

Northwest Transportation Planning Region - The Federal Highway Administration & Federal Lands Highways

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.

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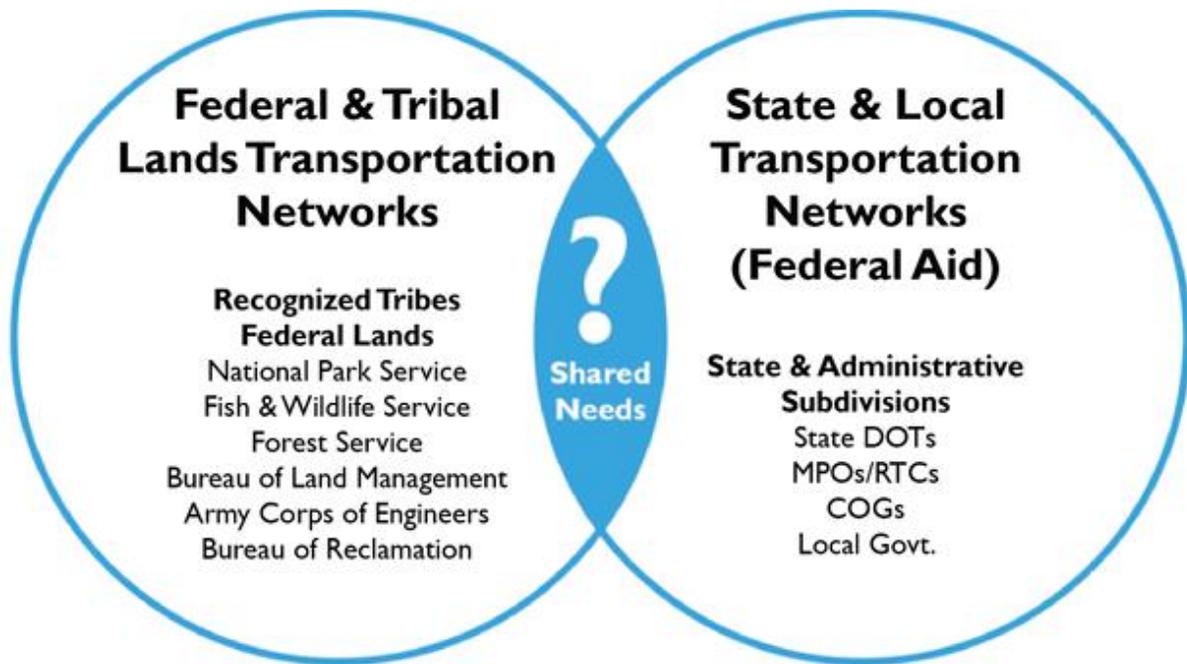
As such, determining the relative priority of projects on discretionary (or recreational) systems versus non-discretionary systems (commute, school, and other daily transportation needs) can be challenging.

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

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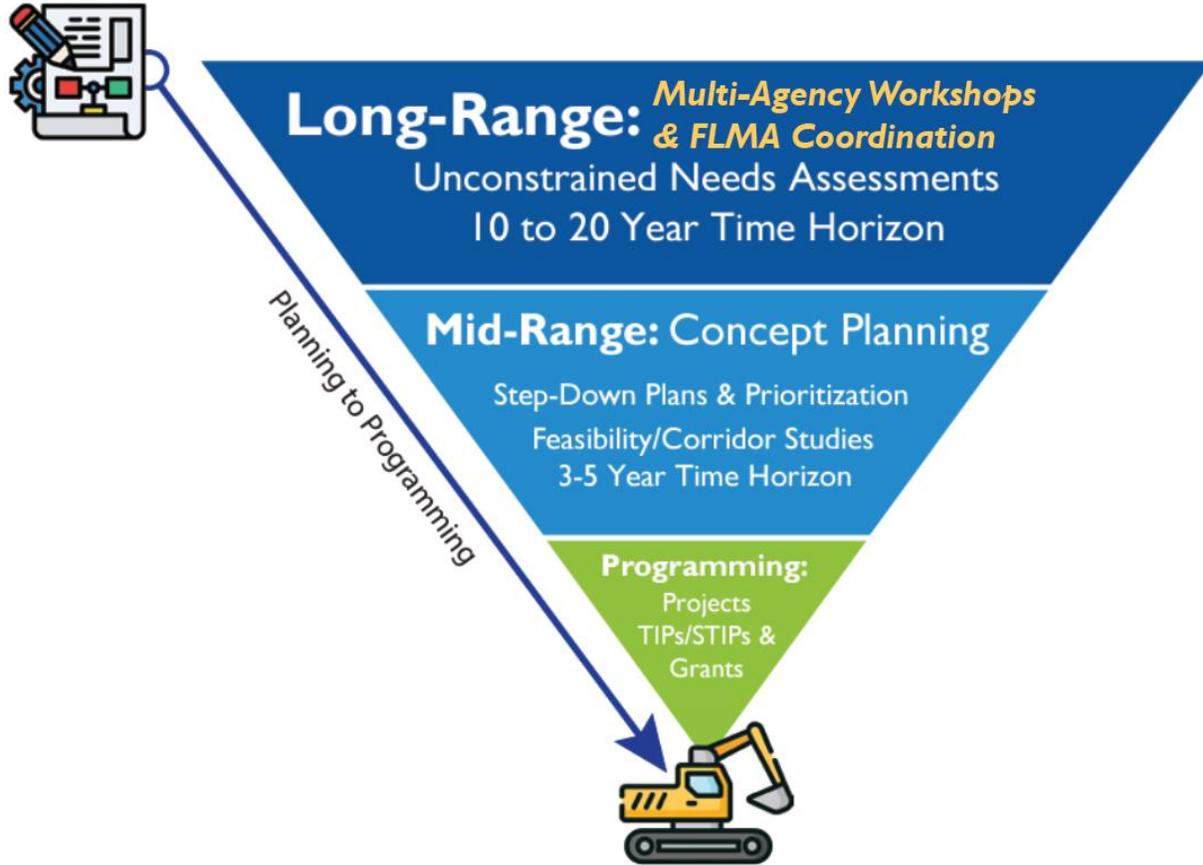
Management, Army Corps of Engineers, Bureau of Reclamation. The blue right circle includes the State & Administrative Subdivisions, State DOTs, MPOs/RTCs, COGs, Local Govt. The overlap section in the middle is blue with white text labeled “Shared Needs” with a icon of a white question mark.

