APPENDIX A. Reclamation Transportation Needs Assessment Tool Participant's User Guide

Regions were provided the following guidance to enter needs into the 2018-2019 ArcGIS Online database.

Reclamation ArcGIS Online General Entry Instructions

Access Information

 The Reclamation Needs Assessment Tool uses the Reclamation ArcGIS Online (AGOL) platform. If you participated in the Reclamation Road and Parking Lot Inventory data call then you should already have access to AGOL. If you are new to AGOL, send Dan Staton (<u>dstaton@usbr.gov</u>) an email for instructions on how to get an AGOL account. Enter Reclamation's Transportation Needs Assessment web-map using the following link (copy and paste the link into Google Chrome for best results):

https://usbr.maps.arcgis.com/apps/webappviewer/index.html?id=6acd4261d6ed43ddb39e52cca 2114f21. This is a direct URL to the map and will prompt you to log into the Reclamation AGOL platform.

2. Click the button for "Using your DOI-Reclamation Account".



New Transportation Need Instructions

- 3. Zoom in and pan to the location your transportation need is located.
- 4. To create a new transportation 'need', click the pencil icon in the upper left that says "Create Feature" when you hover over it.
- 5. Select the primary asset type that your need is related to. There will be an option to add a secondary asset type once you get into the form.
- 6. Mouse over to the map. Create a polygon at the chosen location by clicking once for each vertex of each 'Need' polygon. To finish the polygon, double click the mouse button. The polygons should be rough outlines of the approximate location of each need. They do not need to be and should not be exact. The point is to be able to see the polygon from a zoomed out view, not to

calculate an exact area or length.

- 7. After creating the 'Need' polygon a pop-up window should appear. If you do not like the polygon you created, you can click the 'Delete' button at the bottom of the window and try again. If you agree with the polygon created, proceed to answer the questions in the pop-up window related to the need/project that you drew. The 6 -Step Needs Assessment Questions is also presented on Pages 3-6 of this document, which provides some guidance on how to answer the questions. Important Note: The 6 Step Needs Assessment Questions should be completed for each 'Need' polygon created.
- 8. Click 'Close' in the pop-up window when you are done entering information.

Existing Transportation Need Editing Instructions

NOTE: The Needs Assessment map comes loaded with the FY17 Major Rehabilitation & Replacement (MR&R) projects related to transportation and all FY18 Federal Lands Transportation Program (FLTP) proposed projects. For each existing transportation project (MR&R and FLTP) the following information was populated: major rehabilitation and replacement ID number, approximate location and shape of the project, project title, and project description. The location and project information for each existing MR&R project should be verified by local staff and the 6 step questionnaire populated.

- 9. To view existing MR&R projects in your Area Office, zoom to your area office or field office (or click the Bookmark symbol in the upper right for a list of each area office).
- 10. In the bottom center of the map, click the up arrow icon.
- 11. This brings up a tabular view of the transportation needs. Click "Filter by map extent" to bring up a list of existing needs in your current view (zoom extent).
- 12. Highlight an individual row by clicking on the left most portion of the table for a particular row.
- 13. With the row selected, click "Zoom To" which will take you to the location of the transportation need.
- 14. If you are entering information to an existing polygon, or need to re-visit a need to enter more information, click on the polygon, and the pop-up window with drop-downs will appear. Click the triple dot (ellipses) in the lower right of the pop up window to edit the existing shape.
- 15. Click the 'Close' button to close the edit window which automatically saves the record.
- 16. You can also filter the table on transportation needs in your Region by clicking "Options" and selecting "Filter".
- 17. Then Click "Add a New Expression," change the drop down to "A.1 Location of USBR Need" and change the drop down to your Region.
- 18. Once you complete the transportation needs for your office, all values in the table should be populated.

Step 1. Fill in MR&R ID, Facil	Step 1. Fill in MR&R ID, Facility Name, and Needs Description							
Question/Field	Guidance and Definitions							
Major Rehabilitation & Replacement (MR&R) ID Number	If MR&R number/code is already entered review and update using the editing instructions on page 2.							
	If entering a new need that is not on the map yet, add an MR&R number if it exists, otherwise leave blank.							
Insert Project Name	Example: Senator Wash or XYZ Bridge							
Insert need description	Short description of the need or project: Rehabilitate and pave Senator Wash Road including fix drainage and replace culverts							
Step 2. Co	nplete Region							
Question/Field	Guidance and Definitions							
A.1. Location of USBR Need	Choose the Region the need or project is located within.							
Step 3. Complete Transpo	rtation Need Asset(s) Description							
Question/Field	Guidance and Definitions							
B.1. Asset Type (Primary)	Select the primary asset type the need is related to.							
B.2. Asset Type (Secondary; choice option for Projects that include two asset types)	Optional Question: If the need relates to two asset types, use this field to select the second asset type. If more than two assets types are included in the need, please pick the two primary assets and use Step 1 to further explain the larger project. (<i>For example: Rehabilitate access road and bridge, including replacement of several culverts</i>). Choose <i>N/A</i> if need does not include more than one asset type.							

Step 3. Complete Transportation I	Need Asset(s) Description (continued)
	Choices include: USBR, Other Federal, State, County, Water District or Water User Groups, Local Entity, Other Governmental Entity, and Tribal.
	<i>Local Entity</i> generally encompasses a single town or city.
B.3. Agency with Ownership	Other Governmental Entities would include things like Metropolitan Planning Organizations, Councils of Government, and Regional Councils. Generally these agencies boundaries include multiple town, cities, and/or counties. MPOs are created by federal law to provide local, elected officials input into the planning and federal transportation funds to metropolitan areas with populations of greater than 50,000. Regional Councils, COGs, or similar, have state and locally defined boundaries and may be part of delivering a variety of federal, state, and local programs. If ownership of the facility is unknown, or this is a proposed facility that does not exist yet, leave blank.
B.3. Agency with Ownership (continued)	If you are unsure which group owns or maintains the asset, a best guess should be made.
B.4. Agency with O&M Responsibility	Choices are the same and follow the same guidance as <i>Agency with Ownership</i> . Choose the agency that operates and maintains the asset on which the project or need it located. If maintenance of the facility is unknown, or this is a proposed facility that does not exist yet, leave blank.

Step 4. Complete Transportation Need(s) Priority							
Question/Field	Guidance and Definitions						
C.1. Priority of the Need Relative to Your Region	A <i>low, medium</i> , or <i>high</i> priority should be defined by your perspective/discipline, unless further guidance is provided to you by your Regional Office. The final list of all needs and priority ranks for your Region will go through an amendment process with each Region's FLTP coordinator.						
Step 5. Complete Prope	osed Improvement(s) Description						
Question/Field	Guidance and Definitions						
D.1. Proposed Improvement	Choose the answer that is your best guess of the type of project needed to address the need you have entered. <i>Capital</i> is generally defined as constructing or investing in something new, often using new or additional materials outside of what already exists on the facility. It can also include reconstruction of a facility that requires significant investment of new materials and work to bring it back to its original (or better) standard. <i>Maintenance</i> is generally defined as typical activities undertaken to preserve an asset that has been built, installed, bought, etc.						
D.2. Estimated Improvement Cost	Estimate the range of cost for this improvement.						

Step 6. Complete Need Area Assessment: answer questions below related to the transportation need							
Recreation Usage a	nd Economic Generation						
Question/Field	Guidance and Definitions						
RE.1. What type of site(s) does the asset access?	The answer chosen should relate to the stated need, the asset the project would be on to address that need, and what use that asset is accessing. If the site is a recreational use area that is also an economic generator for the area, choose <i>Recreation site,</i> and register the economic benefit in the last question of this section.						
RE.2. What is the status of the existing access?	Report the current existing access on the asset to the site.						
RE.3. What is the desired access to the site(s)?	If the desired access is new or different than the existing access, use this field to report desired.						
RE.4. What is the level of visitation at the site?	Report from your perspective/discipline unless further guidance is provided to you by your Regional Office. Generally the visitation level should be based on a year round average. If there are only a few weekends a year when the site is over capacity then this would <u>not be High. High</u> would be used when there are numerous events/weekends/holidays where the site is over capacity throughout the year.						
RE.5. What is the benefit to the Local Economy from this area?	A <i>low, medium</i> , or <i>high</i> benefit should be defined by your perspective/discipline, unless further guidance is provided to you by your Regional Office.						
Sa	fety						
S.1. What type of user does the Safety concern primarily relate to?	Report the most prominent user or user group the safety concern for this need relates to.						
S.2. How big is the safety risk?	Base your rating on frequency and severity of the safety issue the need involves.						
S.3. Select the most applicable type of Safety concern related to the 'Need'.	Report the most prominent type of safety concern related to the 'Need.'						

System Preservation							
SP.1. What best describes the existing condition of the asset(s) associated to the Need?	Choose the existing condition of the asset(s) based on your perspective/discipline, unless further guidance is provided to you by your Regional Office.						
funding status?	project. If none has been identified or it is not known, choose <i>No funds committed/planned</i> .						
SP.3. What best describes the current, secondary funding source?	If secondary funding is supporting the project, choose which source from the list. If there is no secondary funding source choose <i>Not Applicable</i> . If more than two sources of funding are already identified to fund the need, just enter the two predominant sources.						
SP.4. How will the project improve the USBR Transportation System?	Answer based on your perspective/discipline, unless further guidance is provided to you by your Regional Office.						
SP.5. What is the risk of 'Turn Back'?	Turn Back is defined as "an action taken by a Federal or non-Federal managing partner that ultimately results in having all recreation responsibilities being transferred or conveyed back to Reclamation for its sole management." It is Reclamation's goal to avoid Turn Backs if at all possible. If this area is managed by a managing partner, select a <i>low, medium</i> , or <i>high</i> Turn Back risk based on your perspective/discipline, unless further guidance is provided to you by your Regional Office. If this area is managed by Reclamation, then select 'Not Applicable.'						

Have questions or need assistance? Please contact:

- Laurie Miskimins, Transportation Planner, FHWA-Central Federal Lands Highway Division 720-963-3455 <u>laurie.miskimins@dot.gov</u>
- Dan Staton, O&M Structures Program Manager, USBR 303-445-3858 <u>dstaton@usbr.gov</u>
- Greg Gault, BORGIS System Manager/Architect 208-378-5325

ggault@usbr.gov

Appendix B. Summary Tables from the 2018-2019 Transportation Needs Assessment

Table. 1. **Complete List of Entries with Basic Project Details**

The following table includes the basic project information entered into the ArcGIS Online tool for the 354 entries in the 2018-2019 Transportation Needs Assessment. It includes all project information through Step 5, as explained in Appendix A. A few notes about the entries include:

- A. Project Name: A * indicates a project that the Region identified to be on a facility only providing Administrative Access/Use Only. There were 26 projects identified by the Regions to be on these facilities. Most funding available for transportation projects can only be used on facilities providing public access.
- C. Region: Originally entered before the DOI standardized region names across all DOI agencies. The table has been updated to reflect the DOI region each need falls within.
- J. Estimated Median Cost for the Improvement: Regions were provided a cost range to choose from in estimating the cost of the need entered. A median cost was assigned to each entry based on the range they chose, to assess overall magnitude of need for the LRTP. Further scoping will be needed to refine the costs for each need.

If a cell is blank, it means FLH and Reclamation were unable to determine/verify that answer with the Region in time to complete the LRTP analysis. The database remains online and can be edited by Reclamation staff. The online version should be referenced for the most up-to-date information. Information about each need is subject to change with further scoping.

			D. Primary	E. Secondary Asset	F. Facility	G. Facility Operation &	H. Region		J. Estimated Median Cost for
A. Project Name	B. Need Description	C. Region	Asset Type	Туре	Ownership	Maintenance	Priority	I. Improvement Type	Improvement
		Arkansas-							
Center Point Rd	11 miles Overlay asphalt	Texas Gulf	Roadway	Not Applicable	County	County	Hiah	Capital	\$2,500,000
Buster Heights Boat		Arkansas-					g.		+=/====
Ramp. Tent. and		Rio Grande-							
Swim Beach	Overlay asphalt	Texas Gulf	Parking Lot	Not Applicable	USBR	State	Medium	Capital	\$2,500,000
		Arkansas-							
Hog Creek		Rio Grande-							
Campground	5 miles of Overlay asphalt	Texas Gulf	Roadway	Not Applicable	USBR	State	High	Capital	\$2,500,000
		California-							to 500 000
Folsom Granite Bay	Road repair	Great Basin	Parking Lot	Roadway	State	State	Low	Capital	\$2,500,000
Folcom Pools Doint	Road Banair	California-	Darking Lat	Boodwov	Stata	State	Low	Capital	¢2 500 000
FOISOIN Deals Point		Great basin		Roduway	State	State	LOW	Сарцаі	\$2,500,000
Lake Berryessa		California							
Concession Areas	Dood repair	California-	Darking	Deadway				Canital	¢2,500,000
30001		California-		ROduway	USDR	USDR	LOW	Сарна	\$2,500,000
Folsom Dam	Repaying	Great Basin	Roadwav	Parking Lot	USBR	USBR	Hiah	Capital	\$2,500,000
Lake Bernyessa							y		
Concession Areas		California-							
West	Road repair	Great Basin	Roadway	Parking Lot	USBR	USBR	Low	Capital	\$2,500,000
Auburn Interface		California-							+_/
Roads	Road repair	Great Basin	Roadway	Parking Lot	USBR	USBR	Low	Capital	\$2,500,000
New Melones	1								. , ,
Recreation Area		California-							
Access Roads	Road repair, sealing and striping	Great Basin	Roadway	Parking Lot	USBR	USBR	Medium	Capital	\$2,500,000
Folsom South Canal	Safety Improvements for Folsom	California-							
Bike Trail	South Canal Bike Trail	Great Basin	Trail	Not Applicable	USBR	USBR		Capital	\$2,500,000
	Repair seal coat and re-stripe								
Shasta Dam Visitor	parking lot, and include PV	California-							
Center Parking Lot	shade structures	Great Basin	Parking Lot	Parking Lot	USBR	USBR	High	Maintenance	\$2,500,000
		California-							
Oak Shores	Road surface repair	Great Basin	Parking Lot	Roadway	USBR	USBR	Medium	Maintenance	\$2,500,000
		Columbia-							
Juniper Canyon	Repair and reinforce slide areas	Pacific							** ***
Road slide repairs	on Juniper Canyon Road.	Northwest	Roadway	Roadway	USBR	County	High	Capital	\$2,500,000
	Design road to improve sight								
	distance , widen and replace	Columbia-							
Owyhee Road	sections were asphalt is	Pacific							to 500 000
Repairs	crumbling; 3.5 m	Northwest	Roadway	Roadway	County	County	High	Capital	\$2,500,000
Tualatin Project	Pian to replace roads when	Columbia							
Buried Irrigation	replaced in entire system.	Pacific							
Pipe System -	locate pipes	Northwest	Roadway	Not Applicable	USBR	County	High	Capital	\$2,500,000
									+_,000,000

J. Estimated Median Cost for Improvement
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						G Facility			L Estimated
A. Project Name	B. Need Description	C. Region	D. Primary Asset Type	E. Secondary Asset	F. Facility Ownership	Operation & Maintenance	H. Region Priority	I. Improvement Type	Median Cost for Improvement
Thief Valley Dam		Columbia-							
Road Realignment;		Pacific							to 500 000
1.3 miles	Realign road when dam is raised	Northwest	Roadway	Not Applicable	County	County	Medium	Capital	\$2,500,000
American Falls, Willow Bay Rec Area	Redesign for parking lots, resurface asphalt roads: 3 miles	Columbia- Pacific Northwest	Roadway	Parking Lot	USBR	Local Entity (Town, City, Public Works, etc.)	Medium	Planning Study/RSA/PEL/Corridor Study	\$2,500,000
	Widen roads in State Park:	Columbia-							+_,000,000
Park Transportation Facilities	chipseal roads and parking lots; 2.5 miles	Pacific Northwest	Roadway	Parking Lot	USBR	State	High	Capital	\$2,500,000
		Columbia-	,						
Cascade State Parks		Pacific							to 500 000
Road Repair	3.5 miles of Road Repairs	Northwest	Roadway	Parking Lot	USBR	State	High	Maintenance	\$2,500,000
Emigrant Dam	Acquire right to use road as	Columbia-							
aiternative access	alternate access to Emigrant dam	Pacific Northwest	Roadway			USBR	Low	Capital	\$2 500 000
		Columbia-	Roddway				2010		\$2,300,000
		Pacific							
American Falls	Reconstruct Concrete Trail; 3 miles	Northwest	Trail	Trail	USBR	USBR	Medium	Capital	\$2,500,000
		Columbia-				Water District or			
	Construct new vehicle bridge (.1	Pacific	5.1			Water User			¢0,500,000
McGrath Road	miles) at McGrath Road.	Northwest	Bridge	Roadway	USBR	Groups	Low	Capital	\$2,500,000
	Construct a successible bridge (1	Columbia-				Water District or			
Access Bridge	miles) to access BPA power line *	Northwest	Bridge	Roadway	USBR	Groups	Low	Capital	\$2 500 000
	Beinforce barriers along 7 miles to	Columbia				Water District or			+=/0000/000
North Unit Main	discourage mud-bogging on	Pacific				Water User			
Canal - "Radlands"	canal embankments.	Northwest	Roadway	Not Applicable	USBR	Groups	Low	Maintenance	\$2,500,000
	Construct turn lanes on Hwy 97 to	Columbia-							
Turn bays for Hwy 97	Jericho Rd for safe ingress/egress	Pacific							
to Haystack	to Haystack.	Northwest	Roadway					Capital	\$2,500,000
	Design and construct pedestrian	Columbia- Pacific							
Barnes Butte Trail	trail through IronHorse.	Northwest	Trail					Capital	\$2,500,000
	Design and contr. bike trail on	Columbia-							
Alternate route for	canal service road as alternate	Pacific							
scenic bikeway	(off-vehicle road) scenic bike trl.	Northwest	Trail					Capital	\$2,500,000
	Rd repair Sen Wash Rd/McKinley								
	Rd to Sen Wash Rd/County S24 &	Lower							
Increased Dever	Sen Wash Rd/Ferguson Rd to So	Colorado	Deeducer	Net Applies 51		Country	Law	Conital	¢2 500 000
Imperial Dam	Епа соор	Basin	коайway		USBK	County	LOW	Capitai	\$2,500,000
	Road repair Senator Wash	Lower							
Imperial Dam	Lake	Basin	Roadway	Not Applicable	USBR	County	Low	Capital	\$2,500.000

J. Estimated Median Cost for Improvement
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A. Project Name	B. Need Description	C. Region	D. Primary Asset Type	E. Secondary Asset Type	F. Facility Ownership	G. Facility Operation & Maintenance	H. Region Priority	I. Improvement Type	J. Estimated Median Cost for Improvement
Parker Dam Pldgs	Access road and guardrail	Lower							
& Grounds	replacement	Basin	Roadway	Parking Lot	USBR	USBR	Medium	Capital	\$2,500,000
		Lower							+=/====
Hoover Dam - Bldgs		Colorado							
& Grounds	Rock fall mitigation	Basin	Roadway	Not Applicable	USBR	USBR	Medium	Maintenance	\$2,500,000
Camp O Road	Increase public access and safety	Lower Colorado Basin	Roadway		USBR	Water District or Water User Groups	Medium	Capital	\$2,500,000
	Road repair Gila Gravity Mittry	Lower Colorado	Deadway	Bost Domo		Water District or Water User	Madium	Capital	\$2,500,000
Laguna Dam	Boat Ramp to North Boat Ramp	Basin	Roadway	воат катр	USBR	Groups	iviealum	Capital	\$2,500,000
WMA roads west	1-5 miles build up with gravel*	Basin	Roadway	Not Applicable	USBR	State	Low	Maintenance	\$2,500,000
Goose Bay north	1-5 miles build up with gravel	Basin	Roadway	Not Applicable	USBR	USBR	Low	Maintenance	\$2,500,000
	Rock bridge repair; 7-8 bridges needing repair; 2 major structures	Upper Colorado			_				
Sumner Dam	needing repair	Basin	Bridge	Bridge	USBR	State	Low	Capital	\$2,500,000
El Vado State Park	Popair dam bridge	Upper Colorado Rasin	Bridge	Poodway		State	Modium	Capital	\$2,500,000
раттыниде		DdSIII	впаде	Roduway	USDR	State	weatum	Сарітаі	\$2,500,000
Vega State Park	Repave all paved roads in Vega	Colorado							
Roads	State Park	Basin	Roadway	Parking Lot	USBR	State	Low	Capital	\$2,500,000
Crawford Park Roads	Repaying and resurface of Interior	Upper Colorado Basin	Poodway	Parking Lot		State	low	Capital	\$2,500,000
Кераче	Access road repair: possible	Upper	KUauway		USBR	State	LOW		\$2,300,000
Rio Grande Complex	resurfacing:	Basin	Roadway	Roadway	USBR	State	Medium	Capital	\$2,500,000
Navajo Stato Dark	~ 3.5 miles of Repave interior	Upper							+=,===
Roads	(Colorado Side)	Basin	Roadway	Parking Lot	USBR	State	Medium	Capital	\$2,500,000
El Vado Lake State	Main Assess Dood Dobah	Upper Colorado	Deedway	Parking Lot		Choto	Madium	Conital	¢2,500,000
raik			Kuadway	Parking Lot	USDK	วเลเย	ivieaium	Сарцаі	ֆ∠,ՏՍՍ,ՍՍՍ
Elephant Butte Lake State Park	Lakeshore Drive Repaving	Colorado Basin	Roadway	Not Applicable	USBR	State	Medium	Capital	\$2,500,000
		Upper	, í		1				
Sumner Lake State	Repave roads in State Park;	Colorado							
Park Section #2	Connected to need 566	Basin	Roadway	Parking Lot	USBR	State	Medium	Capital	\$2,500,000
Sumner Lake State Park	Repave roads in state park; part of	Upper Colorado Basin	Roadway	Parking Lot		State	Medium	Capital	\$2 500 000
Brantley Lake State	Repaye roads in state park: part of	Upper							
Park Road Section 1	need 568	Basin	Roadway	Parking Lot	USBR	State	Medium	Capital	\$2,500,000
	•	•			•	•	•		

