Appendix C

Intermountain TPR
Federal Lands Access

2050 Regional Transportation Plan

YOUR TRANSPORTATION PLAN
CONNECTION. CHOICE. COLORADO FOR ALL.

COLORADO
Department of Transportation

Intermountain 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 processes[i].

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.

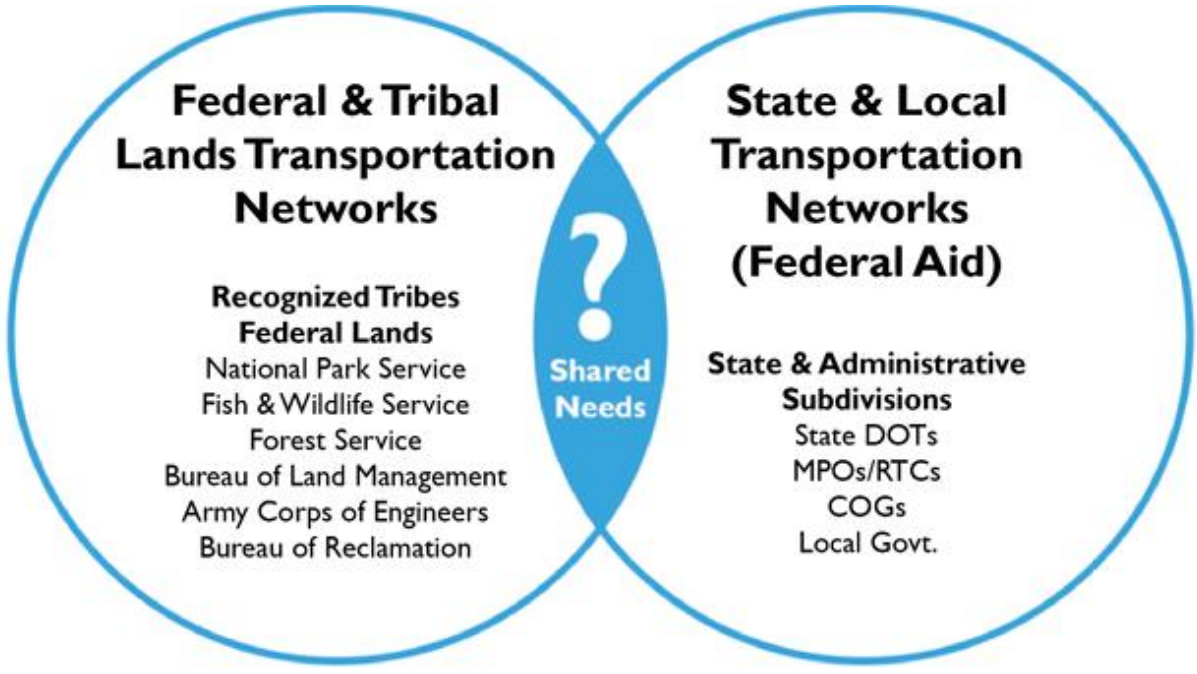
As such, determining the relative priority of projects on discretionary (or recreational) systems versus non-discretionary systems (commute, school, and other daily transportation needs) can be challenging.

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

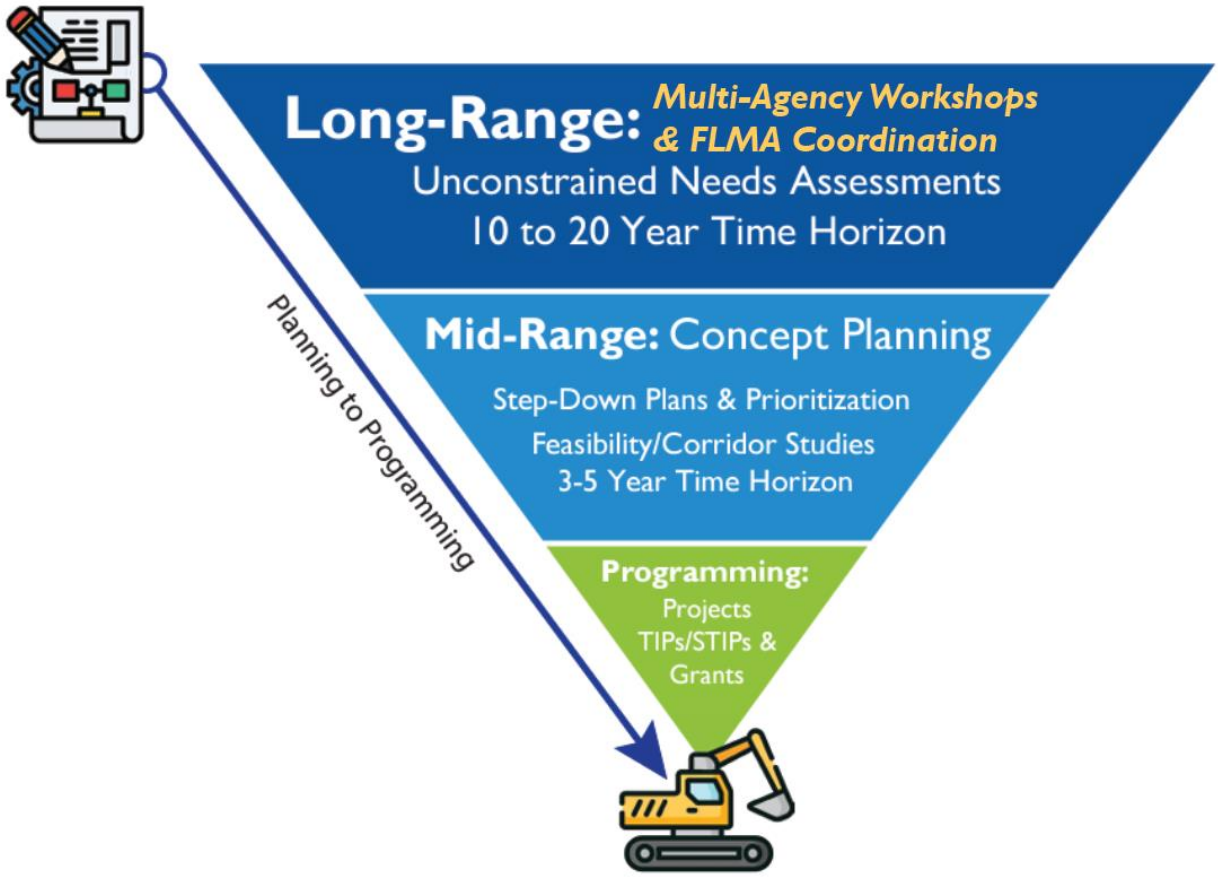
Management, Army Corps of Engineers, Bureau of Reclamation. The blue right circle includes the State & Administrative Subdivisions, State DOTs, MPOs/RTCs, COGs, Local Govt. The overlap section in the middle is blue with white text labeled "Shared Needs" with a icon of a white question mark.

