

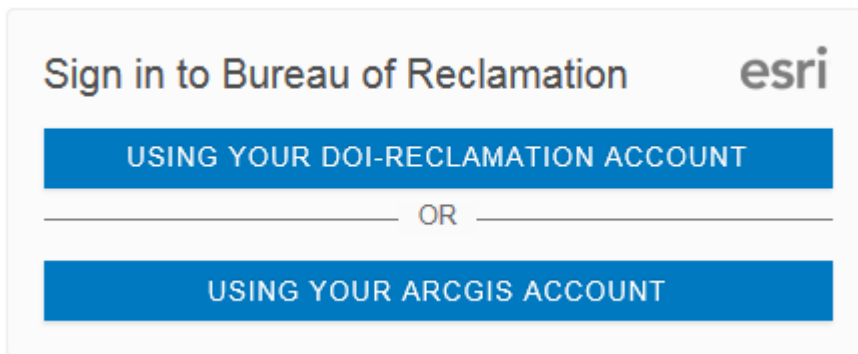
# APPENDIX A. Reclamation Transportation Needs Assessment Tool Participant's User Guide

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

## Reclamation ArcGIS Online General Entry Instructions

### Access Information

1. 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 ([dstaton@usbr.gov](mailto:dstaton@usbr.gov)) 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=6acd4261d6ed43ddb39e52cca2114f21>. 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.

<b>Step 1. Fill in MR&amp;R ID, Facility Name, and Needs Description</b>	
<b>Question/Field</b>	<b>Guidance and Definitions</b>
Major Rehabilitation & Replacement (MR&R) ID Number	<p>If MR&amp;R number/code is already entered review and update using the editing instructions on page 2.</p> <p>If entering a new need that is not on the map yet, add an MR&amp;R number if it exists, otherwise leave blank.</p>
Insert Project Name	Example: <i>Senator Wash or XYZ Bridge</i>
Insert need description	Short description of the need or project: <i>Rehabilitate and pave Senator Wash Road including fix drainage and replace culverts</i>
<b>Step 2. Complete Region</b>	
<b>Question/Field</b>	<b>Guidance and Definitions</b>
A.1. Location of USBR Need	Choose the Region the need or project is located within.
<b>Step 3. Complete Transportation Need Asset(s) Description</b>	
<b>Question/Field</b>	<b>Guidance and Definitions</b>
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)	<p><b>Optional Question:</b> 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>)</p> <p>Choose N/A if need does not include more than one asset type.</p>

**Step 3. Complete Transportation Need Asset(s) Description (continued)**

<p>B.3. Agency with Ownership</p>	<p>Choices include: <i>USBR, Other Federal, State, County, Water District or Water User Groups, Local Entity, Other Governmental Entity, and Tribal.</i></p> <p><i>Local Entity</i> generally encompasses a single town or city.</p> <p><i>Other Governmental Entities</i> 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.</p> <p>If ownership of the facility is unknown, or this is a proposed facility that does not exist yet, leave blank.</p>
<p>B.3. Agency with Ownership (continued)</p>	<p>If you are unsure which group owns or maintains the asset, a best guess should be made.</p>
<p>B.4. Agency with O&amp;M Responsibility</p>	<p>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.</p> <p>If maintenance of the facility is unknown, or this is a proposed facility that does not exist yet, leave blank.</p>

<b>Step 4. Complete Transportation Need(s) Priority</b>	
<b>Question/Field</b>	<b>Guidance and Definitions</b>
C.1. Priority of the Need Relative to Your Region	<p>A <i>low, medium, or high</i> priority should be defined by your perspective/discipline, unless further guidance is provided to you by your Regional Office.</p> <p>The final list of all needs and priority ranks for your Region will go through an amendment process with each Region's FLTP coordinator.</p>
<b>Step 5. Complete Proposed Improvement(s) Description</b>	
<b>Question/Field</b>	<b>Guidance and Definitions</b>
D.1. Proposed Improvement	<p>Choose the answer that is your best guess of the type of project needed to address the need you have entered.</p> <p><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.</p> <p><i>Maintenance</i> is generally defined as typical activities undertaken to preserve an asset that has been built, installed, bought, etc.</p>
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 and Economic Generation**

<b>Question/Field</b>	<b>Guidance and Definitions</b>
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</u> be <i>High</i> . <i>High</i> 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, or high</i> benefit should be defined by your perspective/discipline, unless further guidance is provided to you by your Regional Office.

