black Canyon of the Gunnison National park. It is paved and two-way, but windy and steep. The road exists to provide access to Crystal Dam and the east portal of the Gunnison Tunnel. This project recommends paving 5 miles of the East Portal Road from its intersection with State Route 347 down to the East Portal Campground.

**Gunnison Valley Transportation Planning Region
The Federal Highway Administration & Federal Lands Highways**

Montrose to Black Canyon of the Gunnison Transit (Project No. 128)

- This study will explore opportunities for transit service between Montrose, CO and Black Canyon of the Gunnison National Park. The study will assess potential routes, service models, ridership demand, and operational feasibility to enhance visitor access while reducing vehicle congestion. Stakeholder engagement and input from local communities, park officials, and transit providers should inform recommendations.

BLCA Travel Demand Planning Study (Project No. 129)

- This study will evaluate travel patterns, visitor demand, and congestion issues within Black Canyon of the Gunnison National Park. It will analyze peak visitation periods, road capacity, parking constraints, and alternative transportation options to improve mobility and visitor experience while protecting park resources.

Transit Access at Curecanti NRA (Project No. 130)

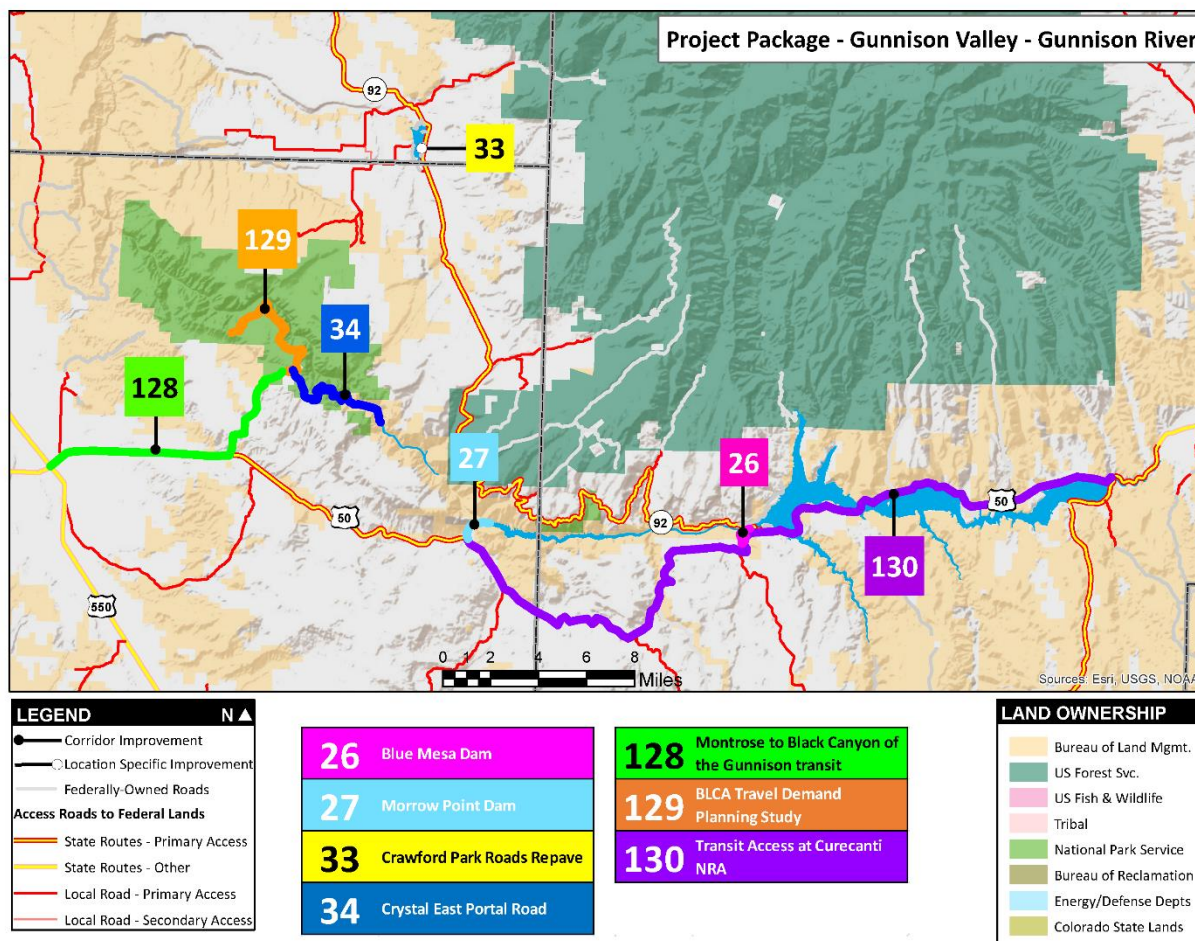
- This study will assess bus stop location options within the Curecanti National Recreation Area to improve visitor access and connectivity.