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

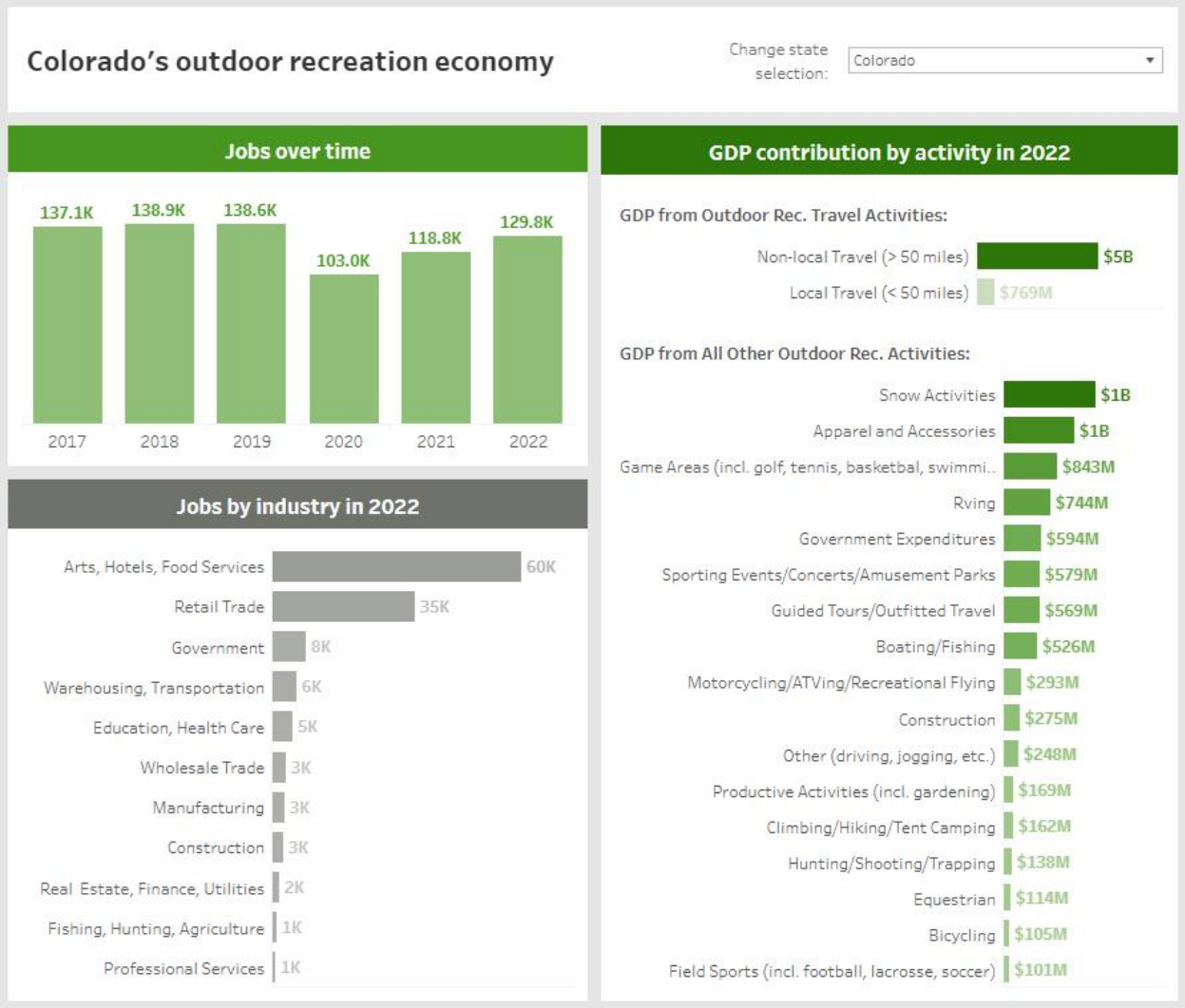


Planning to Programming Graphic is an upside-down triangle divided into three sections. The base of the triangle and largest dark blue section states "Long-Range: Multi-Agency Workshops & FLMA Coordination, Unconstrained Needs Assessments 10 to 20 Year Time Horizon". The middle light blue section states "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 GDP while also supporting 129.8K direct employment jobs (2022, see **Figure 3**[ii]).