**Safety**

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.'

<b>System Preservation</b>	
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.
SP. 2. What best describes the current, primary funding status?	Choose the source of primary funding for the 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, or 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:**

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## 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.



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
Center Point Rd	11 miles Overlay asphalt	Arkansas-Rio Grande-Texas Gulf	Roadway	Not Applicable	County	County	High	Capital	\$2,500,000
Buster Heights Boat Ramp, Tent, and Swim Beach	Overlay asphalt	Arkansas-Rio Grande-Texas Gulf	Parking Lot	Not Applicable	USBR	State	Medium	Capital	\$2,500,000
Hog Creek Campground	5 miles of Overlay asphalt	Arkansas-Rio Grande-Texas Gulf	Roadway	Not Applicable	USBR	State	High	Capital	\$2,500,000
Folsom Granite Bay	Road repair	California-Great Basin	Parking Lot	Roadway	State	State	Low	Capital	\$2,500,000
Folsom Beals Point	Road Repair	California-Great Basin	Parking Lot	Roadway	State	State	Low	Capital	\$2,500,000
Lake Berryessa Concession Areas South	Road repair	California-Great Basin	Parking Lot	Roadway	USBR	USBR	Low	Capital	\$2,500,000
Folsom Dam	Repaving	California-Great Basin	Roadway	Parking Lot	USBR	USBR	High	Capital	\$2,500,000
Lake Berryessa Concession Areas West	Road repair	California-Great Basin	Roadway	Parking Lot	USBR	USBR	Low	Capital	\$2,500,000
Auburn Interface Roads	Road repair	California-Great Basin	Roadway	Parking Lot	USBR	USBR	Low	Capital	\$2,500,000
New Melones Recreation Area Access Roads	Road repair, sealing and striping	California-Great Basin	Roadway	Parking Lot	USBR	USBR	Medium	Capital	\$2,500,000
Folsom South Canal Bike Trail	Safety Improvements for Folsom South Canal Bike Trail	California-Great Basin	Trail	Not Applicable	USBR	USBR		Capital	\$2,500,000
Shasta Dam Visitor Center Parking Lot	Repair, seal coat, and re-stripe parking lot, and include PV shade structures	California-Great Basin	Parking Lot	Parking Lot	USBR	USBR	High	Maintenance	\$2,500,000
Oak Shores	Road surface repair	California-Great Basin	Parking Lot	Roadway	USBR	USBR	Medium	Maintenance	\$2,500,000
Juniper Canyon Road slide repairs	Repair and reinforce slide areas on Juniper Canyon Road.	Columbia-Pacific Northwest	Roadway	Roadway	USBR	County	High	Capital	\$2,500,000
Owyhee Road Repairs	Design road to improve sight distance , widen and replace sections were asphalt is crumbling; 3.5 m	Columbia-Pacific Northwest	Roadway	Roadway	County	County	High	Capital	\$2,500,000
Tualatin Project - Buried Irrigation Pipe System -	Plan to replace roads when lateral pipes are excavated and replaced in entire system; locate pipes	Columbia-Pacific Northwest	Roadway	Not Applicable	USBR	County	High	Capital	\$2,500,000