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

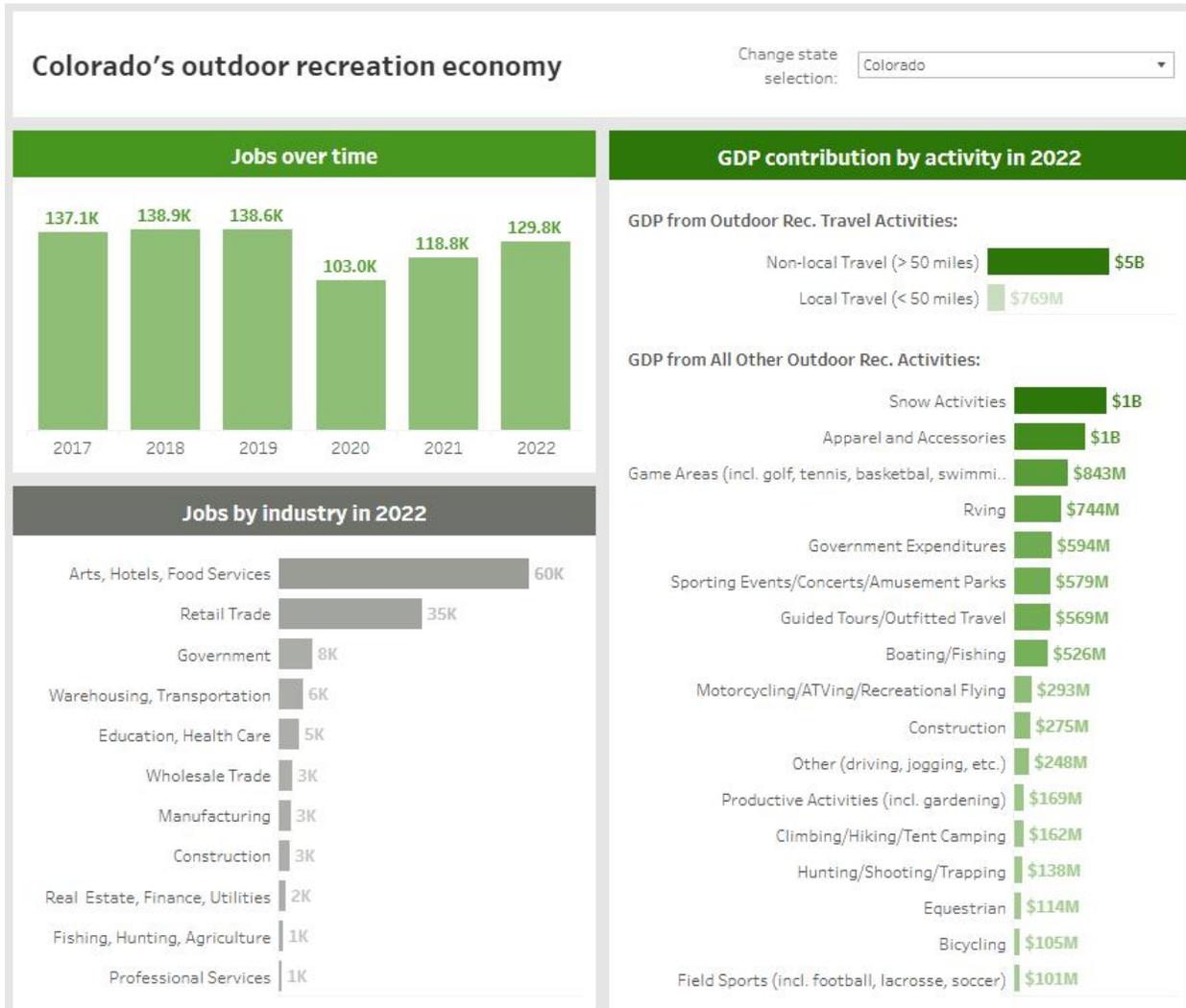


Planning to Programming Graphic is an upside-down triangle divided into three sections. The base of the triangle and largest dark blue section states “Long-Range: Multi-Agency Workshops & FLMA Coordination, Unconstrained Needs Assessments 10 to 20 Year Time Horizon”. The middle light blue section states “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 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 2022”. 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.

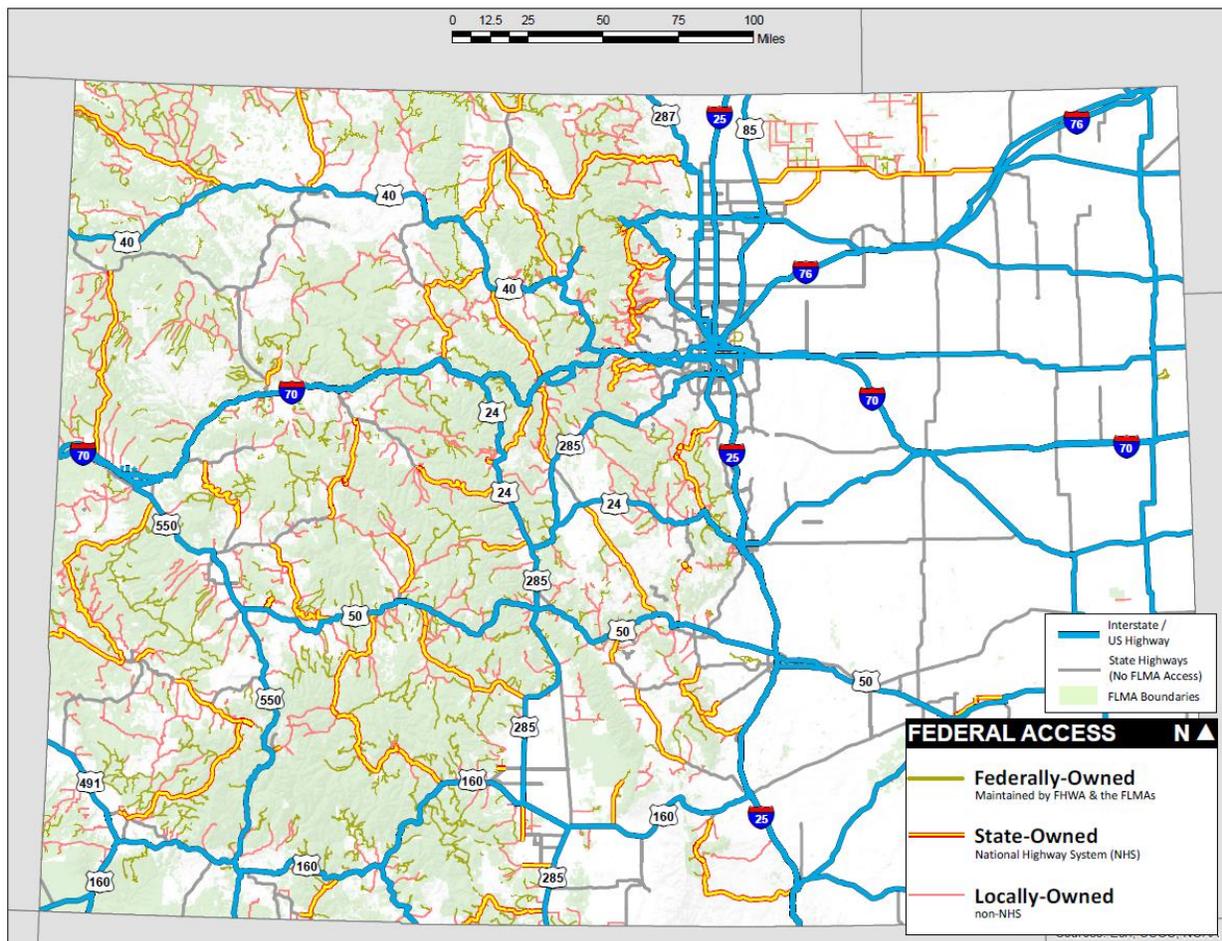
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Colorado's Recreational Transportation Systems

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.