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

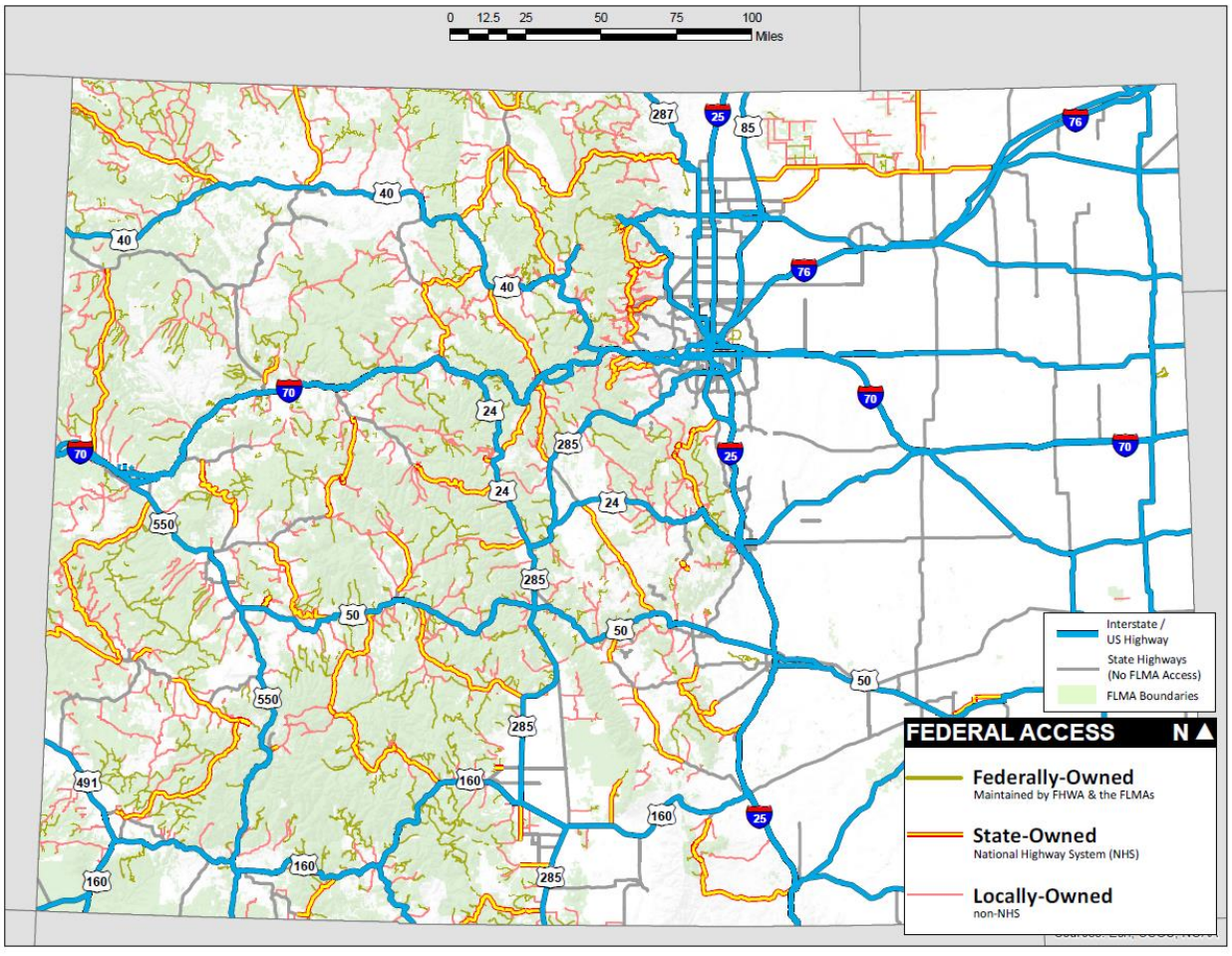
Access to the outdoor recreational opportunities on federal lands is dependent on safe and reliable mobility on local, state, and federally owned roadway and trail systems. From major highways to rural roads, from developed campsites to backcountry trails, the traveling public expects to be able to move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