Type	J. Estimated Median Cost for Improvement
Type	improvement
	\$2,500,000
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			D. Primary	E Secondary Asset	E Escility	G. Facility	H Region		J. Estimated
A. Project Name	B. Need Description	C. Region	Asset Type	Type	Ownership	Maintenance	Priority	I. Improvement Type	Improvement
		Upper							
Brantley Lake State	Repave roads in state park; part of	Colorado							
Park Roads Section 2	need 567	Basin	Roadway	Parking Lot	USBR	State	Medium	Capital	\$2,500,000
Caballa Laka Stata	Depayo reado Diversido	Upper							
Park Improvements		Basin	Roadway	Parking Lot	LISBR	State	Medium	Canital	\$2,500,000
	Powerplant Access Rd : 1.5 miles:	Upper	Roddway		OSDIC	State	Wiedlam	Cupitai	\$2,500,000
	pave road; overlook	Colorado							
Fontenelle Dam	improvements	Basin	Roadway	Parking Lot	USBR	USBR	High	Capital	\$2,500,000
		Upper							
Elephant Butte	~ 2 miles of Road rehabilitation of	Colorado							
Damsite	Damsite and Recreation Areas.	Basin	Roadway	Parking Lot	USBR	USBR	Low	Capital	\$2,500,000
		Upper							
Morrow Point Dam;	pulverize and repave w/ 3 in	Colorado	Deadway	Not Applicable			Madium	Capital	¢2 500 000
1.5 miles	asphait	DdSIII	Roadway		USDR	USDK	Medium	Сарітаі	\$2,500,000
	Gravel to asphalt: Access Road	Colorado							
Blue Mesa Dam	Repair; 1.5 miles	Basin	Roadway	Not Applicable	USBR	USBR	Medium	Capital	\$2,500,000
		Upper	,						
	Pave Powerplant Rd. partial	Colorado							
Flaming Gorge Dam	paving; repair and resurface	Basin	Roadway	Not Applicable	USBR	USBR	Medium	Capital	\$2,500,000
		Upper				Water District or			
	Connect Powerline to Dam	Colorado				Water User			
Ridges Basin Dam	access*	Basin	Roadway	Bridge	USBR	Groups	Low	Capital	\$2,500,000
		Upper							
Sumner Lake State		Colorado							to 500.000
Park	Dam bridge	Basin	Bridge	Roadway	USBR		Medium	Capital	\$2,500,000
El Vado Lako Stato		Upper							
Park Bridge Rehab	Dam bridge rehabilitation	Basin	Bridge	Not Applicable	USBR		Medium	Capital	\$2 500 000
Tank Bridge Kendb	but bridge reliabilitation	Upper	bridge				meanan		\$2,500,000
Percha Dam State		Colorado							
Park	Entrance bridge and road rehab	Basin	Roadway	Bridge	USBR		Medium	Capital	\$2,500,000
		Arkansas-Rio							
Visitor Center		Grande-							
Parking Lot	Overlay asphalt	Texas Gulf	Parking Lot	Not Applicable	USBR	State	Medium	Capital	\$750,000
						Other			
						Governmental			
						Entity (MPO,			
		California-				COG, Regional			
Maidu Drive	Resurface of road	Great Basin	Roadway		USBR	Councils, etc.)	Medium	Capital	\$750,000
Nimbus Flat and		California-							
Fishery	parking lot repair	Great Basin	Parking Lot	Roadway	USBR	State	Low	Capital	\$750,000
		California-							
Folsom Folsom Point	Road repair	Great Basin	Parking Lot	Boat Ramp	State	State	Low	Capital	\$750,000
Folsom Browns	Deed was also	California-	Deulius I. I	Deadurate	Charter	Chata		Carrital	4750.000
Kavine	коаd repair	Great Basin	Parking Lot	коааway	State	State	LOW	Capitai	\$750,000

A. Project Name	B. Need Description	C. Region	D. Primary Asset Type	E. Secondary Asset Type	F. Facility Ownership	G. Facility Operation & Maintenance	H. Region Priority	I. Improvement Type	J. Estimated Median Cost for Improvement
Negro Bar	Road repair	California- Great Basin	Parking Lot	Roadway	State	State	Low	Capital	\$750,000
Mammoth Bar	Parking Lot reorientation and flood protecting	California- Great Basin	Parking Lot	Roadway	State	State	Low	Capital	\$750,000
Auburn Confluence Parking	Realign roadside parking	California- Great Basin	Parking Lot	Roadway	State	State	Medium	Capital	\$750,000
Folsom Peninsula	road repair	California- Great Basin	Roadway	Parking Lot	State	State	Low	Capital	\$750,000
Sliger Mine-Ruck-a- Chucky	Road repair	California- Great Basin	Roadway		State	State	Low	Capital	\$750,000
Birdsall Road	Raft take-out eliminated during significant flood event	California- Great Basin	Roadway	Boat Ramp	USBR	State	Medium	Capital	\$750,000
Ponderosa Road	grading and resurfacing, drainage	California- Great Basin	Roadway		USBR	State	Medium	Capital	\$750,000
Lake Clementine roads	Road repair	Great Basin	Roadway	Parking Lot	State	State	Medium	Capital	\$750,000
Jedediah Smith Trail	trail repair/maintenance	California- Great Basin	Trail	Culvert	USBR	State	Low	Capital	\$750,000
Lahontan State Park Chipseal	Pavement Maintenance Requirements	California- Great Basin	Roadway	Roadway	USBR	State	Low	Maintenance	\$750,000
Parking Lot and Road Maintenance	Existing roads and parking lots need maintenance	California- Great Basin	Roadway	Parking Lot	USBR	State	Medium	Maintenance	\$750,000
Steele Canyon Boat Ramp	Replace boat ramp surface undercut by erosion	California- Great Basin	Boat Ramp		USBR	USBR	Medium	Capital	\$750,000
Ponderosa Bridge	bridge replacement	California- Great Basin	Bridge		USBR	USBR	Medium	Capital	\$750,000
Keswick Office Building (KOB)	Grade, pave, and stripe the parking areas around the KOB*	California- Great Basin	Parking Lot	Parking Lot	USBR	USBR	High	Capital	\$750,000
Lake Berryessa Concession Areas		California-							
Pleasure Cove Lake Berryessa	Road Repair	Great Basin	Parking Lot	Roadway	USBR	USBR	Low	Capital	\$750,000
Concession Area Markley Cove	Road Repair	California- Great Basin	Parking Lot	Roadway	USBR	USBR	Low	Capital	\$750,000
Capell Cove	Resurface	Great Basin	Parking Lot	Boat Ramp	USBR	USBR	Medium	Capital	\$750,000
Knickerbocker roads	Road repair	California- Great Basin	Roadway	Parking Lot	USBR	USBR	Low	Capital	\$750,000
Melones Dam Area	Road repair	California- Great Basin	Roadway	Parking Lot	USBR	USBR	Low	Capital	\$750,000
Yankee JIms	Road Repair in coordination w/county bridge replacement	California- Great Basin	Roadway	Bridge	USBR	USBR	Medium	Capital	\$750,000
Tule Lake Leases	Road Improvements	California- Great Basin	Roadway		Other Federal	USBR		Capital	\$750,000

J. Estimated Median Cost for Improvement
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						G. Facility			J. Estimated
A. Project Name	B. Need Description	C. Region	D. Primary Asset Type	E. Secondary Asset	F. Facility Ownership	Operation & Maintenance	H. Region Priority	I. Improvement Type	Median Cost for Improvement
Clear Creek Bridge	Install a quardrail system that	California-			•				•
Guard Rail	meets current AASHTO standards.	Great Basin	Bridge	Roadway	USBR	USBR	Low	Maintenance	\$750,000
		California-							
Nimbus Powerplant	Powerplant Improvements	Great Basin	Parking Lot					Capital	\$750,000
		California-							
San Justo Dam	Move road off Dike	Great Basin	Roadway					Capital	\$750,000
	Resurfacing with aggregate, re-	California-							
East Side Road	grading, culvert repairs	Great Basin	Roadway	Culvert	USBR		Medium	Maintenance	\$750,000
		Columbia-							
American Falls;	Resurface asphalt roads and	Pacific							
Sportsman Park	parking lot; 1.5 miles	Northwest	Parking Lot	Roadway	USBR	County	Medium	Capital	\$750,000
Emigrant Reservoir -		Columbia-							
Greensprings Spur	Pave road to improve recreation	Pacific							
Road - Surf	access in all seasons.	Northwest	Roadway		USBR	County	Low	Capital	\$750,000
Emigarnt Reservoir -		Columbia-							
Sampson Creek Road	Pave road to improve recreation	Pacific							
- Recreati	access in all season; 5 miles	Northwest	Roadway		USBR	County	Low	Capital	\$750,000
	Decenstruct intersection of read								
Emigrant Posonyoir	with Hwy 66 to Jackson County	Columbia							
Sampson Creek Road	stds & dedicate road to county	Pacific							
- Intersec	.25m	Northwest	Roadway		USBR	County	Low	Capital	\$750.000
									+
Emig Res.Sampson	Cut road further into hillside to	Columbia-							
improvement	access to Emigrant dam: 25 miles	Northwest	Roadway		LISBR	County	Low	Capital	\$750,000
Improvement		Columbia-	Roddwdy		USBIC	County	LOW		\$750,000
Thief Valley	Relocate camporound if dam is	Pacific							
Relocation	raised; .7 miles	Northwest	Roadway	Boat Ramp	USBR	County	Low	Capital	\$750,000
Bully Creek		Columbia-							
Accessibility	Replace bathrooms/showers with	Pacific							
Upgrades	accessible buildings	Northwest	Roadway	Not Applicable	USBR	County	Medium	Capital	\$750,000
		Columbia-							
Upper Mann Creek	Realign road to improve line of	Pacific							+=== 0.00
Realignment	sight; .5 miles	Northwest	Roadway	Not Applicable	County	County	Medium	Capital	\$750,000
la dua su Da sid Da	Decline word to immerse line of	Columbia-							
Jackson Road Re-	Realign road to improve line of	Pacific	Deadway	Not Applicable	Country	County	Madium	Capital	¢750.000
alignment	signt	Columbia	Roduway		County	County	Medium	Capital	\$750,000
Teton Canvon Access	Chin seal Teton Canyon Access	Pacific							
Road Repair	Rd.	Northwest	Roadway	Parking Lot	USBR	County	Hiah	Maintenance	\$750.000
									÷. 50,000
						Local			
	Construct new vehicle bridge (.25	Columbia-				Entity(Town, City,			
	miles)over North Unit Main Canal	Pacific				Public Works,			
Yeoman Bridge	at Yeoman Road.	Northwest	Bridge	Roadway		etc.)	High	Capital	\$750,000

			D. Primary	E. Secondary Asset	F. Facility	G. Facility Operation &	H. Region		J. Estimated Median Cost for
A. Project Name	B. Need Description	C. Region	Asset Type	Туре	Ownership	Maintenance	Priority	I. Improvement Type	Improvement
Wickiup Res Cascade Lakes Hwy Davis Creek crossing	Reconfigure culvert to allow safe passage for swimmers under the crossing at low pool.	Columbia- Pacific Northwest	Culvert	Roadway	County	Other Federal	High	Capital	\$750,000
Hyatt Reservoir - Recreation Area Sewage Plant - A	Reconstruct road to access sewage plant and provide all weather access; 1 mile	Columbia- Pacific Northwest	Roadway		USBR	Other Federal	Low	Capital	\$750,000
Unity Boat Ramp Realignment	Realign Boat Ramp , improve reservoir access	Columbia- Pacific Northwest	Boat Ramp	Parking Lot	USBR	State	High	Capital	\$750,000
Crooked River ford	Improve ford to allow vehicle crossing most of the year.	Columbia- Pacific Northwest	Bridge	Not Applicable	USBR	State	Medium	Capital	\$750,000
Unity Parking Lot Upgrades	Parking Lot Redesign and Expansion	Columbia- Pacific Northwest	Parking Lot	Boat Ramp	USBR	State	Medium	Capital	\$750,000
Juniper Canyon Road slide repairs	Repair and reinforce slide area on county road.	Columbia- Pacific Northwest	Roadway	Not Applicable	USBR	State	High	Capital	\$750,000
Roberts Bay Road	Improve road design and surface to provide safe passage for recreational vehicles.	Columbia- Pacific Northwest	Roadway	Not Applicable	USBR	State	High	Capital	\$750,000
Prineville Reservoir - County Boat Ramp Road - Sur	Pave the road to the county boat ramp; 2 miles	Columbia- Pacific Northwest	Roadway	Not Applicable	USBR	State	Low	Capital	\$750,000
Sugarloaf Trails Upgrade	Upgrade trails with concrete to meet accessibility standards; 2.5 miles	Columbia- Pacific Northwest	Trail	Not Applicable	USBR	State	High	Capital	\$750,000
Steamboat Rock Chip Seal	Large cracks perpendicular to roadway. Repair 4.5 miles	Columbia- Pacific Northwest	Roadway	Parking Lot	USBR	State	Medium	Maintenance	\$750,000
Bowman Dam - Hwy Access Route - Crooked Riv Bikeway	Find ways to improve route to separate bikes from vehicle traffic; 20 miles	Columbia- Pacific Northwest	Trail	Roadway	State	State	Low	Planning Study/RSA/PEL/Corridor Study	\$750,000
Emigrant Dam access road	Acquire right to use the road to access Emigrant Dam; 10 miles*	Columbia- Pacific Northwest	Roadway			USBR	High	Agreement(s)	\$750,000
Buelah Boat Ramp Replacment	Replace Boat ramp and Boat dock	Columbia- Pacific Northwest	Boat Ramp	Parking Lot	USBR	USBR	Low	Capital	\$750,000
C-Line Pumping Plant Access Brid	 Needs major rehabilitation or replacement	Columbia- Pacific Northwest	Bridge	Roadway	USBR	USBR	High	Capital	\$750,000
N. Unit Main Hwy 97 at Brown Rd and Meadowlark Rd	Improve connections to provide safer highway crossings for ditchriders.	Columbia- Pacific Northwest	Culvert	Roadway	USBR	USBR	Low	Capital	\$750,000