Table 7 : List of Needs in Gunnison River

Project Number	Name	Type	Ownership	FLMA Accessed	Cost Estimate	Fund Source
26	Blue Mesa Dam	Roadway	BOR	BOR	\$1,000,000 - \$5,000,000	FLTP
27	Morrow Point Dam	Roadway	BOR	BOR	\$1,000,000 - \$5,000,000	FLTP
33	Crawford Park Roads Repave	Roadway	BOR	BOR	\$1,000,000 - \$5,000,000	FLTP
34	Crystal East Portal Road	Roadway	BOR	BOR	\$5,000,000 - \$10,000,000	FLTP
128	Montrose to Black Canyon of the Gunnison Transit	Planning/ Transit	State	NPS	\$150,000 - \$500,000	FLAP
129	BLCA Travel Demand Planning Study	Planning/ Transit	NPS	NPS	\$150,000 - \$500,000	FLTP
130	Transit Access at Curecanti NRA	Planning/ Transit	NPS	NPS	\$150,000 - \$500,000	FLTP

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Figure 8 : Map of Needs in Gunnison River



Map of Projects in Gunnison Valley, Gunnison River. Below the map there are two legends on the right and left corner and a list of projects in between the legends.

The legend below the map on the bottom left corner labels the three project type labels and four levels of Access Roads to Federal Lands depicted by color-coded road segments. The project label for corridor improvements is a solid black line and solid black dot at the end of the line, location specific improvements are a solid black line, white dot and black outline at the end of the line, and federally-owned roads are light grey line. Orange segments are State Routes with Primary Access, yellow segments are State Routes with Other Access, red segments are Local Road with Primary Access, and dark red segments are Local Road with Secondary Access.

The list of seven projects in middle bottom of the map are in a two-columned list organized by project ID, project name and are colored by their matching-colored road segments. The seven projects are 26 Blue Mesa Dam in hot pink, 27 Morrow Point Dam in light blue, 33 Crawford Park Roads Reserve in neon yellow, and 34 Crystal East Portal Road in dark blue, 128 Montrose to Black Canyon of the Gunnison Transit in neon green, 129 BLCA Travel Demand Planning Study, 130 Transit Access at Curecanti NRA.

The legend on the bottom right corner of the map is land ownership depicted by color-coded areas. Tan areas are Bureau of Land Management, dark green areas are US Forest Service, dark pink areas are US Fish & Wildlife, light pink areas are Tribal Lands, light green areas are National Park Service, olive green areas are Bureau of Reclamation, light blue areas are Energy/Defense Departments, and the pear color areas are Colorado State Lands.

Project Needs: Uncompahgre Planning Area

- Total Number of Projects: 2
- Total Estimated Planning & Transit Need: \$450,000 - \$1,500,000
- Total Estimated Capital Need: \$8,000,000 - \$25,000,000

Overview of Identified Needs

Transfer Road (Project No. 143)

- Transfer Road is a natural surface road that accesses the Uncompahgre National Forest. This project will apply gravel to the existing dirt surface on approximately 6 miles of Transfer Road. This improvement will increase surface stability, reduce dust, and minimize maintenance needs. Transfer Road provides access to backcountry recreation opportunities like dispersed camping and supports resource management activities carried out by the BLM and USFS.