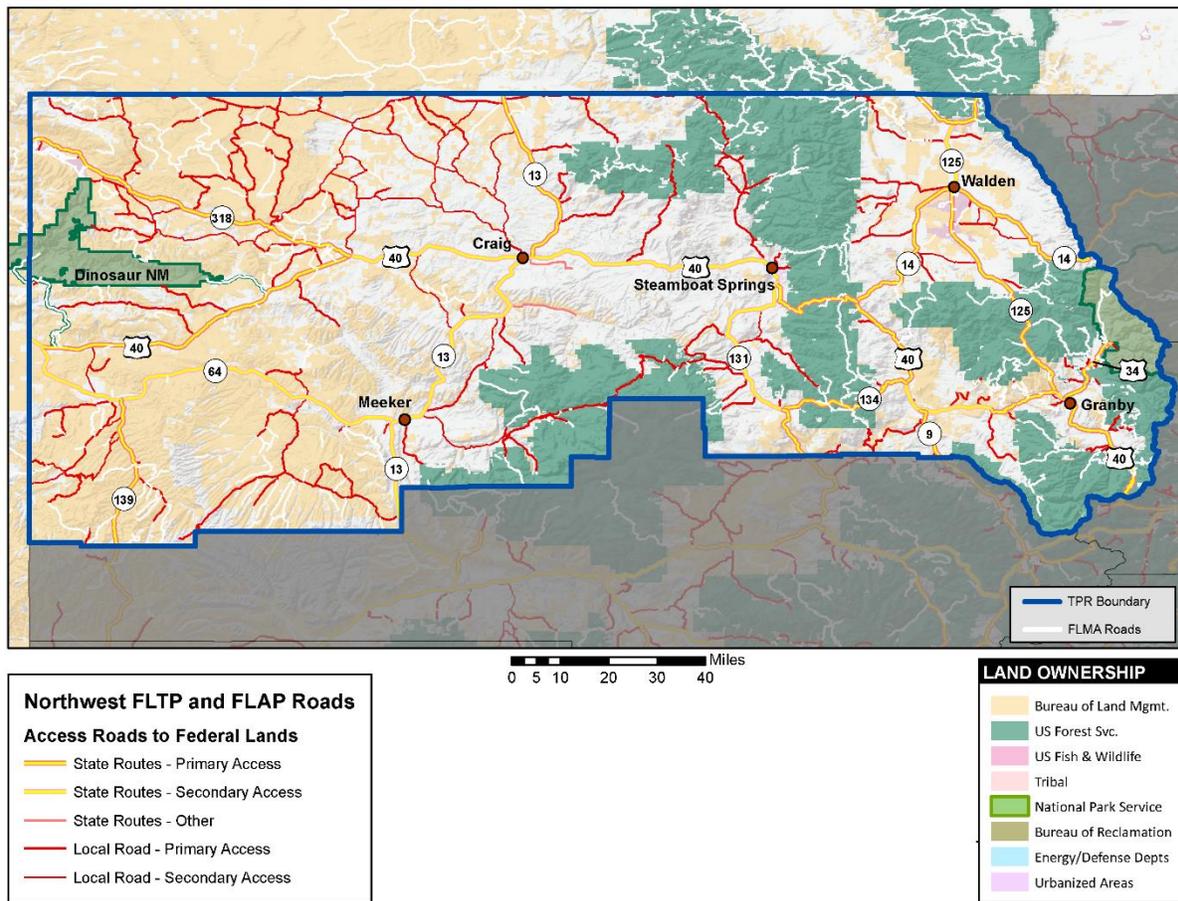
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Northwest TPR Recreational Roadway Systems

Table 2 : Northwest TPR Recreational Transportation Systems

Transportation System Ownership Status	Total Miles
Federally Owned Roadway Miles (all FLMAs, paved & unpaved)	1,451 Miles
State Owned FLMA Access Routes	657 Miles
Locally Owned FLMA Access Routes	1,263 Miles
Trails	11,603 Miles (est.)

Figure 5 : FLMA Access Routes in Northwest TPR



Map of FLMA Access Routes in Northwest Transportation Planning Region in Colorado. The legend on the bottom left corner of the map is for the Northwest 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 with Primary Access, and dark red segments are

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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				
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.	\$30 M	\$30 M	\$31 M	\$31 M	\$32 M
• Bureau of Reclamation					

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 Northwest TPR, 1,451 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 Northwest TPR, there are 657 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,

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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 Northwest TPR, there is 1,263 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 Northwest TPR, there's an estimated 11,603 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 Northwest Transportation Planning Region (NW TPR), which encompasses Moffat, Routt, Jackson, Grand, and Rio Blanco 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 NW TPR is home to large portions of the Routt, Medicine Bow-Routt, White River, and Arapaho National Forests, which span vast mountainous and forested areas in Routt, Jackson, Grand, and Rio Blanco counties. These forests provide a wide range of recreation opportunities, including hiking, skiing, snowmobiling, OHV use, camping, and hunting. The region also includes multiple designated wilderness areas such as Mount Zirkel, Flat Tops, and Never Summer Wilderness, which attract backcountry users and require careful access and trailhead management. Forest Service lands in this region also support watershed protection, timber harvesting, grazing, and wildfire mitigation activities that are critical to local economies and resource sustainability.

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- **Bureau of Land Management (BLM):** BLM has a strong presence across all five counties in the NW TPR, particularly in Rio Blanco, Moffat, and Jackson counties, where vast areas of high desert, sagebrush steppe, and canyons support both recreational and extractive uses. BLM lands offer opportunities for dispersed camping, hiking, horseback riding, big-game hunting, and wildlife viewing—especially for species like sage-grouse, elk, and pronghorn. They also play a central role in resource management for oil and gas development, grazing, and land stewardship. Popular BLM recreation areas in the region include Sand Wash Basin (wild horse viewing), Wolf Creek (OHV and motorized trail systems), and the White River Field Office area, which sees extensive hunting and energy-related access.
- **National Park Service (NPS):** The NW TPR includes Dinosaur National Monument, which spans the Colorado-Utah border in Moffat County and protects a rich landscape of geological, paleontological, and cultural resources. The park offers river rafting, hiking, scenic drives, and significant interpretive opportunities tied to its fossil beds and prehistoric sites. Dinosaur National Monument is a destination of national significance, and its access roads and facilities play a key role in supporting regional tourism.
- **U.S. Fish and Wildlife Service (USFWS):** The region includes several National Wildlife Refuges, most notably the Arapaho National Wildlife Refuge in Jackson County and Browns Park National Wildlife Refuge in Moffat County. These refuges preserve critical wetland and riparian habitats for migratory birds and other species, while also supporting public recreation activities such as birdwatching, fishing, hunting, and photography. USFWS also engages in habitat restoration, species management, and conservation partnerships across the region to support biodiversity and ecosystem health.