A Project Name B, Need Description C, Region Asset Type Type Ownership Maintenance Priority Lingrovement Type Improvement Type Improvement Type Improvement Type Improvement Type Improvement Pacific Pacific Readway Nor Applicable USBR USBR High Capital 1750000 Tradit Depine witholeads and workway Acquer ROW Improve Pacific Readway Nor Applicable USBR USBR Low Capital 1750000 Engigent Dem alternate access to Engigent am Pacific Readway Nor Applicable USBR USBR Low Capital 1750000 Engigent Dem alternate access to Engigent am Pacific Readway Nor Applicable USBR USBR Low Capital 1750000 Engigent Dem alternate access to Engigent am Pacific Readway Nor Applicable USBR USBR Low Capital 1750000 Engigent Dem alternate access to Engigent am Pacific Readway Trail USBR Low Capital 1750000 Costemic Pacific Readway Nort Applicable USBR USBR Low Capital 1750000 Costemic Pacific Readway Trail USBR USBR Low Capital 1750000 Costemic Pacific Readway Trail USBR USBR Low Capital 1750000 Costemic Pacific Readway Nort Applicable USBR USBR Low Capital 1750000 Costemic Pacific Readway Trail USBR USBR Low Capital 1750000 Costemic Pacific Readway Nort Applicable USBR USBR Low Capital 1750000 Costemic Pacific Readway Nort Applicable USBR USBR Low Capital 1750000 Costemic Pacific Readway Nort Applicable USBR USBR Low Capital 1750000 Costemic Pacific Readway Nort Applicable USBR USBR Low Capital 1750000 Costemic Pacific Readway Nort Applicable USBR USBR Low Capital 1750000 Costemic Pacific Readway Nort Applicable USBR USBR Low Capital 1750000 Costemic Pacific Readway Nort Applicable USBR USBR Low Capital 1750000 Costemic Pacific Readway Nort Applicable USBR USBR Low Capital 1750000 Costemic Pacific Readway Nort Applicable USBR Low Capital 1750000 Costemic Pacific Readway Nort Applicable USBR Compact Readway Capital 1750000 Control Service Readway Nort Applicable USBR Compact Readway Capital 1750000 Control Service Readway Nort Applicable USBR Compact Readway Capital 1750000 Control Service Readway Nort Applicable USBR Compact Readway Capital				D. Primary	E. Secondary Asset	F. Facility	G. Facility Operation &	H. Region		J. Estimated Median Cost for
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Number And Willow CA: Spinon Survey alignment of connecting matters, Acquire ROW, Improve Access Road Columbia- Partice Northwest Readway Not Applicable USBR Low Capital Strokes Access Road Confirming the own road* Columbia- Partice Not Applicable USBR USBR Low Capital \$750.000 Access Road Confirming the own road size alternate access to Engine ID and Frail Seconds* Roadway USBR Low Capital \$750.000 Scooteney Day Use Trad Inductor and re-gravel 8 miles of necessary road Columbia- Partice Trail USBR USBR Low Capital \$750.000 Columbia- read Columbia- Partice Roadway Trail USBR USBR Low Capital \$750.000 Columbia- Read Columbia- Partice Roadway Trail USBR USBR Low Capital \$750.000 Solution and the distance in the control indige to inprove locit Access Road alternate access to indige to inprove locit Access Road alternate access to indige to inprove locit Access Road alternate access in the control indige to inprove locit Access Road alternate access indige to indinow Roadway Not A	Paving: 5 miles	regrade and pave access road	Northwest	Roadway	Not Applicable	USBR	USBR	High	Capital	\$750.000
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Bridge access to Emigrant dam. Northwest Bridge USBR Groups Low Capital \$750.000 Pioneer Loop Road Bridge Construct new vehicle bridge (1 miles) and tunnel sewer Canal. Columbia- Pacific Roadway Roadway Pach Mater District or Water User Groups Note District or Water User Groups Low Capital \$750.000 Ochoco - Service Roads - Vehicle intersections of roads and earthen laterals. Columbia- Pacific Roadway Not Applicable USBR Water District or Water User Groups Medium Capital \$750.000 North Unit Main Canal - Vehicle Gate - Install Install solar powered gates on intersections of roads with Pacific Columbia- Pacific Roadway Not Applicable USBR Water District or Water User Groups Medium Capital \$750.000 North Unit Main Canal - Vehicle Gate - Install Install solar powered gates on intersections of roads with Pacific Roadway Not Applicable USBR Water District or Water User Groups Note Operations \$750.000 North West Roadway Not Applicable USBR Groups Low Operations \$750.000 Canal - Send to Parking Iot for Parking Iot for Parking Iot for Pump Study feasibility of an urban canal district can access irrigation pump Northwest Roadway Not Applicable	Sampson Creek	load-bearing to provide alternate	Pacific				Water User			
Pioneer Loop RoadConstruct new vehicle bridge (1 miles) and tunnel sewer (anal.Columbia- Pacific NorthwestBridgeRoadwayWater District or Water User GroupsLow <t< td=""><td>Bridge</td><td>access to Emigrant dam.</td><td>Northwest</td><td>Bridge</td><td></td><td>USBR</td><td>Groups</td><td>Low</td><td>Capital</td><td>\$750,000</td></t<>	Bridge	access to Emigrant dam.	Northwest	Bridge		USBR	Groups	Low	Capital	\$750,000
Pioneer Loop Road Bridgemiles) and tunnel sewer interceptor under North Unit Main Canal.Columbia- Pacific NorthwestRoadwayWater District or Water User GroupsCapitalCapital\$750,000Ochoco - Service Gades - Vehicle Gates - Install solar powered gates on all intersections of roads and earthen Canal - NorthwestColumbia- Pacific NorthwestNot ApplicableUSBRWater District or Water User GroupsMediumCapital\$750,000North Unit Main Canal - Vehicle Gates - InstallInstall solar powered gates on intersections of roads with Pacific - InstallColumbia- Pacific NorthwestNot ApplicableUSBRWater District or Water User GroupsMediumCapital\$750,000North Unit Main Canal - Vehicle Gates - InstallInstall solar powered gates on intersections of roads with Pacific NorthwestColumbia- Pacific NorthwestNot ApplicableUSBRWater District or Water User GroupsMediumCapital\$750,000North Unit Main Canal - Vehicle Gates - InstallStudy feasibility of an urban canal trail or transit train along 35 miles; BurmaColumbia- Pacific NorthwestRoadwayNot ApplicableUSBRGroupsLowLowQapital\$750,000North WestRoadwayNot ApplicableUSBRGroupsLowLowQapital\$750,000North WestRoadwayNot ApplicableUSBRGroupsLowLowStudy/RSA/PEL/Corridor\$750,000Parific BurmaNorthwest <td< td=""><td></td><td>Construct new vehicle bridge (.1</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>		Construct new vehicle bridge (.1								
Pioneer Loop Road Bridgeinterceptor under North Unit Main BridgePacific NorthwestBridgeRoadwayCanalWater User GroupsLowCapitalSapationOchoco - Service Roads - VehicleInstall solar powered gates on all laterals.Columbia- PacificRoadwayNot ApplicableUSBRWater District or Water User GroupsMediumCapitalS750,000North Unit Main Canal - Vehicle GatesInstall solar powered gates on intersections of roads with laterals.Columbia- Pacific NorthwestRoadwayNot ApplicableUSBRWater District or Water User GroupsMediumCapitalS750,000North Unit Main Canal - Vehicle GatesInstall solar powered gates on intersections of roads with laterals.Columbia- Pacific NorthwestRoadwayNot ApplicableUSBRWater District or Water User GroupsMediumCapitalS750,000North Unit Main Canal - Study feasibility of an urban canal farial or transit train along 35 miles train along 35 miles pacific protection and guardrails ot hat district can access infrageton pumpColumbia- Pacific Parking LofRoadwayNot ApplicableUSBRWater District or Water User GroupsPlanning Study RSA/PEL/Corridor Study/RSA/PEL/CorridorPlanning Study/RSA/PEL/Corridor Study/RSA/PEL/Corridor Study/RSA/PEL/Corridor Study/RSA/PEL/Corridor Study/RSA/PEL/Corridor Study/RSA/PEL/Corridor Study/RSA/PEL/Corridor CapitalColumbia- Pacific Parking LofParking Lof Parking LofPlanning Pacific Parking LofPlanning<		miles) and tunnel sewer	Columbia-				Water District or			
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Roads - Vehicle Gates - Installationintersections of roads and earthen laterals.Pacific RoadwayRoadwayNot ApplicableUSBRWater User GroupsMediumCapitalSapara <t< td=""><td>Ochoco - Service</td><td>Install solar powered gates on all</td><td>Columbia-</td><td></td><td></td><td></td><td>Water District or</td><td></td><td></td><td></td></t<>	Ochoco - Service	Install solar powered gates on all	Columbia-				Water District or			
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North Unit Main Canal - Vehicle Gates - InstallInstall solar powered gates on intersections of roads with - InstallColumbia- Pacific NorthwestRoadwayNot ApplicableUSBRWater District or Water User GroupsLowOperationsSpanning Study/RSA/PEL/Corridor Study/RSA/PEL/Corridor Study/RSA/PEL/Corridor Study/RSA/PEL/Corridor Study/RSA/PEL/Corridor Study/RSA/PEL/Corridor Study/RSA/PEL/Corridor Study/RSA/PEL/Corridor Study/RSA/PEL/Corridor Study/RSA/PEL/Corridor Study/RSA/PEL/Corridor Study/RSA/PEL/Corridor Study Study/RSA/PEL/Corridor StudyPanning Study/RSA/PEL/Corridor Study Study/RSA/PEL/Corridor StudyPanning Study/RSA/PEL/Corridor StudyPanni	Gates - Installation	laterals.	Northwest	Roadway	Not Applicable	USBR	Groups	Medium	Capital	\$750,000
Canal - Vehicle Gates - Installintersections of roads with laterals.Pacific NorthwestNot ApplicableUSBRWater User GroupsVowOperationsMager StudyMager Study/RSA/PEL/Corridor\$750,000North Unit Main Canal - Bend to BurmaStudy feasibility of an urban canal trail or transit train along 35 miles; Bend to Smith Rock SP.Columbia- Pacific NorthwestRoadwayNot ApplicableWater User water User StudyPlanning Study/RSA/PEL/Corridor Study/RSA/PEL/CorridorParking lot for extension canal pumpRemove gas line cathodic protection and guardrail so that district can access irrigation pump.Columbia- Pacific Parking LotParking LotParking LotParking LotFrailRoad repair Senator Wash Road/McKinley Road to ImperialLower ColoradoLower ColoradoLower Parking LotLower ColoradoLow	North Unit Main	Install solar powered gates on	Columbia-				Water District or			
- Installlaterals.NorthwestRoadwayNot ApplicableUSBRGroupsLowOperations\$750,000North Unit Main Canal - Bend to BurmaStudy feasibility of an urban canal trail or transit train along 35 miles; Bend to Smith Rock SP.Columbia- PacificRoadwayNot ApplicableWater District or Water UserPlanning Study/RSA/PEL/CorridorPlanning Study/RSA/PEL/CorridorParking lot for extension canal pumpRemove gas line cathodic protection and guardrails ot hat district can access irrigationColumbia- PacificRoadwayAnd PacificLowStudyStudy/RSA/PEL/Corridor\$750,000Parking lot for pumppump.NorthwestTrailRoadwayAnd PacificFree<	Canal - Vehicle Gates	intersections of roads with	Pacific				Water User			
North Unit Main Study feasibility of an urban canal Columbia- Pacific Nether Nether </td <td>- Install</td> <td>laterals.</td> <td>Northwest</td> <td>Roadway</td> <td>Not Applicable</td> <td>USBR</td> <td>Groups</td> <td>Low</td> <td>Operations</td> <td>\$750,000</td>	- Install	laterals.	Northwest	Roadway	Not Applicable	USBR	Groups	Low	Operations	\$750,000
Canal - Bend to Burmatrail or transit train along 35 miles; Bend to Smith Rock SP.PacificNorthwestTrailRoadwayWater User GroupsLowStudy/RSA/PEL/Corridor 	North Unit Main	Study feasibility of an urban canal	Columbia-				Water District or		Planning	
Burma Bend to Smith Rock SP. Northwest Trail Roadway Groups Low Study \$750,000 Parking lot for extension canal pump. Remove gas line cathodic Columbia- Pacific Parking Lot Parking Lot Pacific Pacific Pacific Pacific Pacific Parking Lot Pacific Pacific Parking Lot Pacific	Canal - Bend to	trail or transit train along 35 miles;	Pacific				Water User		Study/RSA/PEL/Corridor	
Remove gas line cathodic Remove gas line cathodic Columbia- Parking lot for protection and guardrail so that Columbia- district can access irrigation Pacific pump Northwest Parking Lot Road repair Senator Wash Lower Colorado Colorado	Burma	Bend to Smith Rock SP.	Northwest	Trail	Roadway		Groups	Low	Study	\$750,000
Parking lot for extension canal pump Discussion and guardial so that district can access irrigation pump. Pacific Northwest Parking Lot Capital Capital Road repair Senator Wash Road/McKinley Road to Imperial Lower Colorado Lower	Darking lat for	Remove gas line cathodic	Columbia							
pump pump. Northwest Parking Lot Capital \$750,000 Road repair Senator Wash Road/McKinley Road to Imperial Lower Colorado Lower Low	extension canal	district can access irrigation	Pacific							
Road repair Senator Wash Lower Colorado Colorado	pump	pump.	Northwest	Parking Lot					Capital	\$750.000
Road/McKinley Road to Imperial Colorado		Pood ropair Constar Mash	Lower						· · p · ··	+
		Road/McKinley Road to Imperial	Colorado							
imperial Dam Dam Basin Roadway Not Applicable USBR County Low Capital \$750.000	Imperial Dam	Dam	Basin	Roadwav	Not Applicable	USBR	County	Low	Capital	\$750,000

			D. Primary	E. Secondary Asset	F. Facility	G. Facility Operation &	H. Region		J. Estimated Median Cost for
A. Project Name	B. Need Description	C. Region	Asset Type	Туре	Ownership	Maintenance	Priority	I. Improvement Type	Improvement
Horse Mesa Dam -	Road improvements	Lower Colorado Racin	Readway	Not Applicable		State		Maintananco	\$750,000
Bidgs & Grounds	Road improvements Replace section of Davis Dam		ROduway		USDK	Sidle	LOW	Maintenance	\$750,000
Davis Dam - Bldgs & Grounds	Access Road and visitor parking lot	Colorado Basin	Roadway	Parking Lot	USBR	USBR	Low	Capital	\$750,000
Laguna Dam	Road repair Gila Gravity Laguna Dam to Mittry Boat Ramp	Lower Colorado Basin	Roadway	Boat Ramp	USBR	Water District or Water User Groups	Medium	Capital	\$750,000
Kirwin Res. roads & boat ramps	Rip rap erosion control to protect access roads and boat ramp upgrades	Missouri Basin	Roadway	Boat Ramp	USBR	Other Federal	Medium	Capital	\$750,000
Shadehill Rec Area Shoreline stabilization	Main access to Rec area is threatened by shoreline erosion unable to move due boundary proximity	Missouri Basin	Roadway	Transit System	USBR	State	High	Capital	\$750,000
Dickinson biking/walking bridge	move old canal bridge into crossing	Missouri Basin	Bridge	Trail	USBR	USBR	Medium	Capital	\$750,000
Lake Tschida access road	reinforce road	Missouri Basin	Roadway		County	USBR	High	Capital	\$750,000
East Shore Drive South road	Less than a mile of millings, possible FLAP	Missouri Basin	Roadway	Not Applicable	USBR	USBR	Low	Capital	\$750,000
Medicine Creek Dam Road County Rd 728	5 miles of Resurfacing and replacing guard railing	Missouri Basin	Roadway		USBR	USBR	Low	Capital	\$750,000
Crittendon DUA road	Less than a mile build up with gravel	Missouri Basin	Roadway	Parking Lot	USBR	USBR	Low	Maintenance	\$750,000
Alcova Res Cabin Area road repairs	Roads at cabin need improvement for public safety for first responder access	Upper Colorado Basin	Roadway		USBR	County	Low	Maintenance	\$750,000
Chama River Foot Bridge	Redesign and rebuild structurally unsound foot bridge over the Rio Chama	Upper Colorado Basin	Bridge	Trail	USBR	State	Medium	Capital	\$750.000
Resurfsce Navajo Lake State Park Roads	Gravel and regrade gravel	Upper Colorado Basin	Boadway	Parking Lot	USBR	State	Low	Capital	\$750,000
Miracle Mile Access	Improve access road and install	Upper Colorado							\$1 50,000
road & boat ramps	two concrete boat ramps	Basin	Roadway	Boat Ramp	USBR	State	Medium	Capital	\$750,000
Animas-La Plata	Replace railcar superstructure bridge on the Mitigation Lands Area with a properly engineered bridge*	Upper Colorado Basin	Bridge	Roadway	USBR	USBR	Medium	Capital	\$750,000
Shoshone River Access site	Resurface road & parking lot- improve drainage	Upper Colorado Basin	Parking Lot	Roadway	USBR	USBR	Low	Capital	\$750,000

A. Project Name	B. Need Description	C. Region	D. Primary Asset Type	E. Secondary Asset Type	F. Facility Ownership	G. Facility Operation & Maintenance	H. Region Priority	I. Improvement Type	J. I Me Im
		Upper							
Ocean Lake Access	Access roads sinking- raise road	Colorado							
Roads	surfaces	Basin	Roadway	Not Applicable	USBR	USBR	Low	Capital	
Deaver Reservoir	Road maintenance and	Colorado							
Access Roads	resurfacing	Basin	Roadway	Not Applicable	USBR	USBR	Low	Maintenance	
Heart Mountain Canal Access Bridge	Construct bridge to provide public access across canal	Upper Colorado Basin	Bridge	Roadway	USBR	Water District or Water User Groups	Medium	Capital	
Didage Desig Dese	Pahah Dawar Lina Dah	Upper Colorado	Deschuse	Trail		Water District or Water User		Control	
Ridges Basin Dam	Rehab Power Line Rd;	Basin	Roadway	Irail	USBR	Groups	Low	Capital	
Towaoc Canal	Rehab All Access roads; several short seg	Upper Colorado Basin	Roadway		USBR	Water District or Water User Groups		Capital	
Sites-Lodoga Road Reconstruction Project	Roadway reconstruction to road base/hill cut expansion/widen shoulders/rock fall prevent/metal rail	California- Great Basin	Roadway		County	County	Medium	Capital	
Hagg Lake Road Slide Repairs and Anchor Wall	Construct anchor wall to stabilize potential landslide (.24 miles)	Columbia- Pacific Northwest	Roadway	Not Applicable	County	County	Low	Capital	
Teton River Canvon	Redesign and rehabilitate overlook, admin site, parking lots, roads. & 2 access points on river	Columbia- Pacific Northwest	Roadway	Parking Lot	USBR	USBR	High	Capital	
									-
Grand Coulee Dam	I mile of Asphalt Road repair; also	Columbia-							
Parking Lot Areas	roadside intern sites	Northwest	Roadway	Parking Lot	USBR	USBR	High	Maintenance	
Horse Mesa Dam -	Rockfall mitigation	Lower Colorado	Roadway	Not Applicable	LISBR	State	low	Maintenance	
		Lower	Roadway		OSBIC	State	2000	Wantenance	_
		Colorado							
Yuma Desalting Plant	Railroad spur repair	Basin	Transit System	Not Applicable	USBR	USBR	Low	Capital	
Belle Fourche	Need for Suzie Peak Road Paving to create better access to Percention and reduce	Missouri							
Road paving	maintenance (4.4 m)	Basin	Roadway	Parking Lot	USBR	USBR	High	Capital	
	Daving of East Dartal Dood, E miles	Upper							+
Crystal Fast Portal	at steepest grade: resurfacing and	Colorado							
Road	repairs; 7.1 miles	Basin	Roadwav	Not Applicable	USBR	USBR	Hiah	Capital	
	1	Arkansas-Rio	,				<u>.</u>		+
		Grande-							
Grassy Hollow Rd	3 miles Overlay Asphalt	Texas Gulf	Roadway	Not Applicable	County	County	High	Capital	



						G. Facility			J. Estimated
			D. Primary	E. Secondary Asset	F. Facility	Operation &	H. Region		Median Cost for
A. Project Name	B. Need Description	C. Region	Asset Type	Туре	Ownership	Maintenance	Priority	I. Improvement Type	Improvement
		Arkansas-Rio							
Potapo Pass Boat		Grande-				C 1 1			¢250.000
Ramp Parking		Texas Guif	Parking Lot	Not Applicable	USBR	State	Hign	Capitai	\$250,000
Llog Crook Dov Llog		Arkansas-Rio							
Roy Creek Day Use	Overlay Acabalt	Toyos Culf	Barking Lot	Not Applicable		Stata	High	Capital	¢250.000
Parking		Arkansas Pio	Parking Lot		USDK	State	підп	Capital	\$250,000
Turkey Pass Calveno		Grande-							
Cove Parking Areas	Overlay asphalt	Texas Gulf	Parking Lot	Not Applicable	LISER	State	High	Capital	\$250,000
Eishermans Point and		Arkansas-Rio			USBIC	State	Tign	Capital	\$250,000
Little River BR		Grande-							
Parking	Overlay Asphalt	Texas Gulf	Parking Lot	Not Applicable	LISBR	State	High	Capital	\$250,000
T unking		Arkansas-Rio			USBR	State	ingri		\$250,000
		Grande-							
Alameda Dr.	1.5 miles of Overlay Asphalt	Texas Gulf	Roadwav	Not Applicable	USBR	State	High	Capital	\$250,000
		Arkansas-Rio							1
Potapo Pass		Grande-							
campground Rd	2 miles Overlay asphalt	Texas Gulf	Roadway	Not Applicable	USBR	State	High	Capital	\$250,000
		Arkansas-Rio					9	· ·	
Turkey Pass, Calyspo		Grande-							
Cover rds	5 miles of Overlay Asphalt	Texas Gulf	Roadway	Not Applicable	USBR	State	High	Capital	\$250,000
		Arkansas-Rio							
		Grande-							
South Dam Rd	Overlay Asphalt	Texas Gulf	Roadway	Not Applicable	USBR	State	High	Capital	\$250,000
		Arkansas-Rio							
Little River and		Grande-							
Fishermans Point Rds	1 mile of Overlay Asphalt	Texas Gulf	Roadway	Not Applicable	USBR	State	High	Capital	\$250,000
Buster Heights		Arkansas-Rio							
Campground and		Grande-							
Boat Ramp Rd	2 miles Overlay asphalt	Texas Gulf	Roadway	Not Applicable	USBR	State	Medium	Capital	\$250,000
		Arkansas-Rio							
		Grande-							
Visitor Center Rd	5 miles Over Lay Asphalt	Texas Gulf	Roadway	Not Applicable	USBR	State	Medium	Capital	\$250,000
		Arkansas-Rio							
		Grande-							
Altus Dam	Canal bridge repair	Texas Gulf	Bridge					Capital	\$250,000
Repave Stampede	Pavement is cracking along dam	California-							
Dam Road	crest in multiple locations	Great Basin	Roadway	Roadway	USBR	Other Federal	Low	Maintenance	\$250,000
	High maintenance requirements								
	after winter closure and								
Prosser Creek Road	infrequent maintenance from	California-							
Rehabilitation	County	Great Basin	Roadway	Roadway	Other Federal	Other Federal	Low	Maintenance	\$250,000
	Parking lot maintenance and	California-							
Rattlesnake Bar	repair	Great Basin	Parking Lot	Boat Ramp	State	State	Low	Maintenance	\$250,000
	Parking lot maintenance and	California-							
Salmon Falls	resurface	Great Basin	Parking Lot	Boat Ramp	State	State	Low	Maintenance	\$250,000