25 Mesa Road (Project No. 144)

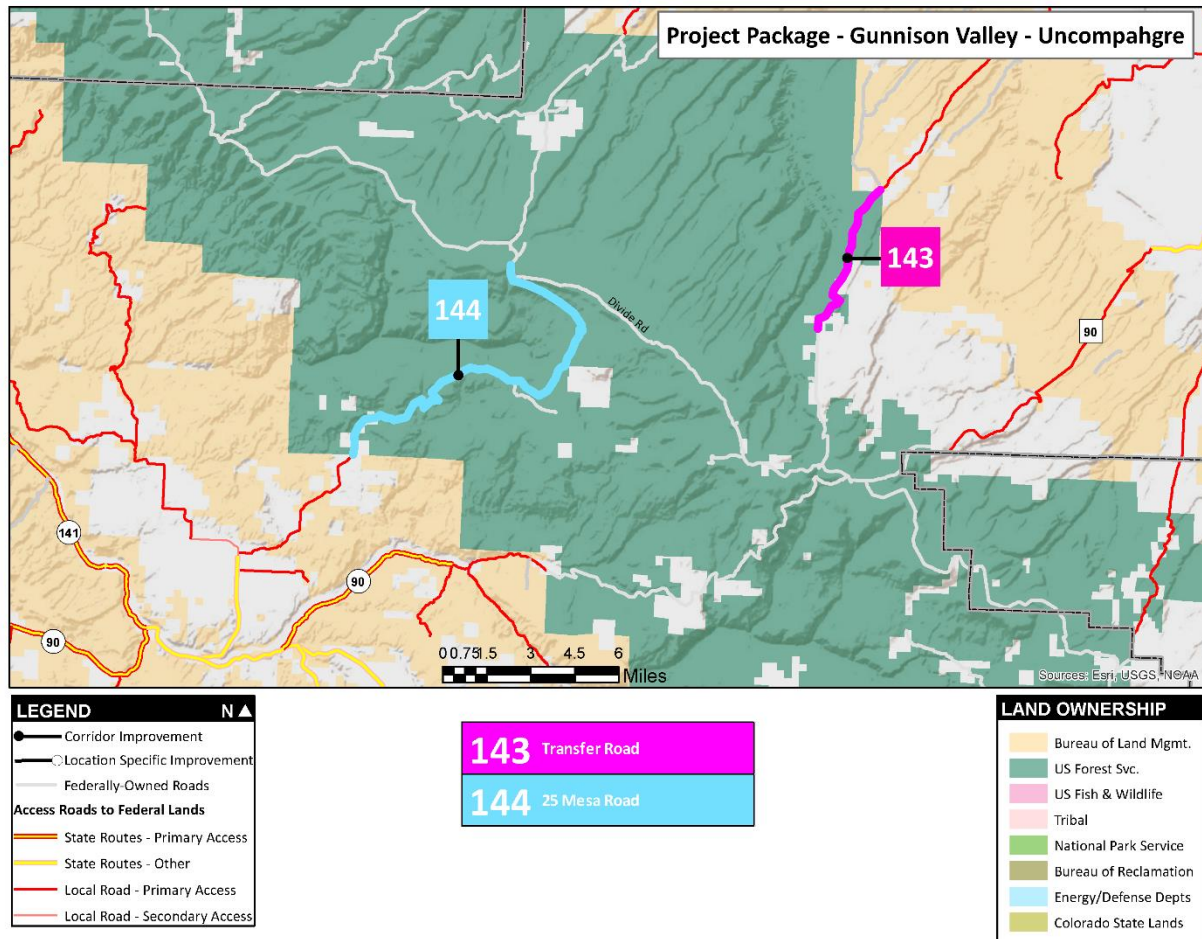
- 25 Mesa Road is a natural surface road that accesses the Uncompahgre National Forest. This project will apply gravel to the existing dirt surface on approximately 16 miles of 25 Mesa Road. This improvement will increase surface stability, reduce dust, and minimize maintenance needs. 25 Mesa Road provides access to backcountry recreation opportunities like dispersed camping and supports resource management activities carried out by the BLM and USFS.

Table 8 : List of Needs in Uncompahgre

Project Number	Name	Type	Ownership	FLMA Accessed	Cost Estimate	Fund Source
143	Transfer Road	Surface Maintenance	USFS	USFS	\$150,000 - \$500,000	FLTP
144	25 Mesa Road	Surface Maintenance	USFS	USFS	\$150,000 - \$500,000	FLTP

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Figure 9 : Map of Needs in Uncompahgre



Map of Projects in Gunnison Valley, Uncompahgre. Below the map there are two legends on the right and left corner and a list of projects in between the legends.

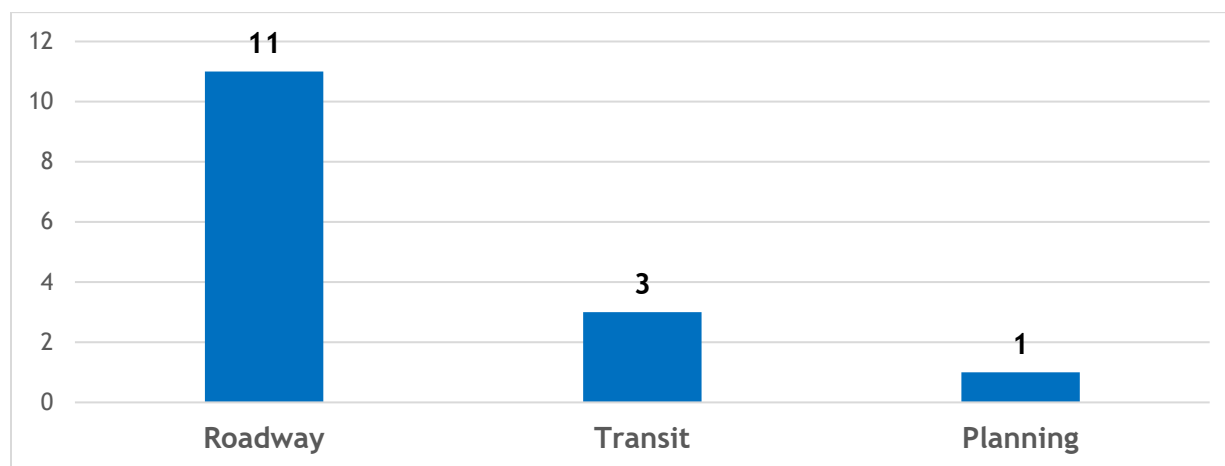
The legend below the map on the bottom left corner labels the three project type labels and four levels of Access Roads to Federal Lands depicted by color-coded road segments. The project label for corridor improvements is a solid black line and solid black dot at the end of the line, location specific improvements are a solid black line, white dot and black outline at the end of the line, and federally-owned roads are light grey line. Orange segments are State Routes with Primary Access, yellow segments are State Routes with Other Access, red segments are Local Road with Primary Access, and dark red segments are Local Road with Secondary Access.