Federal land management in the Northwest TPR shapes the region’s identity and sustains its economy. Public lands in this area provide year-round recreational access, support working landscapes and natural resource industries, and offer exceptional scenic and ecological value. These landscapes are critical not only to the people who live and work in the region, but also to visitors from across the country who come to experience Colorado’s wild and remote places.

Identified Needs for the Intermountain TPR

The Northwest TPR is experiencing increased recreational travel demand, particularly in areas providing access to U.S. Forest Service and Bureau of Land Management lands. These include the White River, Medicine Bow-Routt, and Arapaho National Forests, as well as vast expanses of BLM-managed high desert and sagebrush steppe that support a mix of hunting, OHV use, dispersed camping, and wildlife viewing. The region also includes popular national-level destinations such as Steamboat Springs, Rabbit Ears Pass, Flat Tops Wilderness, Mount Zirkel Wilderness, and Dinosaur National Monument.

This rising demand—particularly in the form of dispersed recreation, backcountry access, and shoulder-season tourism—is placing increased strain on a rural transportation network that is largely gravel or chip-sealed, lightly maintained, and subject to seasonal closures. Roads such as US-40, SH-13, SH-14, and SH-125 function as critical east-west and north-south corridors,

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supporting not only resident and commercial mobility but also high volumes of summer and fall recreational traffic. Access routes like County Roads 8, 27, 50, and 134, along with numerous USFS and BLM spur roads, are experiencing degraded conditions, rising maintenance costs, and growing safety concerns—particularly during hunting season and summer OHV use peaks.

In several cases, county and federal routes double as de facto emergency detours when state highways are closed due to wildfires, rockslides, or avalanches. Buffalo Pass, Ripple Creek Pass, and Douglas Mountain access roads are examples of forest or BLM roads being pressed into service for backcountry detours or emergency ingress/egress, despite being unpaved and poorly suited for sustained vehicle traffic. As wildfire risks and recreational pressures continue to rise, these corridors are being scrutinized for potential upgrades related to evacuation planning, year-round access, and resource protection.

Stakeholder concerns in the Northwest TPR also include the cumulative wear on rural roads from tourism-based traffic, including trailers, ATVs, and heavy trucks accessing oil, gas, and grazing leases. Several communities, including Meeker, Craig, Walden, and Kremmling, have raised concerns about conflicts between recreational traffic and commercial operations, particularly where limited shoulders and outdated signage present safety hazards.

Workshops and one-on-one agency meetings in the NW TPR led to the identification of key transportation needs in four of the five counties. These sessions emphasized the importance of interagency coordination, rural road preservation, and the need for integrated planning approaches that address both recreation and economic development objectives. Participants included representatives from the U.S. Forest Service, Bureau of Land Management, U.S. Fish and Wildlife Service, CDOT, and local county public works and planning offices.

Moving forward, project needs identified through this planning process should be integrated into state and local transportation improvement programs and considered for competitive funding sources such as FLAP, Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants, and CDOT's rural resiliency initiatives. At the same time, FLAP planners will continue to explore joint funding and partnership opportunities that align with shared priorities across federal, state, and local agencies to support safe, equitable, and resilient access to Colorado's public lands.

Project Needs: Northwest TPR - Jackson and Grand Counties

- Total Number of Projects: 2
- Total Estimated Planning Need: NONE
- Total Estimated Capital Need: \$4,000,000 - \$6,000,000

Overview of Identified Needs

Project 153: Strawberry Road Rehabilitation

- Strawberry Road provides critical public access to federal lands managed by the Bureau of Land Management (BLM) and the U.S. Forest Service (USFS) in Jackson County. The BLM has identified this corridor as a priority for recreational access enhancements and has plans to construct two new parking lots along the route to

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support dispersed recreation and reduce unmanaged roadside parking. This project proposes rehabilitation of the existing roadway to improve drivability and safety for visitors, particularly during peak recreational seasons. The need is a carryover from Phase 1 and aligns with multi-agency goals to enhance infrastructure near high-use public lands.