			D. Primary	E. Secondary Asset	F. Facility	G. Facility Operation &	H. Region		J. Estimated Median Cost for
A. Project Name	B. Need Description	C. Region	Asset Type	Туре	Ownership	Maintenance	Priority	I. Improvement Type	Improvement
	Replace failing boat ramp				•				
	currently undercutting from	California-							
Putah Canyon Ramp	erosion	Great Basin	Boat Ramp		USBR	USBR	Medium	Capital	\$250,000
	Safety Inspection and								
Mountain Quarries	replacement of railing system for	California-							
Bridge	Mountain Quarries Bridge.	Great Basin	Bridge	Not Applicable	USBR	USBR		Capital	\$250,000
	Periodic grading and maintenance	California-							
Clear Lake Dam Road	of roadway*	Great Basin	Roadway	Roadway	Other Federal	USBR	High	Maintenance	\$250,000
Livingston Stone									
N'tnl Fish Hatchery	Repair/Replace/Re-condition	California-							
access road	pavement, and re-paint all lines	Great Basin	Roadway	Roadway	USBR	USBR	High	Maintenance	\$250,000
	Crack seal, and re-coat road and								
Keswick Powerplant	parking area to Keswick	California-							
access road	Powerplant	Great Basin	Roadway	Roadway	USBR	USBR	High	Maintenance	\$250,000
		California-							
Putah South Canal	Road Maintenance	Great Basin	Roadway	Not Applicable	USBR	USBR	Low	Maintenance	\$250,000
	Periodic grading and maintenance	California-							
Area K	of roadway	Great Basin	Roadway	Roadway	Other Federal	USBR	Medium	Maintenance	\$250,000
A Canal Recreation	Periodic crack sealing and	California-							
Trail	maintenance of pavement	Great Basin	Trail	Trail	USBR	USBR	Low	Maintenance	\$250,000
Labortan Dam Poad	Maintonanco as required for	California				Water District or			
Chinseel	naved access	Great Basin	Roadway		LISBR	Groups		Maintenance	\$250,000
			Roddwdy		OSBIC		LOW	Wantenance	\$250,000
Dower Diant Dood	Re-grade and add gravel to allow	California				Water District or			
Power Plant Road	weather conditions	California-	Poadway		LISER	Groups		Maintenance	\$250,000
Renabilitation		California-	Roadway		OSBIC		LOW	Wantenance	\$250,000
San Luis Canal	Bridge Sesimic refitting	Great Basin	Bridge					Capital	\$250,000
New Melones		California-							
Restroom	Restroom replacement	Great Basin	Parking Lot					Capital	\$250.000
Tracy Fish Collection		California-							
Facility	Replace boatdock	Great Basin	Parking Lot					Capital	\$250.000
Now Malanas		California	- analy 200						+====
Entrance Fee Station	Fee Station Repairs	Great Basin	Roadway					Capital	\$250,000
		California-	Roddwdy						\$250,000
Keswick Dam	Security fencing and access road	Great Basin	Roadway					Capital	\$250,000
Gordan Gulch		Columbia-							
Parking Area		Pacific							
Expansion	Construct additional parking	Northwest	Parking Lot	Boat Ramp	USBR	County	High	Capital	\$250,000
	stabilize subsurface to prevent	Columbia-							
Storm Breacker Road	road slumping and replace cattle	Pacific							
Repaving	guard	Northwest	Roadway	Culvert	USBR	County	High	Capital	\$250,000
	Road & Parking lot Repair;	Columbia-							
Ririe, Juniper	resurface all roads (asphalt and	Pacific							
Recreation Area	gravel); 2.5 miles	Northwest	Roadway	Parking Lot	USBR	County	Medium	Capital	\$250,000

A. Project Name	B. Need Description	C. Region	D. Primary Asset Type	E. Secondary Asset Type	F. Facility Ownership	G. Facility Operation & Maintenance	H. Region Priority	I. Improvement Type	J. E Me Im
Emigrant Reservoir - Fishing & Swimming Rocks Tr	Create an accessible trail along pool's edge to provide access to fishing and swimming spots; .25m	Columbia- Pacific Northwest	Trail	Parking Lot	USBR	County	Low	Capital	
Prineville Reservoir - Salt Creek Road - Periodic	Periodically grade, gravel and apply dust abatement to gravel road; 20 miles	Columbia- Pacific Northwest	Roadway	Roadway	County	County	Low	Maintenance	
Scoggins Spillway Bridge	Evaluate .1 miles of guardrails for compliance with current standards.	Columbia- Pacific Northwest	Bridge	Roadway	USBR	County	Low	Planning Study/RSA/PEL/Corridor Study	
Smith Rock to Haystack	Study potential to provide a trail from Smith Rock State Park to Haystack Reservoir.	Columbia- Pacific Northwest	Trail	Roadway	County	County	Low	Planning Study/RSA/PEL/Corridor Study	
Black Canyon Dam Road Office Access; .25 miles	Cut and replace road sections that are crumbling	Columbia- Pacific Northwest	Roadway	Roadway	Local Entity(Town, City, Public Works, etc.)	Local Entity(Town, City, Public Works, etc.)	High	Maintenance	
Donnelly Maintenance	Regrade and re-gravel roads and parking; .25 miles	Columbia- Pacific Northwest	Roadway	Parking Lot	USBR	Local Entity(Town, City, Public Works, etc.)	Low	Maintenance	
North Dam Park Resurfacing	All roads and parking areas need to be re- graveled, unnecessary roads should be closed.	Columbia- Pacific Northwest	Roadway	Trail	USBR	Local Entity(Town, City, Public Works, etc.)	Low	Maintenance	
Hagg Lake Private Access Easements Survey & Doc	Locate and survey as-constructed alignments of private access easements (2 mile created by contract.	Columbia- Pacific Northwest	Roadway	Not Applicable	Local Entity(Town, City, Public Works, etc.)	Local Entity(Town, City, Public Works, etc.)	Low	Planning Study/RSA/PEL/Corridor Study	
Hagg Lake Private Access Easement: Survey and Buil	Survey private access easement created by contract but not deeded.	Columbia- Pacific Northwest	Roadway	Not Applicable	Local Entity(Town, City, Public Works, etc.)	Local Entity(Town, City, Public Works, etc.)	Low	Planning Study/RSA/PEL/Corridor Study	
Wasco Dam Access Road-OHV Access Point Closures	Assist USFS to curtail off-road vehicle access points from dam access road.	Columbia- Pacific Northwest	Roadway	Trail	Other Federal	Other Federal	Low	Agreement(s)	
Emigrant Reservoir - Carter Creek Siphon - Road Dr	Improve drainage on road to protect downslope and access to siphon;.25 miles	Columbia- Pacific Northwest	Roadway	Culvert	USBR	Other Federal	Low	Capital	
Wickiup Dam - Subdivision Access Roads	Pave subdivision access roads to improve fire egress and winter emergency access; 20 miles	Columbia- Pacific Northwest	Roadway	Not Applicable	Other Federal	Other Federal	Low	Capital	



			D. Primary	E. Secondary Asset	F. Facility	G. Facility Operation &	H. Region		J. Estimated Median Cost for
A. Project Name	B. Need Description	C. Region	Asset Type	Type	Ownership	Maintenance	Priority	I. Improvement Type	Improvement
		Columbia-							
	Airstrip needs tree removal,	Pacific							
Deadwood Airstrip	signage, and grading; .5 miles	Northwest	Parking Lot	Not Applicable	Other Federal	Other Federal	Medium	Maintenance	\$250,000
Wickiup Dam -									
Burgess Road &	Periodically grade, gravel, and use	Columbia-							
USFS Rd 44 - All	dust abatement or pave the	Pacific							to 50 000
Weat	road to Wickiup; 20 miles	Northwest	Roadway	Not Applicable	Other Federal	Other Federal	Low	Maintenance	\$250,000
Deadwood Poad		Columbia-							
Deadwood Road Maintenance	Grading Roads: 5.5 miles	Northwest	Roadway	Not Applicable	State	Other Federal	Low	Maintenance	\$250,000
Wantenance		Columbia-	Roduway		State		LOW		\$250,000
Deadwood Access		Pacific							
Roads Repair	Grading and re-gravel	Northwest	Roadway	Not Applicable	Other Federal	Other Federal	Medium	Maintenance	\$250.000
		Columbia-							+
Concession boat	Remove or relocate boat ramp	Pacific							
ramp	when concession expires.	Northwest	Boat Ramp	Parking Lot	USBR	State	Medium	Capital	\$250,000
Prineville Reservoir -		Columbia-							
Powder House Cove	Extend boat ramp to low pool: 25	Pacific							
- Boat Ra	miles	Northwest	Boat Ramp	Parking Lot	USBR	State	Medium	Capital	\$250.000
		Columbia-	•	5				· · ·	. ,
	Improve ford across Crooked	Pacific							
Bowman - ford	River below Bowman Dam.	Northwest	Bridge	Roadway	USBR	State	High	Capital	\$250,000
Prineville Reservoir -		Columbia-							
Reservoir Bridge -	Construct a bridge to connect	Pacific							
Design a	North and South shores; .1 miles	Northwest	Bridge	Roadway	USBR	State	High	Capital	\$250,000
N Unit Main Boy		Columbia							
Hwy Culvert - Lat M-	Enlarge box culvert to prevent	Pacific							
58 and Hwy 97	backflow and spills.*	Northwest	Culvert	Roadway	USBR	State	low	Capital	\$250.000
		Columbia-							+=====
	Resurface parking lot and replace	Pacific							
Palisades	interpretive signs	Northwest	Parking Lot	Parking Lot	State	State	Low	Capital	\$250,000
		Columbia-							
Bottero Subdivision	Improve road to county standards	Pacific							
Access Rd	and dedicate it to the county.	Northwest	Roadway	Not Applicable	USBR	State	Medium	Capital	\$250,000
	vegetation is growing through the	Columbia-							
Bully Creek Pathway	asphalt and the trail no longer	Pacific							
Replacement	meets standards, crumbling; .25 m	Northwest	Trail	Parking Lot	USBR	State	High	Capital	\$250,000
		Columbia-							
Osborn BayState	Ramp is cracking and breaking in	Pacific							
Boat Ramp	places.	Northwest	Boat Ramp	Not Applicable	USBR	State	Medium	Maintenance	\$250,000
		Columbia-							
McCormack Asphalt	CII 1 1 1 1 1	Pacific				C L			4050.000
Chip Seal	THI CRACKS and Chip seal roads; .25	Northwest	Koadway	Parking Lot	OZRK	State	High	Maintenance	\$250,000
Lipity Main Access		Columbia-							
Pood Maintenance	Chip Soal: 65 miles	Northwast	Poodwov	Parking Let	State	State	High	Maintonanco	¢250.000
	Chip Seal, Jos miles	nonnwest	Ruduwdy	FAIKING LOL	Slale	Slale	пуп	wallitelidrice	\$250,000

A. Project Name	B. Need Description	C. Region	D. Primary Asset Type	E. Secondary Asset Type	F. Facility Ownership	G. Facility Operation & Maintenance	H. Region Priority	I. Improvement Type	J. Estimated Median Cost for Improvement
Osborn Bay Campground Gravel Surfacing	Rutting and undefined roadway and parking area; .1 miles	Columbia- Pacific Northwest	Roadway	Parking Lot	USBR	State	Low	Maintenance	\$250,000
Northup Point Chip Seal	Large cracking and chip seal on .5 miles of road	Columbia- Pacific Northwest	Roadway	Boat Ramp	USBR	State	Medium	Maintenance	\$250,000
Prineville Resevoir North Primative Road	Periodically evaluate road condition & harden crossings for emergency evac route.	Columbia- Pacific Northwest	Roadway	Not Applicable	USBR	State	Medium	Maintenance	\$250,000
Unity Access Maintenance; .25 miles	Fill cracks and chip seal	Columbia- Pacific Northwest	Roadway	Parking Lot	USBR	State	Medium	Maintenance	\$250,000
Crown Point Trail	Stabilize subsurface to protect trail; 5.5 miles	Columbia- Pacific Northwest	Trail	Not Applicable	USBR	State	Medium	Maintenance	\$250,000
Banks Lake Boat Ramp Evaluation	Evaluation and Condition Assessment for Banks Lake Boatramps and their access.	Columbia- Pacific Northwest	Boat Ramp	Roadway	USBR	State	High	Planning Study/RSA/PEL/Corridor Study	\$250,000
Osborn Bay	Road planning	Columbia- Pacific Northwest	Roadway	Boat Ramp	USBR	State	low	Planning Study/RSA/PEL/Corridor Study	\$250.000
Prineville Reservoir - South Shore - Cattle Exculs	Find ways to exclude cattle from south shore but honor rts reserved to LO to water access	Columbia- Pacific Northwest	Trail	Not Applicable	USBR	State	Low	Planning Study/RSA/PEL/Corridor Study	\$250,000
Steamboat Rock Trail Planning and Upgrades	Sections of the trail are steep with loose rock, new trails being developed by peds	Columbia- Pacific Northwest	Trail	Not Applicable	USBR	State	Medium	Planning Study/RSA/PEL/Corridor Study	\$250,000
Bully Creek Road Assessment and Agreement	Inventory primitive routes and close unnecessary routes	Columbia- Pacific Northwest	Roadway	Parking Lot	USBR	USBR	Low	Agreement(s)	\$250,000
Minidoka Dam	Boat Ramp repair	Columbia- Pacific Northwest	Boat Ramp	Parking Lot	USBR	USBR	High	Capital	\$250,000
Mann Creek Reservoir	East Boat Ramp Accessibility	Columbia- Pacific Northwest	Boat Ramp	Parking Lot	USBR	USBR	Medium	Capital	\$250,000
Bumping Lake Dam	Bridge replacement	Columbia- Pacific Northwest	Bridge	Roadway	USBR	USBR	High	Capital	\$250,000
Tieton Dam 13TIEDISC	Bridge replacement/repair at Outlet*	Columbia- Pacific Northwest	Bridge	Not Applicable	USBR	USBR	High	Capital	\$250,000
Tieton Dam	Bridge 13TIEWCAT- Repair or replace the bridge/abutments	Columbia- Pacific Northwest	Bridge	Roadway	USBR	USBR	Medium	Capital	\$250,000

A. Project Name	B. Need Description	C. Region	D. Primary Asset Type	E. Secondary Asset	F. Facility Ownership	G. Facility Operation & Maintenance	H. Region Priority	I. Improvement Type	J. Estimated Median Cost for Improvement
Mann Creek West		Columbia-					-		•
Campground Parking	Regraded and re-surfaced to	Pacific							
Lot Improvement	meet accessibility standards	Northwest	Parking Lot	Boat Ramp	USBR	USBR	Low	Capital	\$250,000
<u>.</u>		Columbia-	-						
	Parking Lot Repair and	Pacific							
Buelah Upgrades	Accessibility Upgrades	Northwest	Parking Lot	Boat Ramp	USBR	USBR	Low	Capital	\$250,000
		Columbia-							
Warm Springs	No Parking Area, Does not meet	Pacific	Darking Lat	Not Applicable			Low	Canital	¢250,000
Restroom Parking		Columbia	Parking Lot	Not Applicable	USBR	USBR	LOW	Сарітаі	\$250,000
Summer Falls	Create access and parking near	Pacific							
Pedestrian Trail	CXT: 1 miles of trail	Northwest	Parking Lot	Trail	USBR	USBR	Medium	Capital	\$250.000
		Columbia-							+=00,000
Teton River Canyon	Resurface gravel road to	Pacific							
Primitive Camp Area	infrastructure; 2 miles*	Northwest	Roadway	Not Applicable	USBR	USBR	High	Capital	\$250,000
Maintenance Access		Columbia-							
Evaluation and	Stabilize subsurface to prevent	Pacific							
Upgrade	road slumping; .1 miles*	Northwest	Roadway	Not Applicable	USBR	USBR	High	Capital	\$250,000
American Falls West	Paving Road and Parking areas, and installing permanent restroom at West Wall Rec Area:	Columbia- Pacific							
Wall Recreation Area	.5 miles	Northwest	Roadway	Parking Lot	USBR	USBR	Low	Capital	\$250,000
Ririe Juniper Campground	Improve 2.5 miles of Roadway, Lighting, and Accessibility for Juniper Campground; Combine w/ 372 375	Columbia- Pacific Northwest	Roadway	Parking Lot	USBR	USBR	Medium	Capital	\$250,000
Prineville Recenvoir -	Close road to vehicle traffic	Columbia-							
Bear Creek Road -	improve it for pedestrian use as a	Pacific							
Vehicle C	hiking trail; 10 miles	Northwest	Roadway	Trail	USBR	USBR	Medium	Capital	\$250,000
		Columbia-							
Juniper Ridge	Improve road to county standards	Pacific							
Subdivision Road	and dedicate it to the county.	Northwest	Roadway	Not Applicable	USBR	USBR	Medium	Capital	\$250,000
		Columbia-							
American Falls	Repave road and maintenance	Pacific	Deadway	Darking Lat			Madium	Canital	¢ 2 5 0 000
American Fails	yard, .5 miles	Columbia	ROduway		USDR	USDR	Medium	Capital	\$250,000
Scooteney Park	Repair 13 miles asphalt walking	Pacific							
Pedestrian Trail	path at CG	Northwest	Trail	Not Applicable	USBR	USBR	Hiah	Capital	\$250.000
	Fugluate to design intervention	Columbia	1						
Canal Rurma Poad	1 mile Burma Road trail Install	Pacific							
BLM Trail	protections at tunnel entrance	Northwest	Trail	Not Applicable	USBR	USBR	Low	Capital	\$250.000
									<i>\</i>
	Design and maintain E miles of	Columbia-							
Scooteney Trails	trail system	Northwest	Trail	Not Applicable	LISBR	LISBR	Low	Canital	\$250,000
Scotteney Halls	tion system	NOITIWEST	iidii		0301	0.001	1011	Cupitai	\$250,000

A. Project Name	B. Need Description	C. Region	D. Primary Asset Type	E. Secondary Asset Type	F. Facility Ownership	G. Facility Operation & Maintenance	H. Region Priority	I. Improvement Type	J. Estimated Median Cost for Improvement
Grand Coulee Dam Interpretative River	River Trail addition; Replace .5 miles of degraded asphalt trail	Columbia- Pacific	Trail	Derking Let			Madium	Conital	¢250.000
Trail		Northwest	Trail	Parking Lot	USBR	USBK	iviealum		\$250,000
	Perform and post revised load	Columbia- Pacific							
Lakeway Bridge	object marker. Fill the void	Northwest	Bridge	Roadway	USBR	USBR	Low	Maintenance	\$250,000
		Columbia-							
Ephrata Field Office		Pacific							¢250.000
Parking Lot	Resurface EFO parking lot	Northwest	Parking Lot	Not Applicable	USBR	USBK	High	Maintenance	\$250,000
Warehouse Parking	Resurface EFO Warehouse parking	Pacific							
Lot	lot*	Northwest	Parking Lot	Not Applicable	USBR	USBR	High	Maintenance	\$250,000
		Columbia-							
Mann Creek South	Po gravel parking let and reads	Pacific	Parking Lot	Poodwov			Modium	Maintonanco	\$250,000
		Columbia-		Roduway	USBR	OSBIC	Wealum	Wantenance	\$230,000
Anderson Ranch	Potholes and Alligator Cracking;	Pacific							
Dam Road	.25 miles	Northwest	Roadway	Not Applicable	USBR	USBR	High	Maintenance	\$250,000
North Unit Ranch of		Columbia-							
the Canyons Canal	Add fill to weatherize gravel	Pacific							¢250.000
Access Road	roadbed next to river's edge.	Northwest	Roadway	Not Applicable	USBR	USBK	LOW	Maintenance	\$250,000
	American Falls Visitor Center Road	Pacific							
American Falls	and Parking Lot; .1 miles	Northwest	Roadway	Parking Lot	USBR	USBR	Low	Maintenance	\$250,000
Hagg Lake Private		Columbia-							
Access Easement -	Repair blown culvert and hillside	Pacific							
Bean	(.25 miles) erosion.	Northwest	Roadway	Culvert	USBR	USBR	Low	Maintenance	\$250,000
	Re-gravel 1.5 miles of	Columbia-							
Dry Falls Dam	Maintenance Access Road below	Pacific	Deeducer	Net Applicable			Madium	Maintananaa	¢250.000
	Dry Fails Dam. Rec 2015-3-A.	Northwest	Roadway		USDR	USDK	weatum	Maintenance	\$250,000
	Gravel access roadway across	Columbia-							
Thief Valley Dam	1.3 miles	Northwest	Roadway	Not Applicable	USBR	USBR	Medium	Maintenance	\$250,000
		Columbia-							
Summer Falls Access	Crown, ditch and re-gravel .3	Pacific							
Road	miles of access road	Northwest	Roadway	Culvert	USBR	USBR	Medium	Maintenance	\$250,000
Banks Lake Park		Pacific							
Chipseal	Seal cracks and chip seal road	Northwest	Roadway	Parking Lot	USBR	USBR	Medium	Maintenance	\$250,000
		Columbia-			Water District				
	Farm Bridge East Low Lateral 68	Pacific			or Water User				
Bridge #11 ELL0044	Sta. 75+10	Northwest	Bridge	Not Applicable	Groups	USBR	Low	Operations	\$250,000