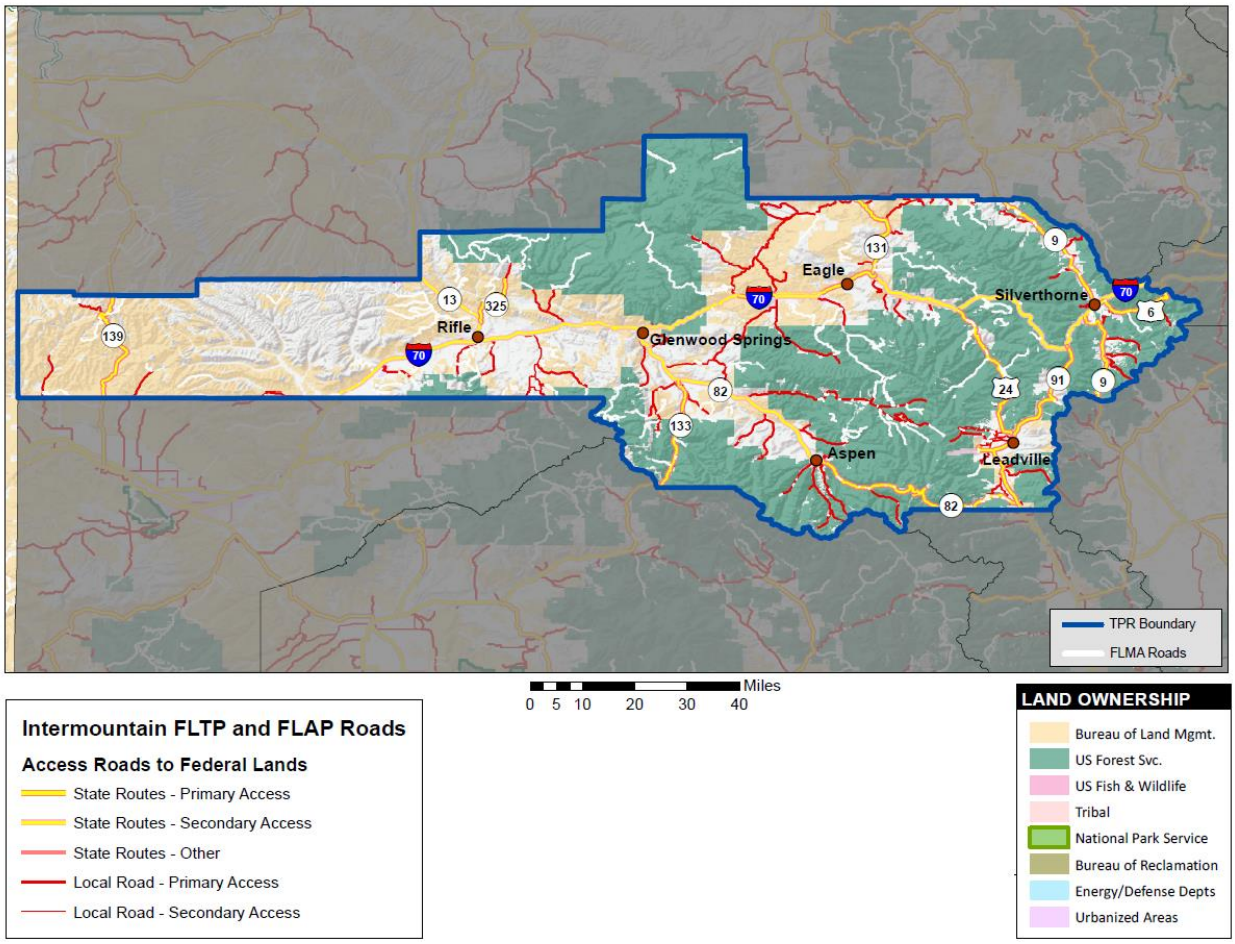
Map of Colorado depicts three types of owned roads based on the color-coded road segment labels in the map legend. The gray road segments are Federally-Owned Maintained by FHWA and the FLMAs, orange road segments are State-Owned National Highway System (NHS), and red road segments are Locally-Owned non-NHS. 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.

Intermountain TPR Recreational Roadway Systems

Table 2 : Intermountain TPR Recreational Roadway Systems

Transportation System Ownership Status	Total Miles
Federally Owned Roadway Miles (all FLMAs, paved & unpaved)	720 Miles
State Owned FLMA Access Routes	304 Miles
Locally Owned FLMA Access Routes	675 Miles
Trails	6,629 Miles (est.)

Figure 5: FLMA Access Routes in Intermountain TPR



Map of FLMA Access Routes in the Intermountain Transportation Planning Region in Colorado. The legend on the bottom left corner of the map is for the Intermountain 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 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: • **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 FLMAs with departmental or agency specific funds.

In Colorado, 7,672 miles of federally owned roadways are eligible for FLTP investment. Within the Intermountain TPR, 720 miles of roadway qualify (white routes in Figure 5). 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 (see **Figure 4 & Figure 5**). In the Intermountain TPR, there are 304 miles of CDOT roadway that provide FLMA access.

The next call for FLAP projects in Colorado is scheduled for 2026. 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 (see **Figure 4 & Figure 5**). In the Intermountain TPR, there is 675 miles of FLAP-eligible, locally owned roadway.

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 **Figures 4 & 5**). Within the Intermountain TPR, there's an estimated 6,629 miles of trails. 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 the Intermountain 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 Intermountain Transportation Planning Region (IMR TPR), which encompasses Summit, Garfield, Eagle, Lake and Pitkin 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):** The Intermountain TPR includes extensive portions of the White River, San Isabel, Pike, and Gunnison National Forests. These forests support year-round recreation including skiing, hiking, camping, off-highway vehicle (OHV) use, and mountain biking. Notable destinations include Independence Pass, Holy Cross Wilderness, and popular ski areas such as Aspen-Snowmass, Vail, and Copper Mountain, all of which rely on National Forest lands for base and summit access. USFS lands also support timber management, watershed protection, and critical wildlife habitat.
- **Bureau of Land Management (BLM)**: BLM-managed lands are concentrated primarily in Garfield and Eagle counties, offering access to lower-elevation recreation such as hiking, biking, hunting, and camping. These lands also support grazing, mineral

development, and fire management. Popular recreation areas include the Colorado River corridor and zones adjacent to Glenwood Springs and Gypsum.