Project 154: County Road 60 Rehabilitation

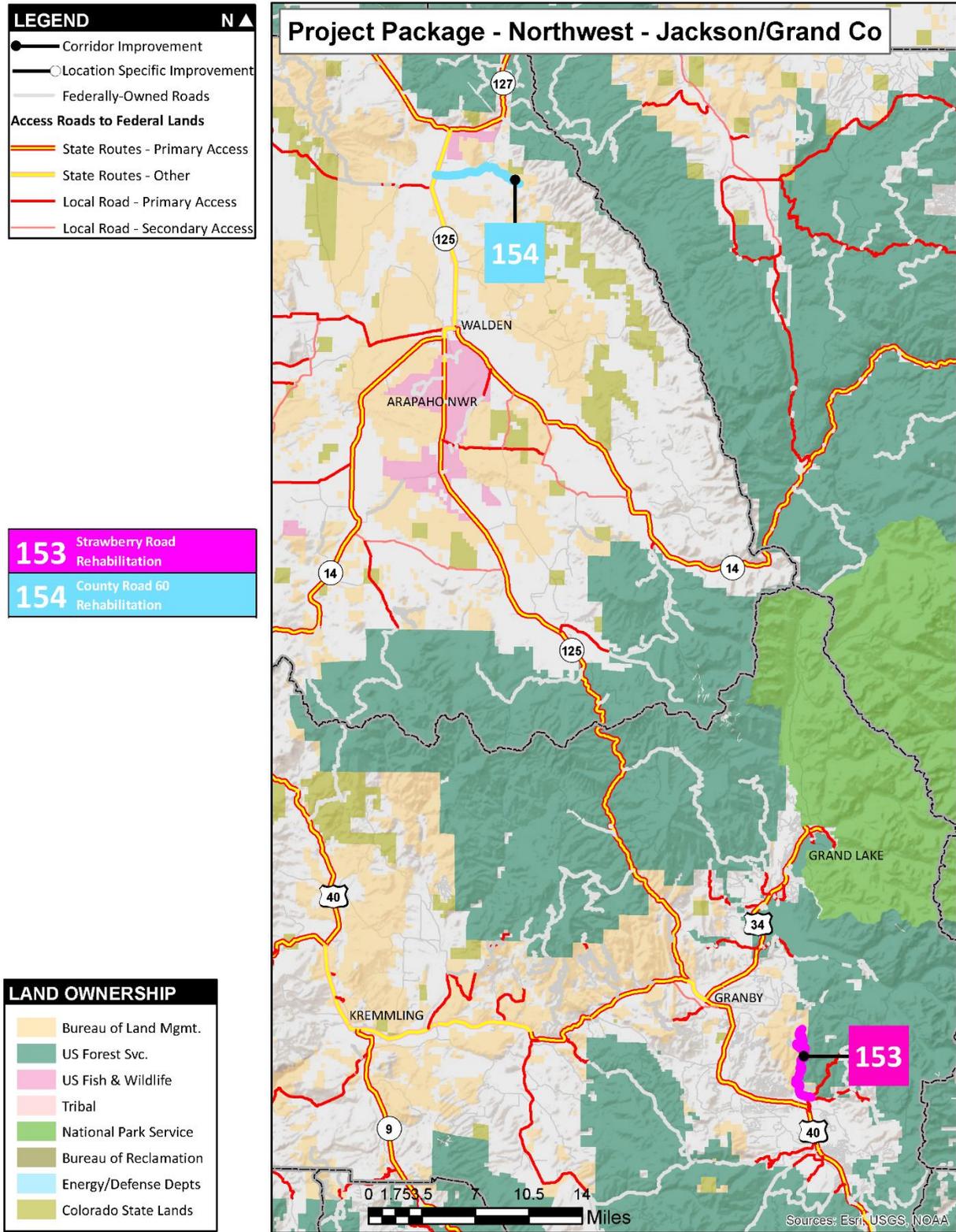
- County Road 60 in Grand County serves as the primary access route to the BLM-administered Sand Hills Natural Area, a popular destination for hiking, wildlife viewing, and hunting. The existing road conditions limit safe and reliable access during certain times of year and have been identified by local stakeholders as a barrier to sustainable recreation growth. This carryover project from Phase 1 proposes roadway improvements to support increased recreational use and protect natural resources from unmanaged access. Improvements will also help reinforce BLM’s long-term goals for the area, including managed visitor flow and conservation of sensitive habitats.

Table 5: List of Needs in Northwest TPR - Jackson and Grand Counties

Project Number	Project Name	Project Type	Ownership	FLMA Access	Estimated Project Cost	Fund Source
153	Strawberry Road Rehabilitation	Roadway	County	USFS	\$3,000,000 - \$5,000,000	FLAP, Fed Aid/Local
154	CR-60 Rehabilitation	Roadway	County	BLM	\$3,000,000 - \$5,000,000	FLAP, Fed Aid/Local

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Figure 6: Map of Needs in Northwest TPR - Jackson and Grand Counties



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Map of Projects in Northwest TPR - Jackson and Grand Counties. 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 beside 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 single-columned list organized by project ID, project name and are colored by their matching-colored road segments. The two projects are 153 Strawberry Road Rehabilitation in hot pink, and 154 County Road 60 Rehabilitation 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: Northwest TPR - Moffat County

- Total Number of Projects: 6
- Total Estimated Planning Need: NONE
- Total Estimated Capital Need: \$30,000,000 - \$60,000,000

Overview of Identified Needs

Project 152. SR 64 / County Road 5 Intersection Improvements

- This project would improve the junction of SR 64 and County Road 5 by adding acceleration and deceleration lanes and repairing a small bridge structure. The intersection is critical for access to BLM lands and supports mixed local and industrial traffic, including agricultural and energy development. The existing geometry and pavement conditions limit safe maneuverability, especially for large vehicles. Improving this intersection will reduce crash risk, enhance freight movement, and ensure safe access to adjacent recreation areas.

Project 165. Yampa Bench Road 14N Rehabilitation

- This unpaved road provides access to remote sections of Dinosaur National Monument (NPS) and adjacent BLM lands. It serves both recreational users and land management needs. The road's poor condition limits reliable access, especially during wet weather. Rehabilitation will address surface conditions, drainage, and slope stability. As a carryover from Phase 1, it remains a top priority for improving federal land connectivity in rugged terrain.

Project 166 Echo Park Road Rehabilitation

- Echo Park Road offers the only vehicle access to one of Dinosaur National Monument's most scenic and historically significant sites. Surface degradation and drainage issues have restricted public access and increased long-term maintenance costs. The project will stabilize the road base and improve safety while protecting sensitive geologic and cultural resources nearby.

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Project 167 Black Mountain Road CR 27 Rehabilitation

- CR 27 (Black Mountain Road) connects private inholdings, hunting areas, and U.S. Forest Service lands in central Moffat County. The route experiences high seasonal use during hunting and winter recreation seasons but suffers from poor surfacing and erosion. The project would restore and stabilize the roadway to improve both recreational and agency access.

Project 168 Diamond Peak Loop Improvements

- This project proposes targeted improvements to a loop of BLM and County roads encircling Diamond Peak. These routes are used for dispersed camping, hunting, and BLM administrative access. Existing road conditions limit safe navigation and create environmental concerns due to erosion and runoff. Improvements may include minor realignments, surface stabilization, and better signage.