A. Project Name	B. Need Description	C. Region	D. Primary Asset Type	E. Secondary Asset Type	F. Facility Ownership	G. Facility Operation & Maintenance	H. Region Priority	I. Improvement Type	J. Estimated Median Cost for Improvement
Buelah Transportation Plan	Inventory existing primitive routes and close unnecessary routes; covers 25 miles	Columbia- Pacific Northwest	Roadway	Not Applicable	USBR	USBR	Low	Planning Study/RSA/PEL/Corridor Study	\$250,000
Box Culvert Upgrade	Widen Box Culvert*	Columbia- Pacific Northwest	Culvert	Roadway	USBR	Water District or Water User Groups	Medium	Capital	\$250,000
Ashland Lateral - Access Road - Drainage Improvement	Reconstruct road to improve drainage during sheet flow rain events: 1 miles*	Columbia- Pacific Northwest	Roadway		USBR	Water District or Water User Groups	Low	Capital	\$250,000
Bridge #11 WC0150	Bridge on the West Canal W26C Sta. 117+60	Columbia- Pacific Northwest	Bridge	Not Applicable	USBR	Water District or Water User Groups	Low	Maintenance	\$250,000
Bridge #11 PECL0083	Bridge on Potholes East Canal 16.4 Sta. 0136+88	Columbia- Pacific Northwest	Bridge	Roadway	USBR	Water District or Water User Groups	Medium	Maintenance	\$250,000
Bridge #11 MC0013	Moses Lake Spillway Bridge	Columbia- Pacific Northwest	Bridge	Roadway	USBR	Water District or Water User Groups	Medium	Maintenance	\$250,000
Ashland Lateral Diversion - Access Road - Drainage	Reconstruct canal access road to improve drainage during sheet flow rain events; .25 miles*	Columbia- Pacific Northwest	Roadway		USBR	Water District or Water User Groups	Low	Maintenance	\$250,000
Ashland Lateral Diversion access road	Restore eroded sections of access road to diversion dam; .25 miles*	Columbia- Pacific Northwest	Roadway		USBR	Water District or Water User Groups	Low	Maintenance	\$250,000
Ashland Lateral - Urban Trail - Design and Build	Bury lateral and build urban trail over pipe to create trail from city to Emigrant reservoir; 10 mil	Columbia- Pacific Northwest	Trail		USBR	Water District or Water User Groups	Low	Maintenance	\$250,000
Bridge #11 ELL0043	Farm Bridge East Low Lateral 68 Sta. 48+88	Columbia- Pacific Northwest	Bridge	Not Applicable	USBR	Water District or Water User Groups	Low	Operations	\$250,000
Bridge #11 WC0140	Bridge on the West Canal W20F Sta. 221+75	Columbia- Pacific Northwest	Bridge	Not Applicable	USBR	Water District or Water User Groups	Low	Operations	\$250,000
Bridge #11 PECL0087	Bridge on Potholes East Canal 16.4M12WW Sta. 030+20	Columbia- Pacific Northwest	Bridge	Not Applicable	USBR	Water District or Water User Groups	Low	Operations	\$250,000
Bridge #11ELL0002	Farm bridge East Low Lateral 20 Sta. 058+70	Columbia- Pacific Northwest	Bridge	Not Applicable	USBR	Water District or Water User Groups	Medium	Operations	\$250,000
Bridge#11 ELL0003	Farm Bridge East Low Lateral 20 Sta. 086+33	Columbia- Pacific Northwest	Bridge	Not Applicable	USBR	Water District or Water User Groups	Medium	Operations	\$250,000

	J. Estimated Median Cost for
Туре	Improvement
orridor	\$250,000
	\$250,000
	\$250,000
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A. Project Name B. Need Description C. Region D. Pinary Asset Type E. Secondary Asset Type F. Pacility Diperation & Constrainty Disperation & Constrainty Biologe of 118 (2007) H. Region Disperation & M. Region Improvement Type Median Cell for Water User J. Estimated Median Cell for Water User Biologe of 118 (2007) Sate 224/23 Columbia- Partic Sate 224/23 Columbia- Partic Sate 224/23 Columbia- Partic Sate 224/23 Columbia- Partic Sate 224/24 Columbia- Partic Parti Parti Partic Partic Partic Partic Partic Partic Partic Partic Pa										
A. Project Name B. Med Description C. Region Asset Type Type Ownership Mattername Priotic Improvement Type Improvement Bridge 411 ELL007 Sax 2843 Northwest Bridge Northype				D. Primary	E. Secondary Asset	F. Facility	G. Facility Operation &	H. Region		J. Estimated Median Cost for
Area Bridge eff 121.0007 Star Zab - 24 Calumbia And Applicable USBR Coups Medium Operations Space S	A. Project Name	B. Need Description	C. Region	Asset Type	Туре	Ownership	Maintenance	Priority	I. Improvement Type	Improvement
Ange - Lector Land Didge And Part of the Control Control <t< td=""><td>Bridge #11EU 0007</td><td>Farm Bridge East Low Lateral 29 Sta 228+23</td><td>Columbia- Pacific Northwest</td><td>Bridge</td><td>Not Applicable</td><td>LISBR</td><td>Water District or Water User Groups</td><td>Medium</td><td>Operations</td><td>\$250,000</td></t<>	Bridge #11EU 0007	Farm Bridge East Low Lateral 29 Sta 228+23	Columbia- Pacific Northwest	Bridge	Not Applicable	LISBR	Water District or Water User Groups	Medium	Operations	\$250,000
Bridge 311 FL0099 Bridge no Fast Low Larend Bidge 411 FL0099 Columbia- Fastic Bidge no Fast Low Larend 253 Columbia- Fastic Bidge no Fast Low Larend 254 Columbia- Fastic Fastic Bidge no Fast Low Larend 254 Columbia- Fastic Fastic Bidge no Fast Low Larend 254 Columbia- Fastic			Columbia	bhage			Water District or	Wiedidini		\$230,000
Independent LL009Name ProjectionOutput ProjectionName Proje	Bridge #11 ELL0090	Farm Bridge on East Low Lateral 36.3 Sta. 22+29	Pacific Northwest	Bridge	Not Applicable	USBR	Water User Groups	Medium	Operations	\$250,000
Bindge +11 ELCOPS Job Jak Park Out Applicable Job Jak Study Medium Operations Job Jak Job Jak </td <td>Pridge #11 EU 0000</td> <td>Farm bridge on East Low Lateral</td> <td>Columbia- Pacific</td> <td>Pridaa</td> <td>Not Applicable</td> <td></td> <td>Water District or Water User</td> <td>Madium</td> <td>Operations</td> <td>\$250,000</td>	Pridge #11 EU 0000	Farm bridge on East Low Lateral	Columbia- Pacific	Pridaa	Not Applicable		Water District or Water User	Madium	Operations	\$250,000
Bridge P11 ELL209Bridge on East Low Lateral 29 StaDouble on MonthwestBridgeNot ApplicableUSBRGroupsMediumOperations2250,000Bridge P1 ELL211748-00Columbia- PacificPridic PacificPridic PridicPridic PridicPridic PridicPridic PridicPridic PacificPridic Pridic <td>Bridge #TT EEE0099</td> <td>50.5 5td. 25+20</td> <td>Columbia</td> <td>blidge</td> <td></td> <td>USBK</td> <td>Gloups</td> <td>Wedium</td> <td></td> <td>\$230,000</td>	Bridge #TT EEE0099	50.5 5td. 25+20	Columbia	blidge		USBK	Gloups	Wedium		\$230,000
Bridge of Lat Low Lateral 25 b. Bridge of East Low Lateral 25 b.Columbia- Bridge frage	Bridge #11 ELL209	Bridge on East Low Lateral 29 Sta. 603+62	Pacific Northwest	Bridge	Not Applicable	USBR	Water User Groups	Medium	Operations	\$250,000
Bridge #11 ELC1Bridge on East Low Lateral 295 in VarbagePacific NorthwestBridge BridgeNot ApplicableUSBRWater User GroupsMediumOperationsS250.000Bridge #11 PECL0084164+00Columbia- PacificBridgeNot ApplicableUSBRWater User GroupsMediumOperations5250.000Bridge #11 PECL0087Bridge on Potholes East Canal 48 PacificColumbia- PacificScienceNot ApplicableUSBRWater District or Water UserMediumOperations5250.000Bridge #11 PECL0087Bridge on Potholes East Canal 48 PacificColumbia- PacificScienceNot ApplicableUSBRWater District or Water UserMediumOperations5250.000Bridge #11 PECL0087Bridge on Potholes East Canal PacificColumbia- PacificRoadwayUSBRGroupsMediumOperations5250.000Bridge #11 PECL0087Sci J184-28Columbia- PacificPacificRoadwayUSBRWater District or Water UserPanning Study/RSA/PEL/CorridorStudy/RSA/PEL/Corrid			Columbia-				Water District or			
Bridge #11 PECL0064 Bridge on Wahluke Branch 10 Stal, Pacific Columbia- Pacific Not Applicable USBR Water District or Water User Medium Operations \$250,000 Bridge #11 PECL0067 Bridge on Potholes East Canal 6A Pacific Columbia- Pacific Not Applicable USBR Water District or Water User Medium Operations \$250,000 Bridge #11 PECL0084 Edidge on Potholes East Canal Pacific Dridge Nort Mwest Bridge Nort Applicable USBR Water District or Water User Medium Operations \$250,000 Bridge #11 PECL0084 Edid Static Office Bridge on Potholes East Canal Pacific Northwest Bridge Not Applicable USBR Water District or Water User Medium Operations \$250,000 Bridge #11 PECL0084 Edid Static Office Bridge Not Applicable USBR Water District or Water User Medium Study/RSA/PEL/Corridor \$250,000 Bridge #11 PECL084 Edid Static Office Pacific Bridge Not Applicable USBR Water District or Water User Planning \$250,000 Bridge #11 PECL084 Edid Static Office Pacific	Bridge # 11 ELL211	Bridge on East Low Lateral 29 Sta. 748+00	Pacific Northwest	Bridge	Not Applicable	USBR	Water User Groups	Medium	Operations	\$250,000
Bridge #11 PECL064Bridge on Wahluke Branch 10 Sta. 164+00Pacific NorthwestBridgeNot ApplicableUSBRWater User GroupsMediumOperations\$250,000Bridge #11 PECL0077Bridge on Potholes East Canal 46A Pacific Bridge m Potholes East Canal 164 Sta. 251+00Bridge (Mumbia- Pacific NorthwestBridgeNot ApplicableUSBRWater User GroupsMediumOperations\$250,000Bridge #11 PECL0084I 6A Sta. 0188+65Bridge (Mumbia- Pacific NorthwestBridgeNot ApplicableUSBRWater User GroupsWater User Water UserPlanning Study/RSA/PEL/Corridor\$250,000Bridge #11 PECL084I 6A Sta. 0188+65BridgeBridgeNot ApplicableUSBRWater User Water UserPlanning Study/RSA/PEL/Corridor\$250,000Bridge #11 PECL084I 6A Sta. 0188+65BridgeBridgeNot ApplicableUSBRGroupsLowStudy/RSA/PEL/Corridor\$250,000Bridge #11 PEC087Sta. 1494+23BridgeBridgeNot ApplicableUSBRGroupsLowStudy/RSA/PEL/Corridor\$250,000Drainage: EvaluateEvaluate need for flowage easement and alternatives for timele.Columbia- Rofific NorthwestRoadwayUSBRGroupsLowStudy/RSA/PEL/Corridor\$250,000Tualatin Project - Evaluate Need in rightsColumbia- Rofific NorthwestCulvertRoadwayUSBRGroupsLowStudy/RSA/PEL/Corridor\$250,000Tualatin Project - System -Evaluate R			Columbia-				Water District or			
Bridge 111 ECCOUR Diffee Not depiction Diffee	Bridge #11 PECI 0064	Bridge on Wahluke Branch 10 Sta.	Pacific	Bridge	Not Applicable	USBR	Water User	Medium	Operations	\$250,000
Bridge #11 PECL007Bridge on Potholes East Canal 46A WW Sta. 251-00Pacific NorthwestNot ApplicableUSBRMater User GroupsMediumOperations\$250.000Bridge #11 PECL007Bridge on Potholes East Canal Bridge on Potholes East Canal Bridge at 11 PECL0084Columbia- Pacific NorthwestBridgeRoadwayUSBRWater District or Water User GroupsPalmning Study/RSA/PEL/Corridor Study/RSA/PEL/CorridorStudy/RSA/PEL/Corridor Study/RSA/PEL/CorridorBridge #11 PEC0037Sta. 1494+23Columbia- Pacific NorthwestPridgeNot ApplicableUSBRWater District or Water User GroupsPalmning Study/RSA/PEL/CorridorStudy/RSA/PEL/Corridor Study/RSA/PEL/CorridorHagg Lake Mill Creek Pacific Drainage: Evaluate RelocationColumbia- Pacific Columbia- PacificRoadwayUSBRWater District or Water User GroupsPalaning Study/RSA/PEL/CorridorStudy/RSA/PEL/Corridor Study/RSA/PEL/CorridorPalag Lake Mill Creek Pacific Pacific Pacific Pacific NorthwestColumbia- PacificRoadwayUSBRWater District or Water UserPalaning Study/RSA/PEL/CorridorStudy/RSA/PEL/Corridor Study/RSA/PEL/CorridorPalaming Pacific Pacific Pacific PacificColumbia- PacificRoadwayUSBRWater District or Water UserPalaning Study/RSA/PEL/CorridorStudy/RSA/PEL/Corridor Study/RSA/PEL/CorridorPalaming Pacific Pacific Pacific Pacific Pacific Pacific Pacific PacificColumbia- Pacific RoadwayNot Applicable </td <td>blidge # 111 LeLooo4</td> <td></td> <td>Columbia-</td> <td>bhage</td> <td></td> <td>05blt</td> <td>Water District or</td> <td>Wealdin</td> <td></td> <td>\$250,000</td>	blidge # 111 LeLooo4		Columbia-	bhage		05blt	Water District or	Wealdin		\$250,000
Bridge #11 PECL0077 WW Sta. 251+00 Northwest Bridge Not Applicable USBR Groups Medium Operations \$250.000 Bridge #11 PECL0084 Bridge on Potholes East Canal Columbia- Pacific Pacific		Bridge on Potholes East Canal 46A	Pacific				Water User			
Bridge #11 PECL0084Bridge on Potholes East Canall Pacific NorthwestBridgeRoadwayUSBRWater District or GroupsPlanning Study/RSA/PEL/Corridor StudyStudyBridge on Wahluke Branch Canal Bridge on Wahluke Branch Canal Bridge #11 PEC0037Columbia- Pacific NorthwestBridgeNot ApplicableUSBRWater District or Water UserPlanning Study/RSA/PEL/CorridorStudyBridge #11 PEC0037Stu 1494-23NorthwestBridgeNot ApplicableUSBRGroupsMediumStudyStudyStudyHagg Lake Mill Creek Drainage: Evaluate Relocation Pie StudyEvaluate need for flowage easement and alternatives for stormwater discharge over about presinge: Evaluate Relocation Pie pipes; 1 mileColumbia- Pacific NorthwestColumbia- Pacific NorthwestRoadwayUSBRGroupsMater District or Water User GroupsPlanning Study/RSA/PEL/CorridorStudyTualatin Project - System - pipes; 1 mileEvaluate condition of all driveway rossings over buried irrigation Pacific NorthwestColumbia- Pacific RoadwayNot ApplicableUSBRGroupsWater District or Water User GroupsPlanning Study/RSA/PEL/CorridorStudyOchoco - Service Roads - Cattle Exclosion - DesignEvaluate condition of all driveway rossings over buried irrigation NorthwestColumbia- Pacific RoadwayNot ApplicableUSBRWater District or Water User GroupsPlanning Study/RSA/PEL/Corridor Study/RSA/PEL/CorridorStudy/RSA/PEL/Corridor Study/RSA/PEL/Corridor<	Bridge #11 PECL0077	WW Sta. 251+00	Northwest	Bridge	Not Applicable	USBR	Groups	Medium	Operations	\$250,000
OnlogeInteractionIndigeNotabilityOutput	Bridge #11 PECI 0084	Bridge on Potholes East Canal	Columbia- Pacific Northwest	Bridge	Roadway	LISER	Water District or Water User Groups	Low	Planning Study/RSA/PEL/Corridor Study	\$250,000
Bridge on Wahluke Branch Canal Bridge on Wahluke Branch Canal Bridge 4 11 PEC037Bridge on Wahluke Branch Canal Sta. 1494+23BridgeNot ApplicableUSBRGroupsMediumStudy/RSA/PEL/Corridor Study/RSA/PEL/CorridorHagg Lake Mill Creek Drainage: Evaluate RelocationEvaluate need for flowage easement and alternatives for stormwater discharge over about 1 mile.Columbia- Pacific NorthwestRoadwayUSBRWater District or GroupsPlanning Study/RSA/PEL/CorridorStudy/RSA/PEL/Corridor Study/RSA/PEL/CorridorTualatin Project - Burget Irrigation Pipe System - pipes; 1 mileEvaluate condition of all driveway pacific NorthwestColumbia- Pacific NorthwestRoadwayUSBRWater District or Water User GroupsPlanning Study/RSA/PEL/CorridorPlanning Study/RSA/PEL/CorridorColuco - Service Roads - Cattle Exclusion - DesignEvaluate condition of all driveway Pacific NorthwestColumbia- Pacific NorthwestNot ApplicableUSBRWater District or Water User GroupsPlanning Study/RSA/PEL/CorridorStudy Study/RSA/PEL/CorridorAge Lake/Scoggins Catual Exclusion - DesignSurvey 5 miles new residential ad boundary. Investigate tree Access RoadColumbia- RoadwayNot ApplicableUSBRWater District or Water User GroupsPlanning Study/RSA/PEL/CorridorStudy Study/RSA/PEL/CorridorHage Lake/Scoggins Catcle in the canal service roads.Columbia- Pacific NorthwestRoadwayNot ApplicableUSBRGroupsLowPlanning Study/RSA/PEL/Corridor<	blidge # 11 FECE0004	10.4 5ta. 0100+05	Columbia	blidge	Roadway	05blx	Water District or		Planning	\$250,000
Bridge # 11 PEC0037Sta. 1494+23NorthwestBridgeNot ApplicableUSBRGroupsMediumStudy\$250,000Hagg Lake Mill CreekEvaluate need for flowage easement and alternatives for stormwater discharge over about 1 mile.Columbia- Pacific NorthwestColumbia- Pacific NorthwestRoadwayUSBRGroupsMediumStudy/RSA/PEL/Corridor Study/RSA/PEL/Corridor\$250,000Tualatin Project - Buired Irrigation Pripe System -Evaluate condition of all driveway pipes; 1 mileColumbia- Pacific NorthwestRoadwayUSBRWater District or Water UserPlanning Study/RSA/PEL/CorridorPlanning Study/RSA/PEL/CorridorOchoco - Service Roads - Cattle Exclusion - DesignFind ways to exclude cattle from earthen canal service roads.Columbia- Pacific NorthwestRoadwayNot ApplicableUSBRWater District or Water User GroupsPlanning Study/RSA/PEL/CorridorStudy/RSA/PEL/Corridor Study/RSA/PEL/CorridorHagg Lake/Scoggins Columbia- Pacific Access RoadSurvey 5 miles new residential access road wrt USA fee-owned I and boundary. Investigate tree Pacific NorthwestRoadwayNot ApplicableUSBRWater District or Water District or Water UserPlanning Study/RSA/PEL/CorridorStudy\$250,000Hagg Lake/Scoggins Columbia- Pacific Access RoadSurvey 5 miles new residential access road wrt USA fee-owned I do undary. Investigate tree NorthwestRoadwayNot ApplicableUSBRWater District or Water User GroupsPlanning Study/RSA/PEL/C		Bridge on Wahluke Branch Canal	Pacific				Water User		Study/RSA/PEL/Corridor	
Hagg Lake Mill Crek Drainage: Evaluate Drainage: Evaluate Drainage: Evaluate Drainage: Evaluate nimle.Evaluate need for flowage easement and alternatives for Stormwater discharge over about Drainage: Evaluate NorthwestColumbia- Pacific CulvertRoadwayUSBRWater District or GroupsPlanning Study/RSA/PEL/CorridorPlanning Study/RSA/PEL/CorridorTualatin Project - Buired Irrigation Pipe System -Evaluate condition of all driveway crossings over buried irrigation pipes; 1 mileColumbia- Pacific NorthwestRoadwayUSBRWater District or Water User GroupsPlanning Study/RSA/PEL/Corridor Study/RSA/PEL/CorridorOchoco - Service Roads - Cattle Exclusion - DesignFind ways to exclude cattle from Pacific NorthwestColumbia- Pacific NorthwestNot ApplicableUSBRWater District or Water User GroupsPlanning Study/RSA/PEL/Corridor Study/RSA/PEL	Bridge # 11 PEC0037	Sta. 1494+23	Northwest	Bridge	Not Applicable	USBR	Groups	Medium	Study	\$250,000
Hagg Lake Mill Creekeasement and alternatives for brainage: Evaluate stormwater discharge over about PacificColumbia- PacificPacific RoadwayWater District or UV Water UserWater District or Vater UserPlanning Study/RSA/PEL/CorridorTualatin Project - Buired Irrigation Project - System -Evaluate condition of all driveway rossings over buried irrigation pipes; 1 mileColumbia- PacificRoadwayUSBRWater District or Water UserPlanning Study/RSA/PEL/CorridorStudy/RSA/PEL/CorridorOchoco - Service Roads - CattleColumbia- PacificColumbia- PacificRoadwayUSBRGroupsMediumStudy\$250,000Ochoco - Service Exclusion - DesignFind ways to exclude cattle from PacificColumbia- PacificRoadwayUSBRWater District or Water UserPlanning Study/RSA/PEL/CorridorStudy/RSA/PEL/CorridorHagg Lake/Scoggins Creek Trespass Access RoadSurvey.5 miles new residential land boundary. Investigat tree cutting.Columbia- PacificRoadwayNot ApplicableUSBRGroupsLowStudy\$250,000Hags Lake/Scoggins Creek Trespass Access RoadSurvey.5 miles new residential land boundary. Investigat tree cutting.Columbia- PacificRoadwayNot ApplicableUSBRGroupsLowStudy\$250,000Hags Lake/Scoggins Creek Trespass Creek Trespass Cutting.Survey for easement acquisition.Columbia- PacificRoadwayUSBRGroupsLowStudy\$250,000Haystack D		Evaluate need for flowage								
Relocation1 mileNorthwestCulvertRoadwayUSBRGroupsLowStudyStudy\$250,000Tualatin Project - Buired Irrigation Pipe System -Evaluate condition of all driveway crossings over buried irrigation pipes; 1 mileColumbia- Pacific NorthwestRoadwayUSBRGroupsLowStudyPlanning Study/RSA/PEL/Corridor Study/RSA/PEL/Corridor\$250,000Ochoco - Service Roads - Cattle Exclusion - DesignFind ways to exclude cattle from earthen canal service roads.Columbia- Pacific NorthwestNot ApplicableUSBRWater District or Water User GroupsPlanning Study/RSA/PEL/Corridor Study\$250,000Hagg Lake/Scoggins Creek Trespass Access RoadSurvey .5 miles new residential and boundary. Investigate tree NorthwestColumbia- Pacific NorthwestNot ApplicableUSBRWater District or Water User GroupsPlanning Study/RSA/PEL/Corridor Study\$250,000Hagg Lake/Scoggins Creek Trespass Access RoadSurvey .5 miles new residential and boundary. Investigate tree Access RoadColumbia- Pacific NorthwestRoadwayNot ApplicableUSBRWater District or Water User GroupsPlanning Study/RSA/PEL/Corridor\$250,000Haystack Dam Tender's Driveway:Survey for easement acquisition.Columbia- Pacific NorthwestRoadwayUSBRFor Columbia- Pacific NorthwestRoadwayUSBRLowStudyStudy\$250,000Haystack Dam Tender's Driveway:Survey for easement acquisition.Col	Hagg Lake Mill Creek	easement and alternatives for stormwater discharge over about	Columbia- Pacific				Water District or Water User		Planning Study/RSA/PEL/Corridor	
Tualatin Project - Buired Irrigation Pipe System -Evaluate condition of all driveway crossings over buried irrigation pipes; 1 mileColumbia- Pacific NorthwestRoadwayUSBRWater District or Water User GroupsPlanning Study/RSA/PEL/Corridor Study/RSA/PEL/Corridor Study/RSA/PEL/Corridor \$tudy/RSA/PEL/Corridor 	Relocation	1 mile.	Northwest	Culvert	Roadway	USBR	Groups	Low	Study	\$250,000
Buired Irrigation Pipe System -crossings over buried irrigation pipes; 1 milePacificRoadwayUSBRGroupsMediumStudy/RSA/PEL/CorridorOchoco - Service Roads - CattleFind ways to exclude cattle from 	Tualatin Project -	Evaluate condition of all driveway	Columbia-				Water District or		Planning	
Opsign pipes, Hind Northwest Columbia- Pacific Northwest Roadway Not Applicable Water District or Water User Planning Study/RSA/PEL/Corridor Planning Survey .5 miles new residential Arge Lake/Scoggins Creek Trespass Survey .5 miles new residential access road wrt USA fee-owned cutting. Columbia- Pacific Northwest Roadway Not Applicable USBR Kater District or Water User Planning Study/RSA/PEL/Corridor \$250,000 Hagg Lake/Scoggins Creek Trespass Survey .5 miles new residential access road wrt USA fee-owned cutting. Columbia- Pacific Roadway Not Applicable Water District or Water User Planning Study/RSA/PEL/Corridor Planning Study/RSA/PEL/Corridor Hagg Lake/Scoggins Creek Trespass Survey .5 miles new residential access road wrt USA fee-owned cutting. Columbia- Pacific Roadway USBR Kater District or Water User Planning Study/RSA/PEL/Corridor Study/RSA/PEL/Corridor Haystack Dam Tender's Driveway: Survey for easement acquisition. Columbia- Pacific Pacific Pacific Pacific Pacific Fasement & Bridge Bridge Bridge Bridge Northwest Roadway Pacific Pacific Pacific	Buired Irrigation Pipe	crossings over buried irrigation	Pacific Northwest	Culvert	Roadway	LISBR	Water User Groups	Medium	Study/RSA/PEL/Corridor	\$250,000
Roads - Cattle Find ways to exclude cattle from earthen canal service roads. Pacific Roadway Not Applicable USBR Groups Low Study/RSA/PEL/Corridor \$250,000 Hagg Lake/Scoggins Creek Trespass Survey .5 miles new residential access road wrt USA fee-owned cutting. Columbia- Pacific Roadway Not Applicable USBR Water User Planning Planning Haystack Dam Tender's Driveway: Survey for easement acquisition. Columbia- Pacific Roadway Bridge Bridge Low Study Acreament(c) \$250,000	Ochoco - Service		Columbia-	Cuivert	Koddway	USBIC	Water District or	Wealdin	Planning	\$250,000
Exclusion - Designearthen canal service roads.NorthwestRoadwayNot ApplicableUSBRGroupsLowStudyStudy\$250,000Hagg Lake/Scoggins Creek Trespass Access RoadSurvey .5 miles new residential access road wrt USA fee-owned land boundary. Investigate tree cutting.Columbia- PacificFace and wayFace and wayKater District or USBRWater District or Water UserPlanning Study/RSA/PEL/CorridorPlanning Study/RSA/PEL/CorridorHaystack Dam Tender's Driveway:Survey for easement acquisition.Columbia- PacificFace and wayFridgeFridgeFridgeFridgeNorthwestRoadwayRoadwayRoadwayFridgeFridgeFridgeFridgeFridgeHaystack Dam Tender's Driveway:Survey for easement acquisition.Columbia- PacificFridgeFridgeFridgeFridgeFridgeNorthwestRoadwayRridgeRridgeRridgeFridgeFridgeFridgeFridge	Roads - Cattle	Find ways to exclude cattle from	Pacific				Water User		Study/RSA/PEL/Corridor	
Magg Lake/Scoggins Survey .5 miles new residential access road wrt USA fee-owned Land boundary. Investigate tree Pacific Columbia-Pacific Water District or Water District or Water User Planning Planning Access Road Northwest Roadway USBR Groups Low Study/RSA/PEL/Corridor \$250,000 Haystack Dam Tender's Driveway: Survey for easement acquisition. Pacific Pacific Pacific Pacific Pacific Pacific Pacific \$250,000 Haystack Dam Tender's Driveway: Survey for easement acquisition. Pacific Pacific Pacific Pacific Pacific Pacific Pacific \$250,000 Fasement & Bridge relocation* Northwest Roadway Bridge Bridge Low Agroement(c) \$250,000	Exclusion - Design	earthen canal service roads.	Northwest	Roadway	Not Applicable	USBR	Groups	Low	Study	\$250,000
Hagg Lake/scoggins access road wrt USA fee-owned Columbia- Fach (Columbia-) Water District or Planning Creek Trespass Iand boundary. Investigate tree Pacific Pacific Water User Study/RSA/PEL/Corridor Access Road cutting. Northwest Roadway USBR Groups Low Study \$250,000 Haystack Dam Columbia- Pacific Pacific Pacific Pacific Pacific Pacific \$250,000 Haystack Dam Survey for easement acquisition. Pacific Pacif	Lleve Lelve (Caracine	Survey .5 miles new residential	Calumbia						Diagonia a	
Access Road cutting. Northwest Roadway USBR Groups Low Study \$250,000 Haystack Dam Tender's Driveway: Survey for easement acquisition. Columbia- Pacific Pacific	Creek Trespass	land boundary. Investigate tree	Pacific				Water User		Study/RSA/PEL/Corridor	
Haystack Dam Columbia- Tender's Driveway: Survey for easement acquisition. Pacific Pacific Easement & Bridge Bridge relocation*	Access Road	cutting.	Northwest	Roadway		USBR	Groups	Low	Study	\$250,000
Tender's Driveway: Survey for easement acquisition. Pacific Easement & Bridge Bridge Bridge Low	Haystack Dam		Columbia-							
	Tender's Driveway:	Survey for easement acquisition. Bridge relocation*	Pacific Northwest	Roadway	Bridge			low	Agreement(s)	\$250.000