- **National Park Service (NPS)**: While the Intermountain TPR does not host a full national park, it includes Curecanti National Recreation Area (adjacent to Lake County) and is proximate to Black Canyon of the Gunnison and Rocky Mountain National Park, which influence visitation and traffic patterns in the region. Historic sites and NPS-affiliated trails (such as segments of the Old Spanish Trail) also intersect the region.
- **U.S. Fish & Wildlife Service (FWS):** The Leadville National Fish Hatchery, established in 1889, is located in Lake County and plays a key role in aquatic habitat restoration throughout the region. Although there are no large national wildlife refuges within the TPR, FWS is an important partner in species management and habitat conservation tied to forest and river ecosystems.

The Intermountain TPR's mountainous terrain and iconic destinations make it one of Colorado's premier regions for outdoor recreation and tourism. Federal lands support a wide range of uses—from backcountry exploration and scenic driving to resort-based recreation and wilderness conservation—making them integral to regional transportation planning, economic development, and resource management.

Identified Needs for the Intermountain TPR

The Intermountain Transportation Planning Region (TPR) is facing increased travel demand, particularly related to access to public lands managed by the U.S. Forest Service and Bureau of Land Management, including the White River, Pike-San Isabel, and Gunnison National Forests, as well as BLM-administered recreation areas near Glenwood Springs, Gypsum, and Eagle. The region also contains access corridors to high-profile destinations such as Independence Pass, Holy Cross Wilderness, Mount Elbert, and major resort communities like Aspen, Vail, and Breckenridge. This sustained and growing demand for outdoor recreation is placing substantial strain on a road network that must accommodate not only local mobility and commercial activity but also seasonal surges of recreational and tourist traffic.

Corridors such as SH-82, US-6, SH-24, SH-91, and Cottonwood Pass Road (CRs 306/209) are experiencing deteriorating pavement conditions, traffic congestion, and growing safety concerns, particularly during peak seasons. The presence of high-elevation passes and rural forest routes further complicates maintenance and emergency response efforts. In several locations, county and forest service roads serve as informal or seasonal bypasses when primary routes are closed due to weather, crashes, or wildfires. For example, Cottonwood Pass in Eagle County and Independence Pass in Pitkin County are often used as alternate east-west crossings when I-70 is closed, despite their limited capacity and challenging geometrics.

Evacuation planning has also become a rising concern, particularly in areas prone to wildfire and heavy snowpack. Several county and USFS roads, such as Fryingpan Road, Homestake Road, and segments of Buffalo Pass, are high priority for upgrades to improve emergency access and egress for both visitors and residents in remote communities. These improvements may require surfacing, drainage enhancements, or reconfiguration to meet safety and operational standards.

With the continued growth of tourism, dispersed recreation, and second-home development, the Intermountain TPR must enhance coordination across federal, state, and local jurisdictions to ensure safe, reliable access to public lands while protecting sensitive alpine environments and maintaining the rural and scenic character of the region.

Workshops and one-on-one public agency meetings with the IMR TPR led to identification of 4 transportation needs in the planning area. These workshops 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), U.S. Forest Service, U.S. Fish & Wildlife Service, Colorado Department of Transportation (CDOT), 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.

Project Needs: Intermountain TPR – Summit County

- Total Number of Projects: 2
- Total Estimated Planning Need: NONE
- Total Estimated Capital Need: $12,000,000 - $20,000,000

Overview of Identified Needs

Project 210: Heeney Road Rehabilitation

- Heeney Road (County Road 30) serves as the only access route to the unincorporated community of Heeney and to significant recreation areas near Green Mountain Reservoir, including access to USFS lands and Bureau of Reclamation (BOR) facilities. The route originates at State Highway 9 and crosses Green Mountain Dam, a critical piece of water infrastructure managed by BOR. The roadway is heavily used for boating, camping, fishing, and seasonal cabin access, and also serves as a secondary evacuation route.

  This project proposes a full 4R (reconstruction) rehabilitation of approx. 3.5 miles of the corridor, addressing aging pavement, slope stability, and drainage concerns. The scope will include geotechnical investigation and engineering assistance, particularly for sections near the dam embankment and steep shoulders. Improvements will enhance safety, year-round access, and resilience, benefiting both recreation users and local residents, while also supporting ongoing BOR dam operations and maintenance needs.

Project 211: Montezuma Road Improvements

- Montezuma Road (County Road 5) begins in Keystone and extends southeast to the historic town of Montezuma, providing primary access to White River National Forest