Project 169 Sand Wash Wild Horse Loop Improvement

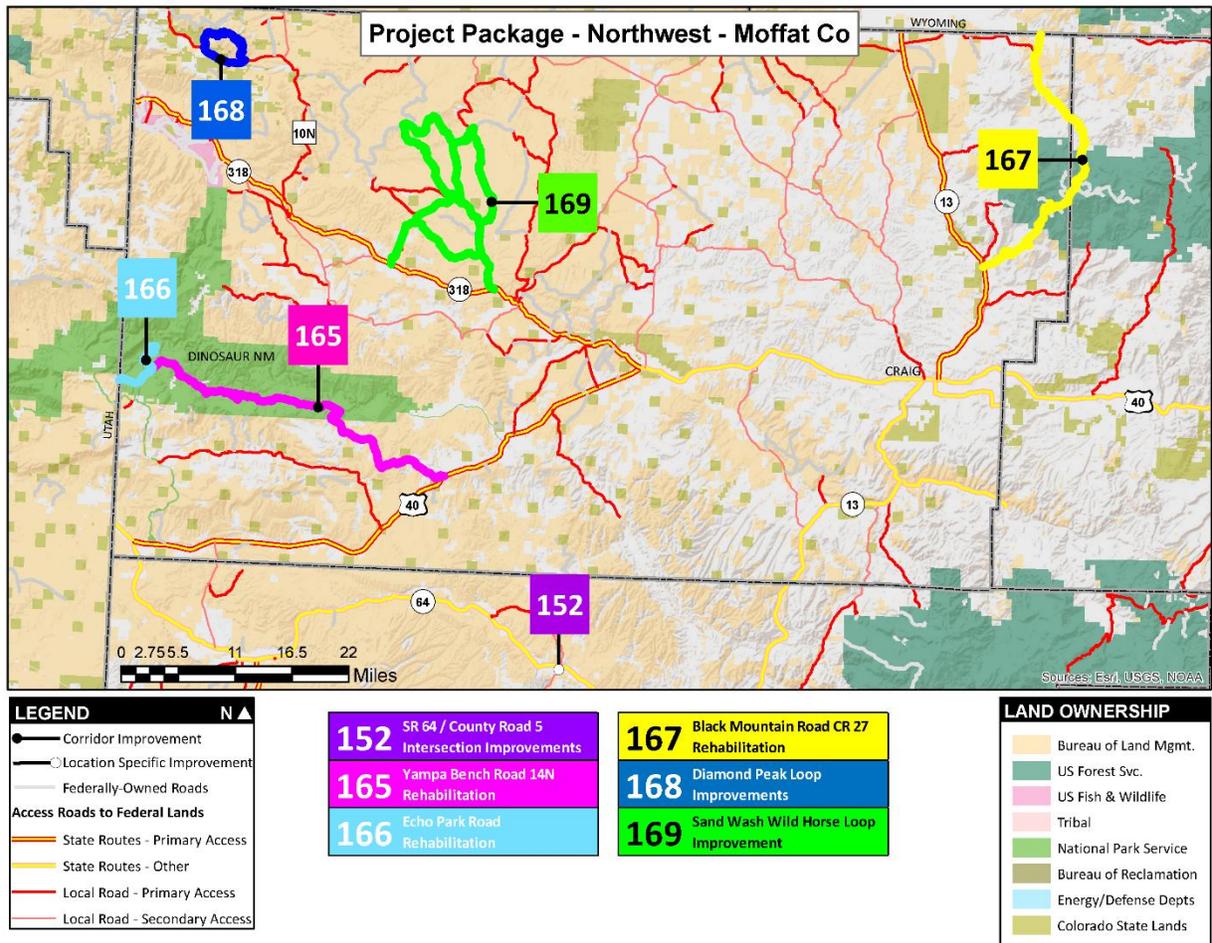
- The Sand Wash Basin is a high-profile wild horse viewing area attracting growing numbers of visitors. This loop includes BLM and County roads that are frequently impassable during rain and snow events. The area lacks adequate turnouts, drainage, and surfacing. The proposed improvements will enhance access, reduce resource damage, and support visitor safety and BLM operational access.

Table 6: List of Needs in Northwest TPR - Moffat County

Project Number	Project Name	Project Type	Ownership	FLMA Access	Estimated Project Cost	Fund Source
152	SR 64 / County Road 5 Intersection Improvements	Roadway	State / County	BLM	\$5,000,000 - \$10,000,000	FLAP, Fed Aid/Local
165	Yampa Bench Road 14N Rehabilitation	Roadway	Federal / County	NPS, BLM	\$5,000,000 - \$10,000,000	MULTI (FLAP & FLTP)
166	Echo Park Road Rehabilitation	Roadway	Federal	NPS	\$5,000,000 - \$10,000,000	MULTI (FLAP & FLTP)
167	Black Mountain Road CR 27 Rehabilitation	Roadway	County / Federal	USFS	\$5,000,000 - \$10,000,000	FLAP, Fed Aid/Local
168	Diamond Peak Loop Improvements	Roadway	County / Federal	BLM	\$5,000,000 - \$10,000,000	FLAP, Fed Aid/Local
169	Sand Wash Wild Horse Loop Improvement	Roadway	County / Federal	BLM	\$5,000,000 - \$10,000,000	FLAP, Fed Aid/Local

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Figure 7: Map of Needs in Northwest TPR - Moffat County



Map of Projects in Northwest TPR - Moffat County. 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 six 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 six projects are 152 SR 64 / County Road 5 Intersection Improvements in Purple, 165 Yampa Bench Road 14N Rehabilitation in hot pink, 166 Echo Park Road Rehabilitation in light blue, 167 Black Mountain Road CR 27 Rehabilitation in yellow, 168 Diamond Peak Loop Improvements in dark blue, and 169 Sand Wash Wild Horse Loop Improvement in lime green.

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: Northwest TPR - Routt County

- Total Number of Projects: 9
- Total Estimated Planning Need: NONE
- Total Estimated Capital Need: \$75,000,000 - \$160,000,000

Overview of Identified Needs

Project 147 County Road 45 Rehabilitation

- This project will rehabilitate and upgrade County Road 45, a vital access (gravel surface) route to the Emerald Mountain area, frequently used by recreational visitors and local residents. Improvements will address surfacing, drainage, and safety, enhancing year-round reliability and access to BLM-managed lands. As a Phase 1 carryover, the project will build upon previous assessments to deliver scoped design and construction plans aligned with BLM coordination.

Project 148 County Road 18 Improvements

- County Road 18 is currently a minimal-maintenance gravel road serving BLM and USFS lands. This project proposes to develop the road with usage restrictions and low-impact design principles to balance recreational access with resource protection. As a Phase 1 carryover, the focus will be on targeted improvements to ensure emergency access and limited public use, potentially with seasonal closures or signage to support land management goals.

Project 149 County Road 38 / USFS 60 Rehabilitation and Parking

- This project addresses the dual need to rehabilitate County Road 38 and USFS 60 and manage dispersed recreation impacts. The (gravel surface) corridor serves as a gateway to National Forest land, experiencing increasing visitation. Improvements include surfacing, drainage, and defined parking areas to manage congestion and reduce environmental degradation. Parking enhancements will support trail access and dispersed camping regulation.

Project 151 Steamboat Gondola Transit Center

- This project will rebuild and modernize the Steamboat Gondola Transit Center, a critical hub for multimodal transportation in Steamboat Springs. Improvements aim to enhance access to USFS lands via transit, reduce reliance on private vehicles, and improve visitor circulation and ADA access. Coordination with the City of Steamboat Springs and the USFS will guide context-sensitive design that supports sustainability and tourism goals.

Project 170 US 40 Rabbit Ears Pass Trailheads Access

- This project will upgrade multiple trailhead access points along US 40 at Rabbit Ears Pass, a high-elevation corridor serving the Medicine Bow-Routt National Forests. Enhancements will focus on safe ingress/egress, expanded parking, trail signage, and snow season usability. These improvements aim to reduce roadside hazards and environmental impact from informal parking and unmanaged use.

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Project 171 Road 315 Dumont Lake Road Rehabilitation

- This project proposes to resurface and rehabilitate Road 315, which provides access to Dumont Lake and its associated campground and trailheads. This is a heavily used area with summer and winter recreation traffic. The scope includes surfacing, signage, culvert replacements, and improved turnouts to enhance visitor safety and reduce maintenance burdens on the USFS.