			D. Driveren	E.C		G. Facility	LL Davier		J. Estimated
A. Project Name	B. Need Description	C. Region	D. Primary Asset Type	E. Secondary Asset Type	F. Facility Ownership	Operation & Maintenance	H. Region Priority	I. Improvement Type	Improvement
Carey Factor Boad	Coordinate with city to decommission road and make it a	Columbia- Pacific	Poodwov					Agroomont(c)	\$250,000
o 15NTS001: Notus		Columbia-	Roadway					Agreement(s)	\$230,000
Access Bridge	Install approach rail	Northwest	Bridge					Capital	\$250,000
Solar powered automated gates	Find funding and authority to place gates on all intersections of canals and roads.	Columbia- Pacific Northwest	Roadway					Capital	\$250,000
Potholes Hiking Trails	Old two track used as trail, no maintenance or formal	Columbia- Pacific Northwest	Trail					Capital	\$250,000
	Study ways to prevent cattle in	Northwest							\$230,000
BLM cattle grazing exclusionary	BLM grazing units from damaging canal lining and contaminating	Columbia- Pacific Northwest	Roadway					Planning Study/RSA/PEL/Corridor	\$250.000
Diversion Canal	Plan for replacing road after	Columbia-	Roadway					Planning	\$250,000
replacement - phase 1	excavating the Diversion Canal	Pacific Northwest	Roadway					Study/RSA/PEL/Corridor Study	\$250.000
Diversion Canal replacement - phase	Plan for rebuilding Combs Flat Road after excavating Diversion	Columbia- Pacific						Planning Study/RSA/PEL/Corridor	to50.000
2	Canal pipe for replacement.	Northwest	коадway					Study	\$250,000
Horseshoe Dam	Horseshoe Dam Access Road to allow needed access during rain	Lower Colorado Basin	Culvert	Roadway	Other Federal	Other Federal	Medium	Capital	\$250.000
Hoover Dam - Bldgs	Lower Portal Road bridge and	Lower Colorado Basin	Bridge	Not Applicable	USBR	USBR	Medium	Capital	\$250,000
	Bridge repair of Service Road,	Lower	bhage		- CODIN		Incalain		\$230,000
Main Outlet Drain	Figueroa, and N. 9th Avenue bridges	Colorado Basin	Bridge	Not Applicable	USBR	USBR	Medium	Capital	\$250,000
		Lower Colorado						Planning Study/RSA/PEL/Corridor	
Hoover Dam Region	Transit feasibility study	Basin	Transit System	Roadway	USBR	USBR	Medium	Study	\$250,000
Senator Wash Road & Squaw Lake Area	Congestion Management Study for this Region	Colorado Basin	Roadway	Parking Lot			Medium	Study/RSA/PEL/Corridor Study	\$250,000
Silos road	1-5 miles move, gravel or pave with FLTP	Missouri Basin	Roadway	Parking Lot	USBR	County	Low	Capital	\$250,000
	.1 miles road & bike path								
Angostura Shoreline stabilization project	threatened by shoreline, bank stabilization will be needed	Missouri Basin	Roadway	Trail	USBR	State	Medium	Agreement(s)	\$250,000
	Road resurfacing and drainage	Missouri	Deed	Culture		Chata		Control	¢250.000
Shadehill Reservoir	improvements	Basin	Roadway	Culvert	USBK	State	Low	Capital	\$250,000

A. Project Name	B. Need Description	C. Region	D. Primary Asset Type	E. Secondary Asset Type	F. Facility Ownership	G. Facility Operation & Maintenance	H. Region Priority	I. Improvement Type	J. Estimated Median Cost for Improvement
WMA east	build up with gravel*	Missouri Basin	Roadway	Not Applicable	USBR	State	Low	Maintenance	\$250,000
Duck Creek boat	build concrete boat ramp	Missouri	Roddway				2011		\$250,000
ramp	possible FLTP project	Basin	Boat Ramp	Parking Lot	USBR	USBR	Low	Capital	\$250.000
		Missouri							+_00,000
Shannon boat launch	extend into water	Basin	Boat Ramp	Parking Lot	USBR	USBR	Low	Capital	\$250,000
		Missouri							
Jo Bonner boat ramp	concrete	Basin	Boat Ramp	Parking Lot	USBR	USBR	Low	Capital	\$250,000
New Johns Lake Boat		Missouri							
Ramp	medium	Basin	Boat Ramp	Parking Lot	USBR	USBR	Medium	Capital	\$250,000
Crappie Creek Boat		Missouri							
Ramp	medium	Basin	Boat Ramp	Parking Lot	USBR	USBR	Medium	Capital	\$250,000
Koehlers Point Boat		Missouri							
Ramp	medium	Basin	Boat Ramp	Parking Lot	USBR	USBR	Medium	Capital	\$250,000
Chain of Lakes Boat		Missouri							
Ramp	medium	Basin	Boat Ramp	Parking Lot	USBR	USBR	Medium	Capital	\$250,000
Warehouse parking		Missouri							
lot	rehab with gravel or pave*	Basin	Parking Lot	Roadway	USBR	USBR	Low	Capital	\$250,000
Crappie Creek	high heavy use area	Missouri	Derling Lat					Carrital	¢250,000
Dumping Station	nigh - heavy use area	Missouri	Parking Lot		USBK	USBR	Medium		\$250,000
Cave Point road	rehab with gravel	Basin	Roadway	Parking Lot	USBR	USBR	Low	Capital	\$250.000
East Shore North	June State	Missouri							+
road	millings or paving, possible FLAP	Basin	Roadway	Not Applicable	USBR	USBR	Low	Capital	\$250,000
	1-5 miles rehab and gravel,	Missouri							
Eagle Bay Drive	possible FLAP	Basin	Roadway		USBR	USBR	Low	Capital	\$250,000
Chinamen		Missouri							
Campground road	rehab with gravel or pave	Basin	Roadway	Parking Lot	USBR	USBR	Low	Capital	\$250,000
	Less than a mile build up with								
M/h:ta Fauth usada	gravel, mag chloride, possible	Missouri	Deeduuru	Daultin er Lat			1	Carrital	¢250.000
White Earth roads	1.5 miles build up with gravel	Basin	Roadway	Parking Lot	USBK	USBR	LOW		\$250,000
	mag chloride on main road	Missouri							
Hellgate roads	possibly pave main road	Basin	Roadway	Parking Lot	USBR	USBR	Low	Capital	\$250,000
West Shore Drive	1-5 miles complete millings using	Missouri							
road	FLAP	Basin	Roadway	Not Applicable	USBR	USBR	Low	Capital	\$250,000
		Missouri							
Magpie Yard road	rehab with gravel*	Basin	Roadway	Parking Lot	USBR	USBR	Low	Capital	\$250,000
Diverside les et mones		Missouri	De et De mu				1	Maintanana	¢250.000
Riverside boat ramp	concrete repairs	Basin	воат катр		USBR	USBR	LOW	Maintenance	\$250,000
Heligate Doat ramp	concrete repairs needed	Basin	Boat Ramp	Not Applicable	LISBR	LISBR	Low	Maintenance	\$250,000
Casa Paura da		N diagonari			OSBIC	OSDIC	2011	Maintenance	\$250,000
Goose Bay roads	cravel	Basin	Roadway	Not Applicable	LISBP			Maintenance	\$250,000
Confederate	Less than a mile build up with	Missouri	Noduwdy			אענט			¢250,000
secondary roads	gravel	Basin	Roadwav	Not Applicable	USBR	USBR	Low	Maintenance	\$250.000
- ,	Less than a mile build up with	Missouri			1				
Indian Road roads	aravel	Basin	Roadway	Parking Lot	USBR	USBR	Low	Maintenance	\$250.000
		Missouri							+
Cottonwood road	1- 5 miles build up with gravel	Basin	Roadway	Not Applicable	USBR	USBR	Low	Maintenance	\$250,000
				-					

A. Proiect Name	B. Need Description	C. Region	D. Primary Asset Type	E. Secondary Asset	F. Facility Ownership	G. Facility Operation & Maintenance	H. Region Priority	I. Improvement Type	J. Estimated Median Cost for Improvement
Duck Creek roads	Less than a mile build up with	Missouri							
secondary	gravel	Basin	Roadway	Not Applicable	USBR	USBR	Low	Maintenance	\$250.000
, , , , , , , , , , , , , , , , , , ,	Less than a mile build up with	Missouri							
Overlook DUA road	gravel	Basin	Roadway	Parking Lot	USBR	USBR	Low	Maintenance	\$250.000
Eich Howk	Loss than a mile build up with	Missouri		·					+
Camparound road	aravel	Basin	Roadway	Parking Lot	LISBR	LISBR	Low	Maintenance	\$250,000
campground road		Bushi	Roddway		USDIC		2011	Wantenance	\$250,000
						Water District or			
	Less than a mile Rehab road with	Missouri	Deeducer	Deuline Let		Water User	Law	Capital	¢250,000
HRVV main road	gravel or pave, possible FLAP	Basin	Roadway	Parking Lot	USBR	Groups	LOW	Capital	\$250,000
						Water District or			
	1-5 miles rehab with gravel,	Missouri				Water User			
HVRR road	possible FLAP	Basin	Roadway	Parking Lot	USBR	Groups	Low	Capital	\$250,000
Crow Creek roads	gravel and build up	Missouri Basin	Roadway	Not Applicable	Water District or Water User Groups	Water District or Water User Groups	Low	Maintenance	\$250,000
Tiber Marina	Boat Ramp Extension	Missouri Basin	Boat Ramp					Canital	\$250,000
		Dasin	boat Namp					Capital	\$2,000
Yellowtall Dam	Desk seeling	Missouri	Deedway					Maintananaa	¢250,000
Access Ru		Basin	Roadway					Maintenance	\$250,000
Pathfinder	Resurfacing trail & meet ABA	Colorado							
Interpretive Trail	accessibility on swinging bridge	Basin	Trail	Bridge	LISBR	County	Medium	Canital	\$250,000
		Dusin		Bridge					\$230,000
Ridges Basin Dam	Tribute Garden Rd paving; resurface and repair	Upper Colorado Basin	Parking Lot	Roadway	USBR	Local Entity(Town, City, Public Works, etc.)	Low	Capital	\$250,000
	· ·	Upper							
Bull Lake Access		Colorado							
Road	Road repairs and resurfacing	Basin	Roadway		Other Federal	Other Federal	Low	Capital	\$250,000
Rifle Gap Beach Road	Drainage Improvements, gravel resrufacing, earthworkm and riprap bank stabil. on Rifle Gap Beach Rd.	Upper Colorado Basin	Roadway	Not Applicable	USBR	State	Low	Capital	\$250,000
		Upper							
KITIE Gap Entrance	Study and Repair Subsidence	Colorado	Poodway	Not Applicable		State	Modium	Capital	¢250.000
KUdü	issues on Kirel Gap Entrance Road	Basin	коадway		USBK	State	ivieaium	Сарітаі	\$250,000
Rifle Gan Pavement	Chin seal all naved surface in Piflo	Colorado							
Maintenance	Gap park	Basin	Roadway	Parking Lot	USBR	State	low	Maintenance	\$250.000
Wind River		Upper							4230,000
Camporound Road	Frosion repairs & resurfacing	Basin	Roadway	Not Applicable	USBR	State	Medium	Maintenance	\$250.000
	Remove portions of structurally	Upper					medium		÷250,000
Chama River	unsound staircase at the Rio	Colorado					.		±
Staircase & Trail	Chama trailhead and repair	Basin	Trail	Trail	USBR	State	Low	Maintenance	\$250,000

Туре	J. Estimated Median Cost for Improvement
	\$250,000
	\$250,000
	\$250,000
	\$250,000
	\$250,000
	\$250,000
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	\$250,000
	\$250.000

A. Project Name	B. Need Description	C. Region	D. Primary Asset Type	E. Secondary Asset Type	F. Facility Ownership	G. Facility Operation & Maintenance	H. Region Priority	I. Improvement Type	J. Estimated Median Cost for Improvement
Navajo Lake State Park (NM) Access Management Plan	Parking needs are primary; examine where to locate houseboat; manage growth; expand, etc.	Upper Colorado Basin	Roadway		USBR	State	Medium	Planning Study/RSA/PEL/Corridor Study	\$250,000
Navajo State Park (CO) Traffic Studies	Traffic and road safety studies on road in and accessing Navajo State Park	Upper Colorado Basin	Roadway		USBR	State	Medium	Planning Study/RSA/PEL/Corridor Study	\$250,000
Vallecito Lake Visitor Use and Transportation Plan	Visitor Use and Transportation Access Plan; include/address resource concerns through effort	Upper Colorado Basin	Roadway	Parking Lot	USBR	State	Medium	Planning Study/RSA/PEL/Corridor Study	\$250,000
Anchor Reservoir Access Road	Rebuild access road damaged by high water	Upper Colorado Basin	Roadway		USBR	USBR	Low	Capital	\$250,000
Resurface Boat Ramp Parking at Vallecito	83000 sq feetchip seal or asphalt existing gravel parking lot and add AIS decontamination area	Upper Colorado Basin	Parking Lot	Parking Lot	USBR	Water District or Water User Groups	Low	Capital	\$250,000
Vallecito Extra Parking; 5-10 space lots; 2 lots	add two small parking lots near low water locations	Upper Colorado Basin	Parking Lot	Parking Lot	USBR	Water District or Water User Groups	Medium	Capital	\$250,000
Ridges Basin Dam	Rehab Dam Access*	Upper Colorado Basin	Roadway	Not Applicable	USBR	Water District or Water User Groups	Low	Capital	\$250,000
Alcova Dam Spillway	Spillway and bridge repair	Upper Colorado Basin	Bridge					Capital	\$250,000
Seminoe Dam Access Rd	Repair and rock abatement	Upper Colorado Basin	Roadway					Maintenance	\$250,000
South Dam Boat Ramp Parking	Overlay Asphalt	Grande- Texas Gulf	Parking Lot	Not Applicable	USBR	State	High	Capital	\$250,000

Tables 2-11 summarize the number of needs entered by the field of information a Region provided on each need. In the parentheses of each table name is the corresponding Question/Field the Region was answering from the user guide in Appendix A.