The list of two projects in middle bottom of the map are in a list organized by project ID, project name and are colored by their matching-colored road segments. The two projects are 143 Transfer Road in hot pink, and 144 25 Mesa Road in light blue.

The legend on the bottom right corner of the map is land ownership depicted by color-coded areas. Tan areas are Bureau of Land Management, dark green areas are US Forest Service, dark pink areas are US Fish & Wildlife, light pink areas are Tribal Lands, light green areas are National Park Service, olive green areas are Bureau of Reclamation, light blue areas are Energy/Defense Departments, and the pear color areas are Colorado State Lands.

Summary Data

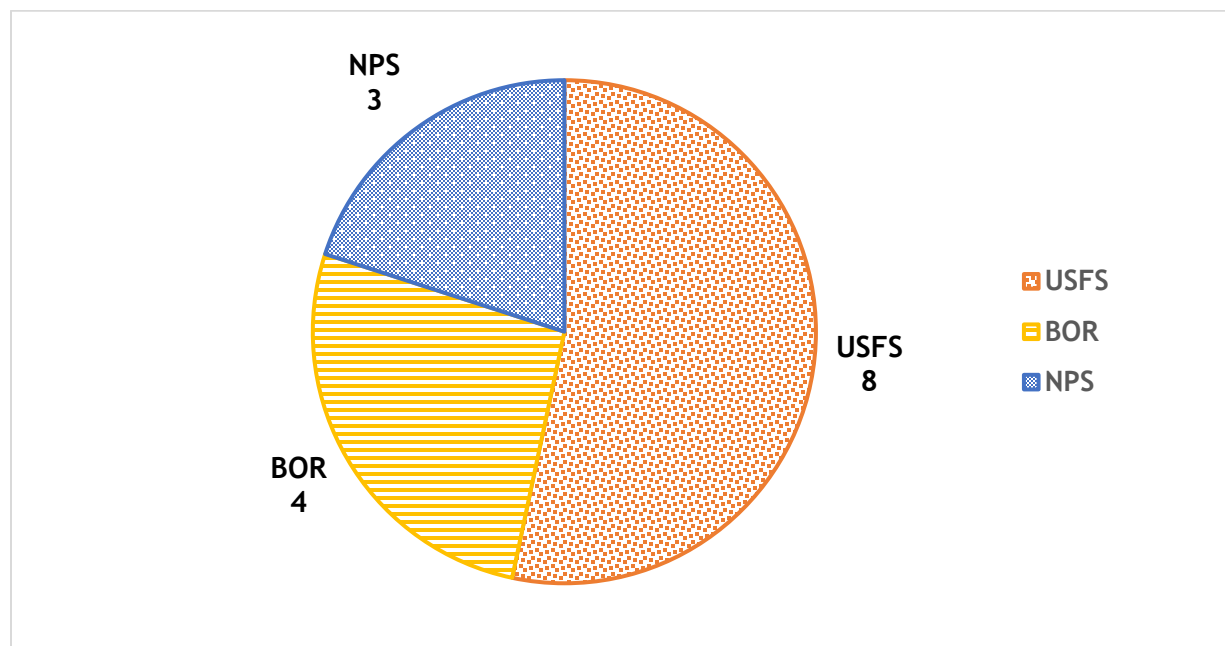
Figure 10 : Project Type



Note: Some projects include more than one type

Vertical bar graph for three project types on the x-axis. The y-axis depicts the number of projects for each type of project. Roadway has 11 projects, Transit has 3 projects and Planning has 1 project.

Figure 11 : Public Land Accessed



Note: Some projects include more than one FLMA/Public Land Agency

Pie chart with the largest orange section for USFS with 8 projects. The next largest yellow section for BOR with 4 projects. The last blue section for NPS with 3 projects.

ⁱ Title 23 United States Code (U.S.C.) Sections 134 and 135

ⁱⁱ <https://headwaterseconomics.org>