Project 172 USFS 310 Rehabilitation

- This project will rehabilitate USFS Road 310, a connector route supporting dispersed recreation, hunting access, and administrative travel in the National Forest. The road requires structural upgrades and drainage improvements to maintain year-round functionality. Design will consider minimal environmental impact while improving safety and reliability.

Project 173. Fish Creek Falls (CR-32) Road Access

- Fish Creek Falls is one of the most visited day-use areas in the region. This project improves paved access infrastructure to the falls, focusing on organized parking, pedestrian circulation, and stormwater management. As visitation grows, this project will help preserve visitor experience and natural resources through better access control and facility upgrades.

Project 174 Seedhouse Road (CR-400) Access

- Seedhouse Road (gravel surface) provides access to the Slavonia Trailhead, campgrounds, dispersed camping areas, and administrative USFS facilities. This project addresses roadway condition, signage, and capacity improvements to support growing recreational demand while preserving backcountry character. Coordination with the USFS will guide designs that respect natural and cultural resource constraints.

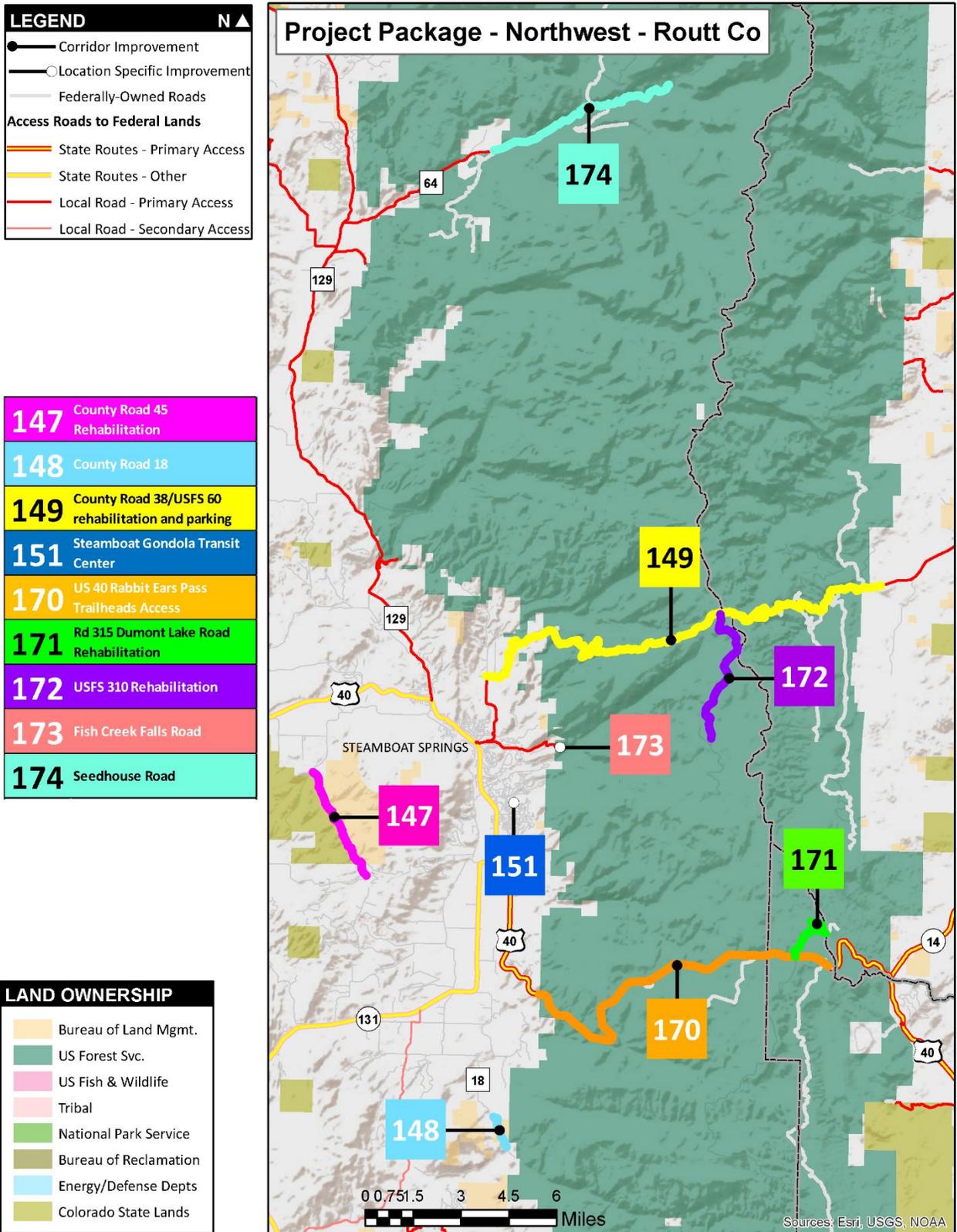
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Table 7: List of Needs in Northwest TPR - Routt County

Project Number	Project Name	Project Type	Ownership	FLMA Access	Estimated Project Cost	Fund Source
147	County Road 45 Rehabilitation	Roadway	County	BLM, State Parks	\$5,000,000 - \$10,000,000	FLAP, Fed Aid/Local
148	County Road 18	Roadway	County	BLM, USFS	\$5,000,000 - \$10,000,000	FLAP, Fed Aid/Local
149	County Road 38/USFS 60 rehabilitation and parking	Roadway, Parking/ Trailhead	County, Federal	USFS	\$10,000,000 - \$25,000,000	FLAP, Fed Aid/Local
151	Steamboat Gondola Transit Center	Transit	Municipal/Private Partnership	USFS	\$25,000,000 - \$50,000,000	OTHER
170	US 40 Rabbit Ears Pass Trailheads Access	Roadway, Parking/ Trailhead	State, Federal	USFS	\$10,000,000 - \$25,000,000	FLAP, Fed Aid/Local
171	Rd 315 Dumont Lake Road Rehabilitation	Roadway, Parking/ Trailhead	Federal	USFS	\$5,000,000 - \$10,000,000	FLTP
172	USFS 310 Rehabilitation	Roadway	Federal	USFS	\$5,000,000 - \$10,000,000	FLTP
173	Fish Creek Falls Road	Parking/ Trailhead	Federal	USFS	\$5,000,000 - \$10,000,000	FLTP
174	Seedhouse Road	Roadway	Federal, County	USFS	\$5,000,000 - \$10,000,000	MULTI (FLTP & FLAP)

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Figure 8: Map of Needs in Northwest TPR - Routt County



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Map of Projects in Northwest TPR - Routt County. Below the map there are two legends on the right and left corner, and a list of projects in between the legends.