Table 2.Summary of Needs Entered by DOI Regions (A.1. Location of Need)

	# of Needs	Percentage of All Needs
DOI Unified Region Name (Region #)	Entered	Entered
Arkansas-Rio Grande-Texas Gulf		
(Region 6)	18	5%
California-Great Basin		
(Region 10)	59	17%
Columbia-Pacific Northwest (Region 9)	164	46%
Lower Colorado Basin		
(Region 8)	17	5%
Missouri Basin		
(Region 5)	45	13%
Upper Colorado Basin		
(Region 7)	51	14%
Total	354	100%

Table 3.Summary of Needs Entered by Ownership and Operation and Maintenance of the
Facility the need is located on. (B.3. Agency with Ownership; B.4 Agency with O&M)

Ownership of Facility	# of Needs Entered
County	12
Local Entity (Town, City, Public Works, etc.)	3
Other Federal	11
State	16
Reclamation	279
Water District or Water User Groups	2
Total	323
Operations & Maintenance of Facility	# of Needs Entered
County	31
Local Entity (Town, City, Public Works, etc.)	8
Other Federal	14
Other Governmental Entity (MPO, COG, Regional Councils,	
etc.)	1
State	95
Reclamation	127
Water District or Water User Groups	49
Total	325

Table 4. Summary of Needs Entered Region Determined Priority (C.1. Priority of the Need Relative to Your Region)

Priority of Need	# of Needs Entered	Percentage of Needs
High	59	18%
Low	153	47%
Medium	115	35%
Total	327	100%

Table 5. Summary of Needs Entered by Assumed Project Type (D.1. Proposed Improvement)

Type of Project	# of Needs Entered	Percentage of Needs
Agreement(s)	6	2%
Capital	226	64%
Maintenance	82	23%
Operations	14	4%
Planning Study/RSA/PEL/Corridor		
Study	26	7%
Total	354	100%

Table 6. Summary of Needs by Existing Condition of the Facility

(SP.1. What best describes the existing condition of the asset associated to the need?)

Condition of Facility Need is Located On	# of Needs Entered	Percentage of All Needs
Failed - does not meet intended use	41	14%
Poor - will fail with no action	90	31%
Fair - sustainable through maintenance/ operations	144	50%
Good	14	5%
Total	289	100%

Table 7. Summary of Needs by Turn Back Risk (SP.5. What is the risk of Turn Back?)

Turn Back Risk	# of Needs Entered	Percentage of All Needs
High	9	3%
Low	99	32%
Medium	26	8%
Not Applicable	173	56%
Total	307	100%

Table 8.	Summary of Needs Safety Risk Ass
	(S.2. How big is the safety risk?)

Safety Risk	# of Needs Entered	Percentage of All Needs
High	41	13%
Low	124	40%
Medium	102	33%
Not Applicable	45	14%
Total	312	100%

Table 9. Summary of Needs by Turn Back Risk (S.1. What type of user does the Safety concern primarily relate to?)

Type of Safety Concern	# of Needs Entered	Percentage of All Needs
ABA/ADA Accessibility	17	5%
Bicycle	6	2%
Hazard	19	6%
Not Applicable	40	13%
Pedestrian	19	6%
Vehicle	211	68%
Total	312	100%

sociated with the Need

Table 10.Summary of Needs the Primary Type of Site the Asset with the Need Accesses
(RE.1. What type of site(s) does the asset access?)

NOTE: Regions had to choose one but verbally reported they saw several needs as falling both in the Recreation and Economic Generator categories. Further scoping will be needed to determine if the need is serving public access or just access for other forms of economic generation. Subsequent deployments of the Needs Assessment may want to ask more specifically if the need is located on a facility serving public access and how much. This will help determine what kind of funding to pursue for the project.

Site Type	# of Needs Entered	Percentage of All Needs
Recreation site (trailhead, camping site, overlook,		
picnic, boating area, etc.)	218	69%
Administrative Use Only	26	8%
Economic generator (power, M&I water,		
farming / ranching, etc.)	52	17%
Other or Undetermined	16	5%
Not Applicable	2	1%
Total	314	100%

Table 11.Summary of Needs Observed Visitation level at the Site the Need is Located
(RE. 4. What is the level of visitation at the site?)

Level of Observed Visitation	# of Needs Entered	Percentage of All Needs
High (at or overcapacity)	81	26%
Low (underutilized)	78	25%
Medium (near capacity)	96	31%
Not Applicable	53	17%
Total	308	100%

Appendix C. Arkansas-Rio Grande-Texas Gulf 2018-2019 Transportation Needs Assessment Summary

National Summary of Results

REGION	TOTAL NEEDS IDENTIFIED
Arkansas-Rio Grande-	
Texas Gulf	18
California-Great Basin	59
Columbia-Pacific	
Northwest	164
Lower Colorado Basin	17
Missouri Basin	45
Upper Colorado Basin	31
TOTAL	354



The following tables summarize details about the needs entered as they relate to the region, and also compared to the Reclamation-wide summary. When a table states "Breakdown by Region," it is referring to the percentage based on all needs entered in that region. When a table states "Breakdown Across All Regions," it is showing how that same need category or element brokedown when looking at all 354 needs entered. Similarly, when a graph just includes the region name in the title, it is only looking at how that need category distributed amongst all that region's needs. When "All Reclamation Regions" is in the title, it is looking at how that need category distributed based on all needs entered.

Priority of Need and Cost

The Arkansas-Rio Grande-Texas Gulf Region identified 18 needs, for a total estimated median cost of \$11.8 million. The majority of needs were assessed to be high priority and estimated to cost less than \$500,000 for each need.





	Priority of the Need (n=18)			
				Priority
				Not
Estimated Cost Range	High	Medium	Low	Identified
Less than \$500K	11	2		1
\$500K-\$1 Million		1		
\$1-\$5 Million	2	1		
Greater than \$5 Million				

Project and Asset Type of Needs

One hundred percent of the needs identified in the Arkansas-Rio Grande-Texas Gulf Region were assessed to be capital improvements. Across all Reclamation regions, only 64% of the needs were assessed to be capital improvements. Similar to all Reclamation regions, the Arkansas-Rio Grande-Texas Gulf Region identified most of its needs to be either on roadways or parking lots.

Improvement Type	# Needs Entered for the Region	Breakdown by Region (n=18)	Breakdown Across All Reclamation Regions (n=354)
Capital	18	100%	64%
Maintenance	0	0%	23%
Agreement	0	0%	2%
Operations	0	0%	4%
Planning	0	0%	7%

	# Needs		Breakdown Across
	Entered for	Breakdown by	All Reclamation
Project Type	the Region	Region (n=18)	Regions (n=354)
Boat Ramp	0	0%	7%
Bridge	1	6%	12%
Culvert	0	0%	2%
Parking Lot	7	39%	17%
Roadway	10	56%	55%
Trail	0	0%	6%
Transit System	0	0%	0%

Facility Condition of Needs

The Arkansas-Rio Grande-Texas Gulf Region assessed that all the facilities their needs were located on were in poor condition, or that they will fail with no improvements. Seventeen, or 94% of the 18 needs, were assessed to be on sites with high or medium turn back risk. Across all Reclamation regions, only 31% of all needs were identified to be at sites with high or medium turn back risk, but many regions also did not answer this question.

	# Needs		Breakdown Across
	Entered for	Breakdown by	All Reclamation
Turn Back Risk	the Region	Region (n=18)	Regions (n=354)
High	3	16%	3%
Medium	14	78%	28%
Low	0	0%	7%
Not Applicable or Blank	1	6%	62%

Safety Risk Associated with Needs

The Arkansas-Rio Grande-Texas Gulf Region assessed most of their needs to have a medium safety risk, related to vehicle access. Across all Reclamation regions, almost two-thirds of the needs were assessed to have a medium or low safety risk.



Visitation Levels at Sites Associated with Needs

The Arkansas-Rio Grande-Texas Gulf Region assessed 94% of their needs to be at sites that were experiencing visitation levels at or over capacity. Across all Reclamation regions, needs were fairly well dispersed amongst sites experiencing high, medium, and low visitation levels.

Visitation Levels at Sites	# Needs Entered for	Breakdown by	Breakdown Across All Reclamation
Associated with Need	the Region	Region (n=18)	Regions (n=354)
High (at or over capacity)	17	94%	23%
Medium (near capacity)	0	0%	27%
Low (underutilized)	0	0%	22%
Not Applicable or Blank	1	6%	28%

Location of Needs

The next page includes a map of the location of the needs in the Arkansas-Rio Grande-Texas Gulf Region. All needs identified were at Reclamation sites in Oklahoma.



Appendix D. California-Great Basin 2018-2019 Transportation Needs Assessment Summary

National Summary of Results

REGION	TOTAL NEEDS IDENTIFIED
Arkansas-Rio Grande-	
Texas Gulf	18
California-Great Basin	59
Columbia-Pacific	
Northwest	164
Lower Colorado Basin	17
Missouri Basin	45
Upper Colorado Basin	31
TOTAL	354



The following tables summarize details about the needs entered as they relate to the region, and also compared to the Reclamation-wide summary. When a table states "Breakdown by Region," it is refering to the percentage based on all needs entered in that region. When a table states "Breakdown Across All Regions," it is showing how that same need category or element brokedown when looking at all 354 needs entered. Similarly, when a graph just includes the region name in the title, it is only looking at how that need category distributed amongst all that region's needs. When "All Reclamation Regions" is in the title, it is looking at how that need category distributed based on all needs entered.

Priority of Need and Cost

The California-Great Basin Region identified 59 needs, for a total estimated median cost of \$57.5 million. The majority of needs were assessed to be medium or low priority and estimated to cost less than \$1,000,0000 for each need.





	Priority of the Need (n=59)			
Estimated Cost Range	High	Medium	Low	N/A
Less than \$500K	3	2	8	6
\$500K-\$1 Million	1	11	14	3
\$1-\$5 Million	2	2	5	1
Greater than \$5 Million		1		

Project and Asset Type of Needs

Sixty-nine percent of the needs identified in the California-Great Basin Region were assessed to be capital improvements. Across all Reclamation regions, only 64% of the needs were assessed to be capital improvements. Similar to all Reclamation regions, the California-Great Basin Region identified most (83%) of its needs to be either on roadways or parking lots.

	# Needs Entered for	Breakdown by	Breakdown Across All Reclamation
Improvement Type	the Region	Region	Regions
Capital	41	69%	64%
Maintenance	18	31%	23%
Agreement	0	0%	2%
Operations	0	0%	4%
Planning	0	0%	7%

	# Needs Entered for	Breakdown by	Breakdown Across All Reclamation
Project Type	the Region	Region	Regions
Boat Ramp	2	5%	7%
Bridge	3	7%	12%
Culvert	0	0%	2%
Parking Lot	16	39%	17%
Roadway	18	44%	55%
Trail	2	5%	6%
Transit System	0	0%	0%

Facility Condition of Needs

The California-Great Basin Region assessed that just under half of the facilities their needs were located on were in poor or failing condition, or that they will fail with no improvements. Two, or 4% of the 59 needs, were assessed to be on sites with high or medium turn back risk. Across all Reclamation regions, 31% of all needs were identified to be at sites with high or medium turn back risk, but many regions also did not answer this question.

	# Needs		Breakdown Across
	Entered for	Breakdown by	All Reclamation
Turn Back Risk	the Region	Region (n=59)	Regions (n=354)
High	0	0%	3%
Medium	2	4%	28%
Low	33	56%	7%
Not Applicable or Blank	24	40%	62%

Safety Risk Associated with Needs

The California-Great Basin Region assessed most of their needs to have a low safety risk, related to vehicle access. Across all Reclamation regions, almost two-thirds of the needs were assessed to have a medium or low safety risk.



Visitation Levels at Sites Associated with Needs

The California-Great Basin Region assessed 19% of their needs to be at sites that were experiencing visitation levels at or over capacity. Across all Reclamation regions, needs were fairly well dispersed amongst sites experiencing high, medium, and low visitation levels.

Visitation Levels at Sites Associated with Need	# Needs Entered for the Region	Breakdown by Region (n=59)	Breakdown Across All Reclamation Regions (n=354)
High (at or over capacity)	11	19%	23%
Medium (near capacity)	22	37%	27%
Low (underutilized)	16	27%	22%
Not Applicable or Blank	2	4%	28%

Location of Needs

The next page includes a map of the location of the needs in the California-Great Basin Region. The majority of needs identified were at Reclamation sites in California.



Appendix E. Columbia-Pacific Northwest Region 2018-2019 Transportation Needs Assessment Summary

National Summary of Results

REGION	TOTAL NEEDS IDENTIFIED
Arkansas-Rio Grande-	
Texas Gulf	18
California-Great Basin	59
Columbia-Pacific	
Northwest	164
Lower Colorado Basin	17
Missouri Basin	45
Upper Colorado Basin	31
TOTAL	354



The following tables summarize details about the needs entered as they relate to the region, and also compared to the Reclamation-wide summary. When a table states "Breakdown by Region," it is referring to the percentage based on all needs entered in that region. When a table states "Breakdown Across All Regions," it is showing how that same need category or element brokedown when looking at all 354 needs entered. Similarly, when a graph just includes the region name in the title, it is only looking at how that need category distributed amongst all that region's needs. When "All Reclamation Regions" is in the title, it is looking at how that need category distributed based on all needs entered.

Priority of Need and Cost

The Columbia-Pacific Northwest Region identified 164 needs, for a total estimated median cost of \$111 million. The majority of needs were assessed to be medium or low priority and estimated to cost less than \$1 million for each need.



	Priority of the Need (n=164)			
				Priority
				Not
Estimated Cost Range	High	Medium	Low	Identified
Less than \$500K	18	39	44	7
\$500K-\$1 Million	10	8	19	1
\$1-\$5 Million	5	3	4	3
Greater than \$5 Million	2	0	1	0

Project and Asset Type of Needs

Seventy-five percent of the needs identified in the Columbia-Pacific Northwest Region were assessed to be capital or maintenance improvements. Across all Reclamation regions, 87% of the needs were assessed to be capital or maintenance improvements. The Columbia-Pacific Northwest Region also identified almost twice as many planning needs as compared to the Reclamation-wide breakdown.

Similar to the Reclamation-wide summary, the Columbia-Pacific Northwest Region identified the majority of its needs to be on roadways and parking lots. However, it was only 60% of the region's need, compared to 72% across all regions. The Columbia-Pacific Northwest Region saw more diversity in need project type, identifying twice as many trail needs compared to what was identified at a national level, and several more bridge needs than the rest of the regions.

	# Needs		Breakdown Across
	Entered for	Breakdown by	All Reclamation
Improvement Type	the Region	Region (<i>n</i> =164)	Regions (n=354)
Capital	84	51%	64%
Maintenance	40	24%	23%
Agreement	5	3%	2%
Operations	14	9%	4%
Planning	21	13%	7%

	# Needs Entered for	Breakdown by	Breakdown Across All Reclamation
Project Type	the Region	Region (<i>n</i> =164)	Regions (n=354)
Boat Ramp	8	5%	7%
Bridge	33	20%	12%
Culvert	6	4%	2%
Parking Lot	13	8%	17%
Roadway	86	52%	55%
Trail	18	11%	6%
Transit System	0	0%	0%

Facility Condition of Needs

The Columbia-Pacific Northwest Region assessed that about half of their needs were on facilities in fair or better condition. Another 34% were assessed to be on facilities in poor or failing condition. Seven, or 5% of the 164 needs, were assessed to be on sites with high or medium turn back risk, but the region did not answer this question for the majority of their needs. Across all Reclamation regions, 31% of all needs were identified to be at sites with high or medium turn back risk, but many regions also did not answer this question.

	# Needs Entered for	Breakdown by	Breakdown Across All Reclamation
Facility Condition	the Region	Region (<i>n</i> =164)	Regions (n=354)
Failed - Does not meet			
intended use	26	16%	12%
Poor - Will fail with no			
action	30	18%	25%
Fair - Sustainable through			
maintenance/operations	77	47%	41%
Good	3	2%	4%
Not Applicable or Blank	28	17%	18%

	# Needs		Breakdown Across
	Entered for	Breakdown by	All Reclamation
Turn Back Risk	the Region	Region (<i>n</i> =164)	Regions (n=354)
High	1	Less than 1%	3%
Medium	6	4%	28%
Low	39	24%	7%
Not Applicable or Blank	118	72%	62%

Safety Risk Associated with Needs

The Columbia-Pacific Northwest Region assessed most of their needs to have a medium or low safety risk, mostly related to vehicle access. Across all Reclamation regions, almost two-thirds of the needs were assessed to have a medium or low safety risk.







High Medium Low Not Applicable or Blank

Visitation Levels at Sites Associated with Needs

The Columbia-Pacific Northwest Region needs were fairly evenly spread across sites that were experiencing varying visitation levels. This was in line with what was reported across all Reclamation regions.

	# Needs		Breakdown Across
Visitation Levels at Sites	Entered for	Breakdown by	All Reclamation
Associated with Need	the Region	Region (<i>n</i> =164)	Regions (n=354)
High (at or over capacity)	34	21%	23%
Medium (near capacity)	45	27%	27%
Low (underutilized)	35	21%	22%
Not Applicable or Blank	50	31%	28%

Location of Needs

The next page includes a map of the location of the needs in the Columbia-Pacific Northwest Region.



Appendix F. Lower Colorado Basin 2018-2019 Transportation Needs Assessment Summary

National Summary of Results

REGION	TOTAL NEEDS IDENTIFIED
Arkansas-Rio Grande-	
Texas Gulf	18
California-Great Basin	59
Columbia-Pacific	
Northwest	164
Lower Colorado Basin	17
Missouri Basin	45
Upper Colorado Basin	31
TOTAL	354



The following tables summarize details about the needs entered as they relate to the region, and also compared to the Reclamation-wide summary. When a table states "Breakdown by Region," it is referring to the percentage based on all needs entered in that region. When a table states "Breakdown Across All Regions," it is showing how that same need category or element brokedown when looking at all 354 needs entered. Similarly, when a graph just includes the region name in the title, it is only looking at how that need category distributed amongst all that region's needs. When "All Reclamation Regions" is in the title, it is looking at how that need category distributed based on all needs entered.

Priority of Need and Cost

The Lower Colorado Basin Region identified 17 needs, for a total estimated median cost of \$31.5 million. The majority of needs were assessed to be medium or low priority and estimated to cost less than \$1,000,0000 for each need.