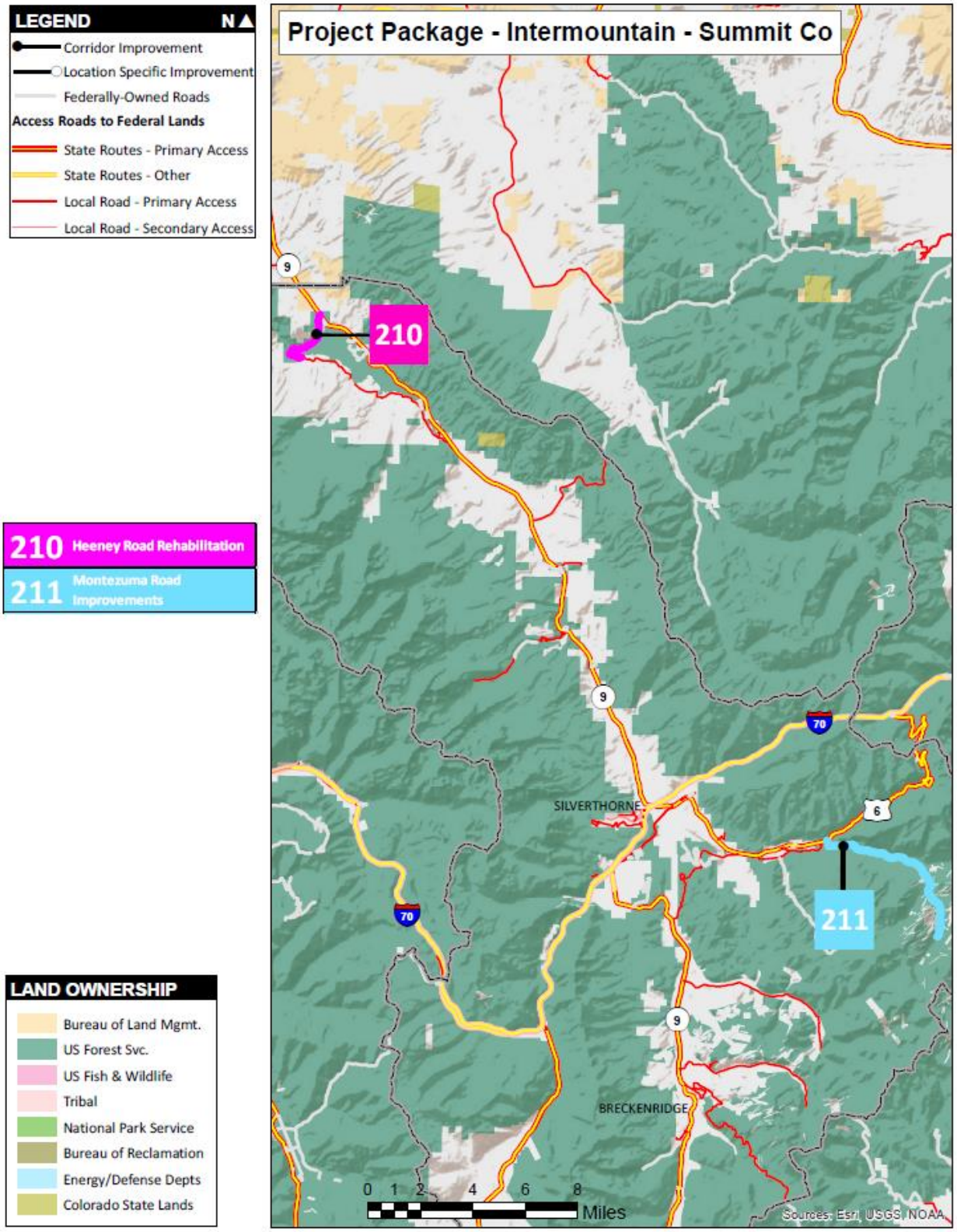
lands, popular trailheads, and backcountry routes near Peru Creek, Saints John, and Webster Pass. The road is critical for four-season recreation, including OHV use, hiking, skiing, and avalanche control operations. It also serves as an alternate access point to high-alpine areas and residential properties.

This project proposes 3R (resurfacing, restoration, and rehabilitation) improvements along approx. 8 miles of the corridor, including potential upgrades to two aging bridge structures. Enhancements would address surface deterioration, drainage issues, and shoulder stability, supporting safe access for both residents and the high volume of recreational users. The project will also evaluate structural needs related to bridge crossings to ensure long-term functionality and resilience in this remote, high-elevation setting.

Table 5: List of Needs in Intermountain TPR - Summit County

Project Number	Project Name	Project Type	Ownership	FLMA Access	Estimated Project Cost	Fund Source
210	Heeney Road Rehabilitation	Roadway	County	USFS, BOR	$7,000,000 - $12,000,000	FLAP, Fed Aid/Local
211	Montezuma Road Improvements	Roadway	County	USFS	$4,000,000 - $8,000,000	FLAP, Fed Aid/Local

Figure 6: Map of Needs in Intermountain TPR – Summit County



Map of Projects in Summit County. To the left of the map there are two legends on the top and bottom corner, and a list of projects in between the legends.

The legend below the map on the top 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 two-columned list organized by project ID, project name and are colored by their matching-colored road segments. The two projects are 210 Heeney Road Rehabilitation in hot pink, and 211 Montezuma Road Improvements in light blue.

The legend on the bottom left 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: Intermountain TPR - Garfield County

- Total Number of Projects: 2
- Total Estimated Planning Need: NONE
- Total Estimated Capital Need: $20,000,000 - $30,000,000

Overview of Identified Needs

Project 164: New Castle - Glenwood Spgs (S Canyon) I-70 Trail

- This project proposes the construction of a 6-mile multi-use trail along the I-70 corridor between New Castle and South Canyon, creating a critical link in the regional Lower Valley Trail (LoVa Trail) system. The Glenwood Springs to South Canyon segment is currently under construction, and this project would extend the trail westward toward New Castle, enhancing non-motorized connectivity between communities along the Colorado River corridor.