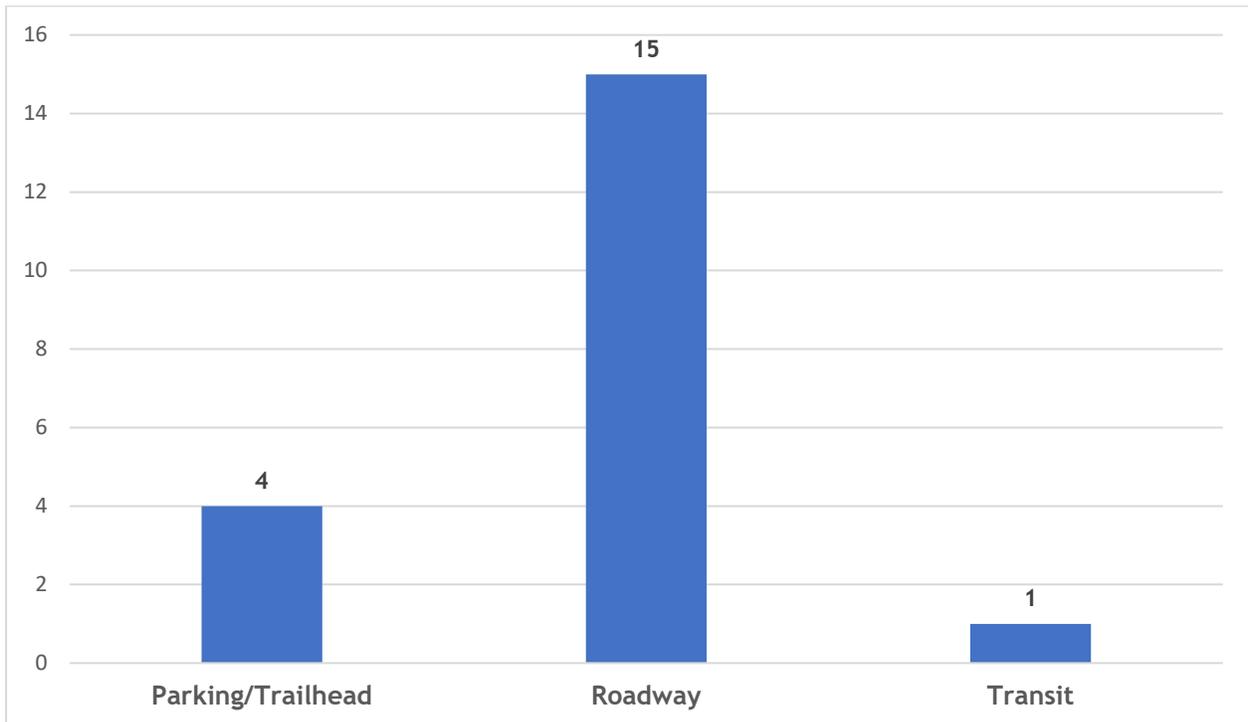
The legend beside the map on the top left corner labels the three project type labels and four levels of Access Roads to Federal Lands depicted by color-coded road segments. The project label for corridor improvements is a solid black line and solid black dot at the end of the line, location specific 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 nine projects in left middle of the map are in a single-columned list organized by project ID, project name and are colored by their matching-colored road segments. The nine projects are 147 County Road 45 Rehabilitation in hot pink, 148 County Road 18 in light blue, 149 County Road 38/USFS 60 Rehabilitation and Parking in yellow, 151 Steamboat Gondola Transit Center in dark blue, 170 US 40 Rabbit Ears Pass Trailheads Access in orange, 171 Rd 315 Dumont Lake Road Rehabilitation in neon green, 172 USFS 310 Rehabilitation in purple, 173 Fish Creek Falls Road in salmon, and 174 Seedhouse Road in teal.

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.

Summary Data

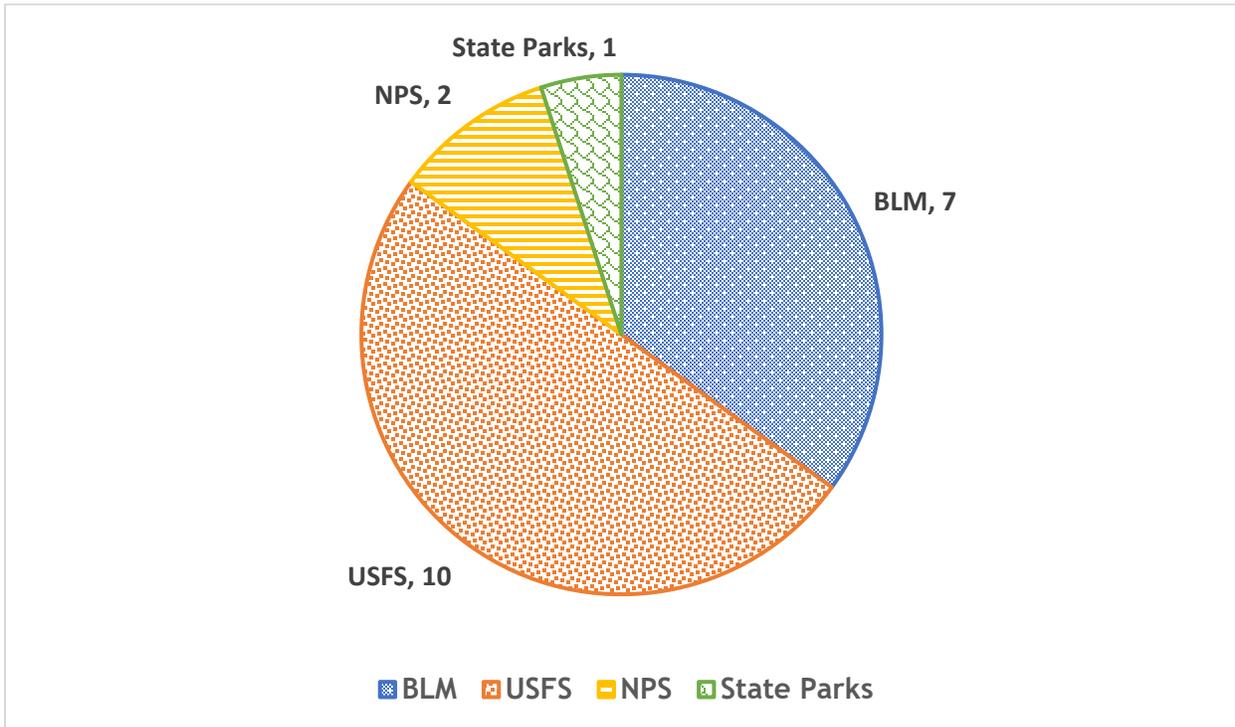
Figure 9 : Project Type



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. Parking/Trailhead has 4 projects, Roadway has 15 projects, and Transit has 1 project.

Figure 10 : Public Land Accessed



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

Pie chart depicting public land accessed with the largest orange section for USFS with 10 projects. The next largest blue section for BLM with 7 projects. The next largest yellow section for NPS with 2 projects. The last green section for State Parks with 1 project.

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

ⁱⁱ <https://headwaterseconomics.org>