	Priority of the Need (n=17)			
Estimated Cost Range	High	Medium	Low	N/A
Less than \$500K	0	5	0	0
\$500K-\$1 Million	0	1	3	0
\$1-\$5 Million	0	4	2	0
Greater than \$5 Million	0	0	2	0

Project and Asset Type of Needs

Seventy-one percent of the needs identified in the Lower Colorado Basin Region were assessed to be capital improvements. Across all Reclamation regions, 64% of the needs were assessed to be capital improvements. Similar to all Reclamation regions, the Lower Colorado Basin Region identified most (67%) of its needs to be either on roadways or parking lots.

	# Needs Entered for	Breakdown by	Breakdown Across All Reclamation
Improvement Type	the Region	Region	Regions
Capital	12	71%	64%
Maintenance	3	18%	23%
Agreement	0	0%	2%
Operations	0	0%	4%
Planning	2	12%	7%

	# Needs Entered for	Breakdown by	Breakdown Across All Reclamation
Project Type	the Region	Region	Regions
Boat Ramp	0	0%	7%
Bridge	2	17%	12%
Culvert	1	8%	2%
Parking Lot	0	0%	17%
Roadway	8	67%	55%
Trail	0	0%	6%
Transit System	1	8%	0%

Facility Condition of Needs

The Lower Colorado Basin Region assessed that 59% of the facilities their needs were located on were in poor or failing condition, or that they will fail with no improvements. None of their needs were at sites with high or medium turn back risk. Across all Reclamation regions, 31% of all needs were identified to be at sites with high or medium turn back risk, but many regions also did not answer this question.

	# Needs		Breakdown Across	
	Entered for	Breakdown by	All Reclamation	
Turn Back Risk	the Region	Region (n=59)	Regions (n=354)	
High	0	0%	3%	
Medium	0	0%	28%	
Low	1	6%	7%	
Not Applicable or Blank	16	94%	62%	

Safety Risk Associated with Needs

The Lower Colorado Basin Region assessed most of their needs to have a medium or low safety risk, related to vehicle access. Across all Reclamation regions, almost two-thirds of the needs were assessed to have a medium or low safety risk.







High Medium Low Not Applicable or Blank

Visitation Levels at Sites Associated with Needs

The Lower Colorado Basin Region assessed 19% of their needs to be at sites that were experiencing visitation levels at or over capacity. Across all Reclamation regions, needs were fairly well dispersed amongst sites experiencing high, medium, and low visitation levels.

Visitation Levels at Sites	# Needs Entered for	Breakdown by	Breakdown Across All Reclamation
Associated with Need	the Region	Region (n=17)	Regions (n=354)
High (at or over capacity)	1	6%	23%
Medium (near capacity)	7	42%	27%
Low (underutilized)	1	6%	22%
Not Applicable or Blank	8	47%	28%

Location of Needs

The next page includes a map of the location of the needs in the Lower Colorado Basin Region.



Appendix G. Missouri Basin 2018-2019 Transportation Needs **Assessment Summary**

National Summary of Results

REGION	TOTAL NEEDS IDENTIFIED
Arkansas-Rio Grande-	
Texas Gulf	18
California-Great Basin	59
Columbia-Pacific	
Northwest	164
Lower Colorado Basin	17
Missouri Basin	45
Upper Colorado Basin	31
TOTAL	354



Priority of Need

17%

32%

n= 354

8%

The following tables summarize details about the needs entered as they relate to the region, and also compared to the Reclamation-wide summary. When a table states "Breakdown by Region," it is referring to the percentage based on all needs entered in that region. When a table states "Breakdown Across All Regions," it is showing how that same need category or element brokedown when looking at all 354 needs entered. Similarly, when a graph just includes the region name in the title, it is only looking at how that need category distributed amongst all that region's needs. When "All Reclamation Regions" is in the title, it is looking at how that need category distributed based on all needs entered.

Priority of Need and Cost

The Missouri Basin Region identified 45 needs, for a total estimated median cost of \$25 million. The majority of needs were assessed to be low priority and estimated to cost less than \$1,000,0000 for each need.



	Priority of the Need (n=45)			
Estimated Cost Range	High	Medium	Low	N/A
Less than \$500K	0	6	29	0
\$500K-\$1 Million	2	2	3	0
\$1-\$5 Million	0	0	2	0
Greater than \$5 Million	1	0	0	0

Project and Asset Type of Needs

Sixty-four percent of the needs identified in the Missouri Basin Region were assessed to be capital improvements. This is identical to the national percentage of needs assessed to be capital improvements. Similar to all Reclamation regions, the Missouri Basin Region identified most (69%) of its needs to be either on roadways or parking lots.

	# Needs Entered for	Breakdown by	Breakdown Across All Reclamation
Improvement Type	the Region	Region	Regions
Capital	29	64%	64%
Maintenance	15	33%	23%
Agreement	1	2%	2%
Operations	0	0%	4%
Planning	0	0%	7%

Durais at Tura	# Needs Entered for	Breakdown by	Breakdown Across All Reclamation
Project Type	пе кедіоп	Region	Regions
Boat Ramp	8	28%	7%
Bridge	1	3%	12%
Culvert	0	0%	2%
Parking Lot	2	7%	17%
Roadway	18	62%	55%
Trail	0	0%	6%
Transit System	0	0%	0%

Facility Condition of Needs

The Missouri Basin Region assessed that all the facilities their needs were located on were in poor condition, or that they will fail with no improvements. Nine, or 4% of the 45 needs, were assessed to be on sites with high or medium turn back risk. Across all Reclamation regions, 31% of all needs were identified to be at sites with high or medium turn back risk, but many regions also did not answer this question.

Turn Back Risk	# Needs Entered for the Region	Breakdown by Region (n=45)	Breakdown Across All Reclamation Regions (n=354)
High	1	0%	3%
Medium	8	4%	28%
Low	7	56%	7%
Not Applicable or Blank	29	40%	62%

Safety Risk Associated with Needs

The Missouri Basin Region assessed most of their needs to have a medium safety risk, related to vehicle access. Across all Reclamation regions, almost two-thirds of the needs were assessed to have a medium or low safety risk.



Visitation Levels at Sites Associated with Needs

The Missouri Basin Region assessed 20% of their needs to be at sites that were experiencing visitation levels at or over capacity. Across all Reclamation regions, needs were fairly well dispersed amongst sites experiencing high, medium, and low visitation levels.

Visitation Levels at Sites Associated with Need	# Needs Entered for the Region	Breakdown by Region (n=45)	Breakdown Across All Reclamation Regions (n=354)
High (at or over capacity)	9	20%	23%
Medium (near capacity)	14	31%	27%
Low (underutilized)	16	36%	22%
Not Applicable or Blank	6	13%	28%

Location of Needs

The next page includes a map of the location of the needs in the Missouri Basin Region.



Appendix H. Upper Colorado Basin 2018-2019 Transportation Needs Assessment Summary

National Summary of Results

REGION	TOTAL NEEDS IDENTIFIED
Arkansas-Rio Grande-	
Texas Gulf	18
California-Great Basin	59
Columbia-Pacific	
Northwest	164
Lower Colorado Basin	17
Missouri Basin	45
Upper Colorado Basin	51
TOTAL	354



The following tables summarize details about the needs entered as they relate to the region, and also compared to the Reclamation-wide summary. When a table states "Breakdown by Region," it is referring to the percentage based on all needs entered in that region. When a table states "Breakdown Across All Regions," it is showing how that same need category or element brokedown when looking at all 354 needs entered. Similarly, when a graph just includes the region name in the title, it is only looking at how that need category distributed amongst all that region's needs. When "All Reclamation Regions" is in the title, it is looking at how that need category distributed based on all needs entered.

Priority of Need and Cost

The Upper Colorado Basin Region identified 51 needs, for a total estimated median cost of \$73.5 million. The majority of needs were assessed to be medium or low priority and estimated costs vary across all cost range categories.



	Priority of the Need (n=51)				
Estimated Cost Range	High	Medium	Low	N/A	
Less than \$500K	0	7	10	0	
\$500K-\$1 Million	0	4	7	0	
\$1-\$5 Million	1	16	5	0	
Greater than \$5 Million	1	0	0	0	

Project and Asset Type of Needs

Eighty-one percent of the needs identified in the Upper Colorado Basin Region were assessed to be capital improvements. Across all Reclamation regions, 64% of the needs were assessed to be capital improvements. Similar to all Reclamation regions, the Upper Colorado Basin Region identified most (65%) of its needs to be either on roadways or parking lots.

	# Needs Entered for	Breakdown by	Breakdown Across All Reclamation
Improvement Type	the Region	Region	Regions
Capital	42	83%	64%
Maintenance	6	12%	23%
Agreement	0	0%	2%
Operations	0	0%	4%
Planning	3	5%	7%

	# Needs Entered for	Breakdown by	Breakdown Across All Reclamation
Project Type	the Region	Region	Regions
Boat Ramp	0	0%	7%
Bridge	8	16%	12%
Culvert	0	0%	2%
Parking Lot	4	8%	17%
Roadway	37	73%	55%
Trail	2	2%	6%
Transit System	0	0%	0%

Facility Condition of Needs

The Upper Colorado Basin Region assessed that about a third of the facilities their needs were located on were in poor or failing condition, or that they will fail with no improvements. Only two of their needs were at sites with high or medium turn back risk. Across all Reclamation regions, 31% of all needs were identified to be at sites with high or medium turn back risk, but many regions also did not answer this question.

	# Needs		Breakdown Across
	Entered for	Breakdown by	All Reclamation
Turn Back Risk	the Region	Region (<i>n</i> =59)	Regions (<i>n=354</i>)
High	1	2%	3%
Medium	1	4%	28%
Low	19	37%	7%
Not Applicable or Blank	30	59%	62%

Safety Risk Associated with Needs

The Upper Colorado Basin Region did not have an assessment of the safety risk associated with their needs for most of their entries. Across all Reclamation regions, almost two-thirds of the needs were assessed to have a medium or low safety risk.





High Medium Low Not Applicable or Blank

Visitation Levels at Sites Associated with Needs

The Upper Colorado Basin Region assessed 18% of their needs to be at sites that were experiencing visitation levels at or over capacity. Across all Reclamation regions, needs were fairly well dispersed amongst sites experiencing high, medium, and low visitation levels.

Visitation Levels at Sites	# Needs Entered for	Breakdown by	Breakdown Across All Reclamation
Associated with Need	the Region	Region (n=17)	Regions (n=354)
High (at or over capacity)	9	18%	23%
Medium (near capacity)	8	16%	27%
Low (underutilized)	10	19%	22%
Not Applicable or Blank	24	47%	28%

Location of Needs

The next page includes a map of the location of the needs in the Upper Colorado Basin Region.



APPENDIX I. List of Federal Lands Access Program Projects Accessing Reclamation Lands

State	Project Name - Description	Delivery Agency	Applicant	Improvement type	Reclamation Land(s) Accessed	Selected by Programming Decision Committee (Year)	Delivery Year	FLAP Funds Requested (Rounded)	Total Project Costs (Rounded)
		Central Federal Lands Highway			Lower Colorado Region - Lake				
Arizona	CATTAIL COVE	Division, FHWA	AZ State Parks	4R-Reconstruction-Relocation	Havasu	2016	2019	\$4.3 Million	\$5.0 Million
California	BERRYESSA KNOXVILLE ROAD	Central Federal Lands Highway Division, FHWA	Napa County	3R-Maintenance-Resurfacing	Central California Area Office	2013	2018	\$5.7 Million	\$7.0 Million
cantornia						2010	2010		
California	JOHNNY CASH TRAIL PHASE 2	City of Folsom	City of Folsom	Trail	Mid Pacific Region	2013	2014	\$872 Thousand	\$2.0 Million
California	OAK PARKWAY TRAIL UNDERPASS	City of Folsom	City of Folsom	Trail	Folsom Lake	2018	2021	\$1.1 Million	\$2.1 Million
Colorado	HORSETOOTH RES AND CARTER LAKE	Central Federal Lands Highway Division, FHWA	Larimer County	3R-Maintenance-Resurfacing	Horsetooth Reservoir and Carter Lake	2020	2023	\$9.0 Million	\$12.0 Million
		Central Federal Lands Highway				2020	2024	to o M''''	45 0 M (11)
Colorado		Division, FHWA	City of Durango	3R-Maintenance-Resurfacing	Lake Nighthorse	2020	2024	\$3.8 Million	\$5.0 Million
Colorado	LAKE PUEBLO ROAD & TRAIL IMPROVEMENTS	Central Federal Lands Highway Division, FHWA	State of Colorado	Trail	Lake Pueblo State Park	2013	2015	\$8.2 Million	\$10.8 Million
		Central Federal Lands Highway							
Colorado	NICHOLS ROAD	Division, FHWA	Pueblo West Metro	4R-Reconstruction-Relocation	Pueblo Reservoir	2016	2022	\$1.8 Million	\$2.1 Million
Idaho	MARINA ROAD; SH-39 TO PACIFIC ROAD	Western Federal Lands Highway Division, FHWA	American Falls Reservoir	4R-Reconstruction-Relocation		2016	2017	\$457 Thousand	\$536 Thousand
Kansas	CAWKED CITY CALISEWAY	Central Federal Lands Highway	Mitchell County	3P-Maintenance-Pecurfacing	Waconda Lake	2015	2018	\$573 Thousand	¢716 Thousand
Kalisas		Control Fodoral Lands Highway	Whitehen County	Sitemance-Resultacing		2015	2010		
Kansas	CHENEY RESERVOIR ACCESS	Division, FHWA	Kingman County	3R-Maintenance-Resurfacing		2018	2021	\$938 Thousand	\$1.3 Million
	FRESNO RESERVOIR ROAD SURFACE	Western Federal Lands Highway							
Montana	PRESERVATION PROJECT	Division, FHWA	Hill County	3R-Maintenance-Resurfacing	Fresno Reservoir	2014	2018	\$395 Thousand	\$456 Thousand
Mantana		Draaduster County	Draadustar Caustri	20 Maintenana Daurfasian	Campground area on Canyon	2016	2021	¢1.2 Million	¢1 ⊑ Million
wontana	GOOSE BAY ROAD	Broadwater County	Broadwater County	3R-Maintenance-Resurfacing	Ferry Reservoir	2016	2021	\$1.3 WIIIION	\$ 1.5 MIIIION
Montana	LAKE ELWELL BOR LANDS ACCESS	Division, FHWA	Liberty County	3R-Maintenance-Resurfacing	River Recreation Areas	2016	2021	\$1 Million	\$1.2 Million
Nebraska	CALAMUS RESERVOIR ACCESS	Nebraska DOT	Garfield County	3R-Maintenance-Resurfacing	Calamus Reservoir	2018	2024	\$1.3 Million	\$4.2 Million
New Mexico	COTTONWOOD CAMPGROUND BRIDGE	Central Federal Lands Highway Division, FHWA	San Juan County	Bridge-New	Lake Navajo	2022	2022	\$2.3 Million	\$2.7 Million
New		Central Federal Lands Highway							
Mexico	LAKESHORE ROAD	Division, FHWA	Sierra County	Bridge-New	Elephant Butte Reservoir	2021	2021	\$10.4 Million	\$12.2 Million
North Dakota	PATTERSON LAKE ACCESS ROAD	Central Federal Lands Highway Division, FHWA	Stark County	3R-Maintenance-Resurfacing	E.A. Patterson Lake	2014	2015	\$229 Thousand	\$283 Thousand
North		Central Federal Lands Highway							
Dakota	PELICAN POINT ACCESS ROAD	Division, FHWA	Stutsman County	4R-Reconstruction-Relocation	Pelican Point	2013	2014	\$373 Thousand	\$461 Thousand
Oklahoma	LAKE THUNDERBIRD ACCESS	Central Federal Lands Highway Division, FHWA	OK State Parks	3R-Maintenance-Resurfacing	Norman Project - Lake Thunderbird	2019	2023	\$1.2 Million	\$1.5 Million
Oregon	HAGG LAKE PERIMETER ROAD	Western Federal Lands Highway Division, FHWA	Washington County	4R-Reconstruction-Relocation	Scoggins Dam & Henry Hagg Lake	2016	2017	\$5.9 Million	\$8.6 Million
	HAGG LAKE PERIMETER ROAD; MP 2.7	Western Federal Lands Highway	Washington		Scoggins Dam & Henry Hagg				
Oregon	SLIDE REPAIR	Division, FHWA	County	4R-Reconstruction-Relocation	Lake	2016	2017	\$2.8 Million	\$3.1 Million
		Central Federal Lands Highway						 	
Utah	CAUSEY RESERVOIR ACCESS	Division, FHWA	Weber County	3R-Maintenance-Resurfacing	Causey Dam	2019	2025	\$7.4 Million	\$9.2 Million
Wyomina	GROS VENTRE ROAD	Central Federal Lands Highway Division, FHWA	Natrona Countv	3R-Maintenance-Resurfacing	Alcova Reservoir	2018	2020	\$3.2 Million	\$4.0 Million
,		Central Federal Lands Highway			· · · · · · · ·	-			
Wyoming	KORTES ROAD	Division, FHWA	Natrona County	3R-Maintenance-Resurfacing	Great Plains Region	2013	2021	\$10.5 Million	\$11.6 Million
Total								Estimated Total Project	****
Projects	25							Costs	\$110 Million

APPENDIX J.

Road Inventory Program Comparison to 2018-2019 Transportation Needs Assessment

The Reclamation Transportation Needs Assessment was performed in 2018 and 2019 prior to Reclamation receiving its first Road Inventory Program (RIP) data with treatment costs. Since that time, the RIP data for the Lower Colorado Basin and Upper Colorado Basin Regions has been completed. The following analysis compares the transportation needs collected in the Needs Assessment to the RIP data to see what percent of RIP treatment needs were collected in the Needs Assessment.

LCB Region

The Needs Assessment for the LCB Region identified 16 needs for a total of \$28.75 M. The RIP data for LCB identified \$24.2 M in RIP needs on roads and parking lots including pavement preservation activities. Within the Needs Assessment, there were five needs that were also fully or partially identified in the RIP treatment needs for a total of \$9 M. This means that \$15.2 M of RIP needs, or 63 percent, were not captured in the Needs Assessment.

UCB Region

The Needs Assessment for the UCB Region identified 39 needs for a total of \$67.5 M. The RIP data for UCB identified \$71.2 M in RIP needs on roads and parking lots including pavement preservation activities. Within the Needs Assessment, there were 22 needs that were also fully or partially identified in the RIP treatment needs for a total of \$48.25 M. This means that \$22.95 M of RIP needs, or 32 percent, were not captured in the Needs Assessment.

Reclamation-Wide

After combining both regions, approximately 40 percent of the RIP needs were not captured in the Needs Assessment. In addition, Reclamation only has RIP data on two of the five regions. The following table extrapolates the RIP treatment needs for the two regions across all of Reclamation's public road mileage.

	Public Road Costs	Public Parking Costs	Sum of Treatment Costs	Sum of Public Miles	Cost per Mile
LCB	\$16,009,402	\$8,200,890	\$24,210,292	478.13	\$50,635
UCB	\$45,022,781	\$26,197,457	\$71,220,238	472.97	\$150,581
TOTAL	\$61,032,183	\$34,398,347	\$95,430,530	951.1	\$100,337

2020 Reclamation Reported Public Roads	2,857
Estimated Maintenance Need per Mile	\$100,337
Estimated Total Road Network Maintenance Need	\$286,662,837
40% of RIP Need (Estimate of RIP needs not captured in Needs Assessment)	\$114,665,135

Total Need Timeframe and Estimating Total Overall Need

The LRTP is currently based on a 20-year plan. This means that the needs collected through the assessment were supposed to represent Reclamation's need over 20 years. Regions were asked to consider needs over the next 20 years. However, the vast majority of needs collected are needs that are needed today, not 10-15 years from now. The assessment assumes that if all needs were completed today, then there would be no more needs over the next 20 years. However, it was not able to capture and incorporate reoccurring maintenance costs like chip seals, overlays, full pavement replacements, gravel replacements, guardrail replacement, etc. The total needs collected through the needs assessment was \$332 million (with inflation). While this number is used as part of the overall need estimate, it is again assumed this number is reflective of only about 10 years of need, versus 20 years. It is expected this number will increase over the next 5 years.

Reclamation is still in the first cycle of RIP collection, but based on experience from other Federal Land Management Agencies, RIP needs tend to go up over time. Condition goes down over time. This is similar for the bridge program. Bridge inspections are performed typically every 2 years. However, using the RIP analysis available now, and accounting for overlap with the needs assessment, it is estimated above that there is at least another \$132 million (with inflation) in roadway improvements that will be needed. Again, this need is considered to be in the immediate next 10 years, and expected to grow as more data is gathered.

These two estimates, along with consideration for fixing Reclamation's 25 structurally deficient bridges and some consideration for trail maintenance, will be used to determine Reclamation's need over the next year.

Acknowledgements

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