  As a partially carried-over priority from Phase 1, this segment has long been identified as a high-value investment to improve regional mobility, recreation, and access to nearby U.S. Forest Service (USFS) lands. The proposed alignment will parallel I-70, navigating complex topography and right-of-way challenges, and is expected to exceed $10 million in construction costs due to structural, environmental, and safety considerations.

Project 214: County Road 217 Reconstruction

- County Road 217 in Garfield County is a rural, unpaved route providing critical access to U.S. Forest Service (USFS) lands on the southern slopes of the Flat Tops. The approximately 4-mile corridor is composed of gravel and native surface and currently experiences challenges related to narrow roadway width, unstable slopes, and inadequate drainage infrastructure.

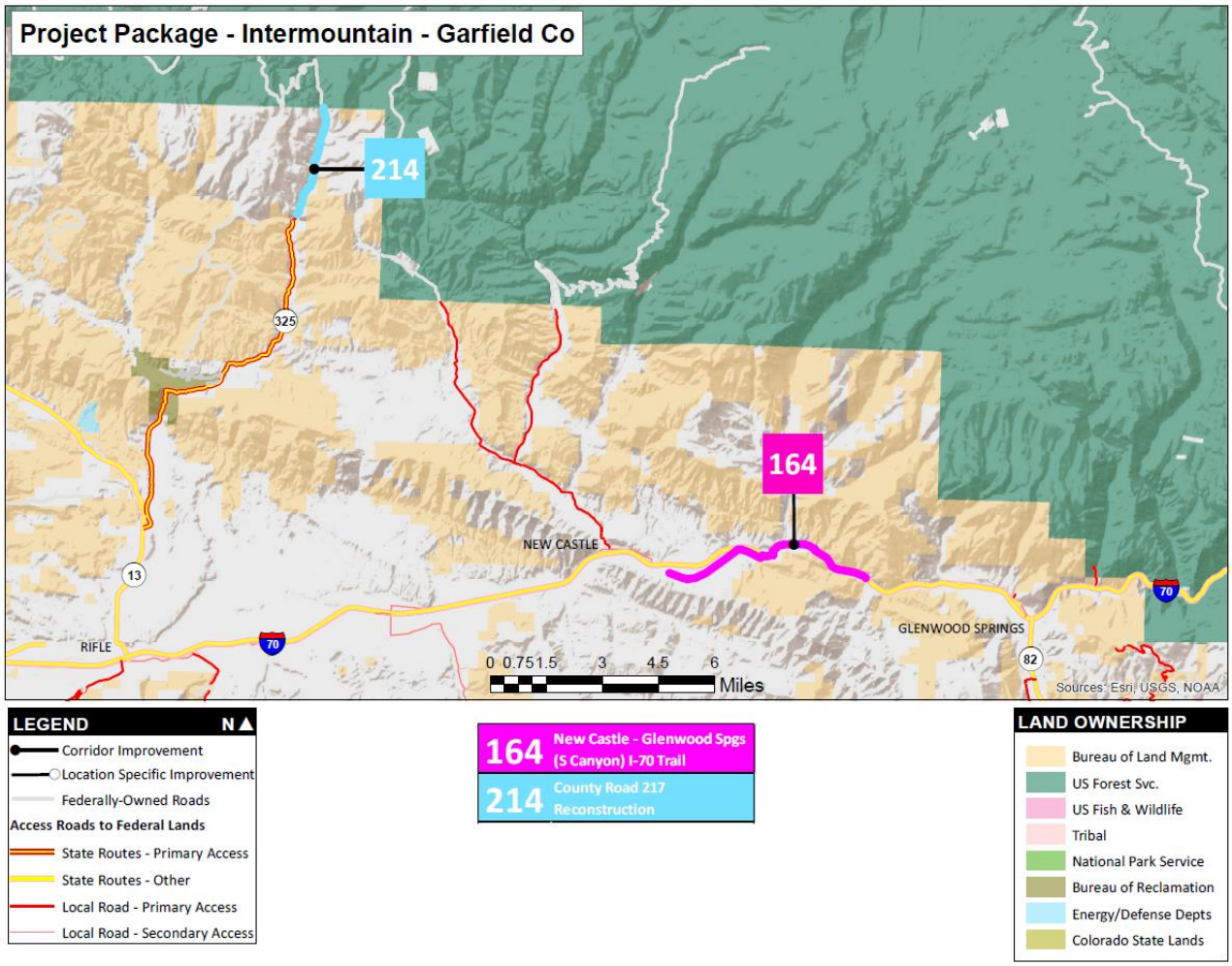
  This project proposes reconstruction and selective widening of the route, along with geotechnical and slope stabilization treatments to improve long-term performance,

reduce erosion, and enhance safety for users accessing remote recreational and forest management areas. The improvements will strengthen connectivity to public lands, support seasonal tourism and fire access, and reduce maintenance costs for the County.

Table 6: List of Needs in Intermountain TPR - Garfield County

Project Number	Project Name	Project Type	Ownership	FLMA Access	Estimated Project Cost	Fund Source
164	New Castle to Glenwood South Canyon I-70 Trail	Multi-Use Path	State	BLM	Greater than $10,000,000	TBD
214	County Road 217 Reconstruction	Roadway	County	USFS	$4,000,000 - $7,000,000	FLAP, Fed Aid/Local

Figure 7: Map of Needs in Intermountain TPR - Garfield County



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

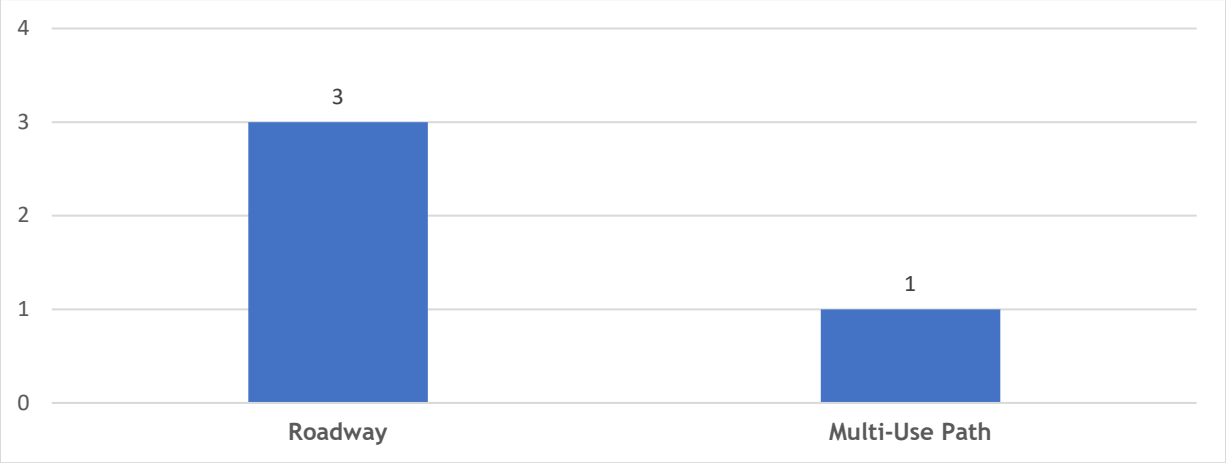
The legend below the map on the bottom left corner labels the three project type labels and four levels of Access Roads to Federal Lands depicted by color-coded road segments. The project label for corridor improvements is a solid black line and solid black dot at the end of the line, location specific 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 two-columned list organized by project ID, project name and are colored by their matching-colored road segments. The two projects are 164 New Castle - Glenwood Spgs (S Canyon) I-70 Trail in hot pink, and 214 County Road 217 Reconstruction 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

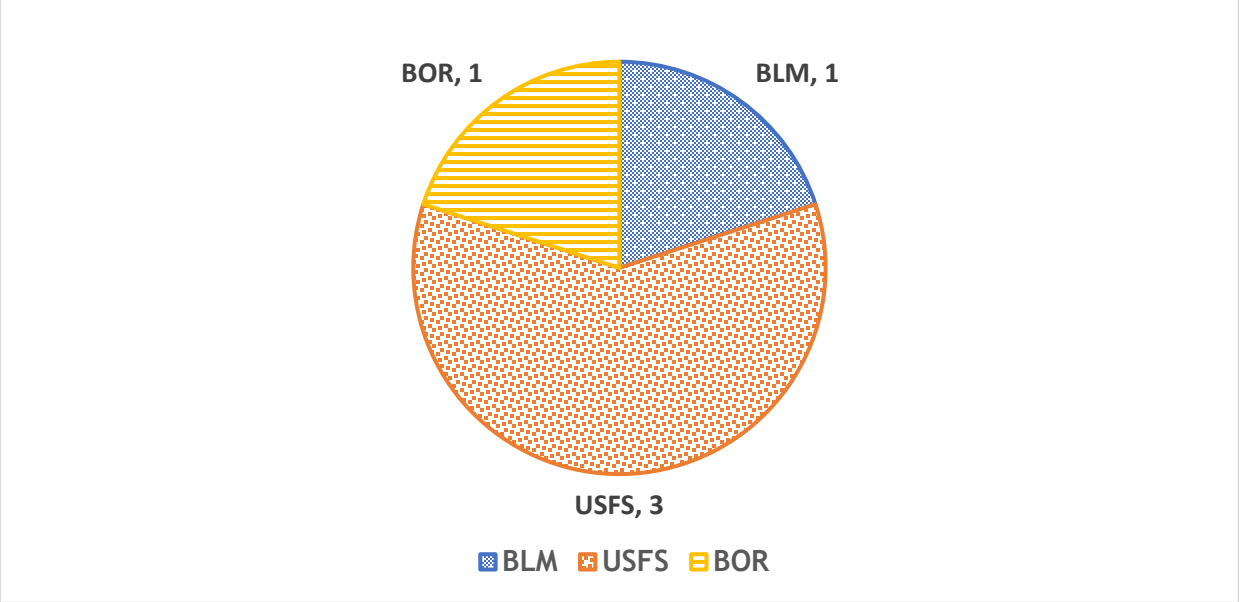
Figure 8 : Project Type



Note: Some projects include more than one type

Vertical bar graph for two project types on the x-axis. The y-axis depicts the number of projects for each type of project. Roadway has 3 projects, and Multi-Use Path has 1 project.

Figure 9 : Public Land Accessed



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

Pie chart with the largest orange section for USFS with 3 projects. The next blue section for BLM has 1 project. The last yellow section for BOR has 1 project.

[i] Title 23 United States Code (U.S.C.) Sections 134 and 135
[ii] https://headwaterseconomics.org