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
Thief Valley Dam Road Realignment; 1.3 miles	Realign road when dam is raised	Columbia-Pacific 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
Lake Owyhee State Park Transportation Facilities	Widen roads in State Park; chipseal roads and parking lots; 2.5 miles	Columbia-Pacific Northwest	Roadway	Parking Lot	USBR	State	High	Capital	\$2,500,000
Cascade State Parks Road Repair	3.5 miles of Road Repairs	Columbia-Pacific Northwest	Roadway	Parking Lot	USBR	State	High	Maintenance	\$2,500,000
Emigrant Dam alternative access road improvements	Acquire right to use road as alternate access to Emigrant dam and harded road for all seasons	Columbia-Pacific Northwest	Roadway			USBR	Low	Capital	\$2,500,000
American Falls	Reconstruct Concrete Trail; 3 miles	Columbia-Pacific Northwest	Trail	Trail	USBR	USBR	Medium	Capital	\$2,500,000
McGrath Road	Construct new vehicle bridge (.1 miles) at McGrath Road.	Columbia-Pacific Northwest	Bridge	Roadway	USBR	Water District or Water User Groups	Low	Capital	\$2,500,000
BPA Power Line Access Bridge	Construct new vehicle bridge (.1 miles) to access BPA power line.*	Columbia-Pacific Northwest	Bridge	Roadway	USBR	Water District or Water User Groups	Low	Capital	\$2,500,000
North Unit Main Canal - "Radlands"	Reinforce barriers along 7 miles to discourage mud-bogging on canal embankments.	Columbia-Pacific Northwest	Roadway	Not Applicable	USBR	Water District or Water User Groups	Low	Maintenance	\$2,500,000
Turn bays for Hwy 97 to Haystack	Construct turn lanes on Hwy 97 to Jericho Rd for safe ingress/egress to Haystack.	Columbia-Pacific Northwest	Roadway					Capital	\$2,500,000
Barnes Butte Trail	Design and construct pedestrian trail through IronHorse.	Columbia-Pacific Northwest	Trail					Capital	\$2,500,000
Alternate route for scenic bikeway	Design and contr. bike trail on canal service road as alternate (off-vehicle road) scenic bike trl.	Columbia-Pacific Northwest	Trail					Capital	\$2,500,000
Imperial Dam	Rd repair Sen Wash Rd/McKinley Rd to Sen Wash Rd/County S24 & Sen Wash Rd/Ferguson Rd to So End Loop	Lower Colorado Basin	Roadway	Not Applicable	USBR	County	Low	Capital	\$2,500,000
Imperial Dam	Road repair Senator Wash Road/McKinley Road to Squaw Lake	Lower Colorado Basin	Roadway	Not Applicable	USBR	County	Low	Capital	\$2,500,000

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
Parker Dam - Bldgs & Grounds	Access road and guardrail replacement	Lower Colorado Basin	Roadway	Parking Lot	USBR	USBR	Medium	Capital	\$2,500,000
Hoover Dam - Bldgs & Grounds	Rock fall mitigation	Lower Colorado 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
Laguna Dam	Road repair Gila Gravity Mittry Boat Ramp to North Boat Ramp	Lower Colorado Basin	Roadway	Boat Ramp	USBR	Water District or Water User Groups	Medium	Capital	\$2,500,000
WMA roads west	1-5 miles build up with gravel*	Missouri Basin	Roadway	Not Applicable	USBR	State	Low	Maintenance	\$2,500,000
Goose Bay north	1-5 miles build up with gravel	Missouri Basin	Roadway	Not Applicable	USBR	USBR	Low	Maintenance	\$2,500,000
Sumner Dam	Rock bridge repair; 7-8 bridges needing repair; 2 major structures needing repair	Upper Colorado Basin	Bridge	Bridge	USBR	State	Low	Capital	\$2,500,000
El Vado State Park Dam Bridge	Repair dam bridge	Upper Colorado Basin	Bridge	Roadway	USBR	State	Medium	Capital	\$2,500,000
Vega State Park Roads	Repave all paved roads in Vega State Park	Upper Colorado Basin	Roadway	Parking Lot	USBR	State	Low	Capital	\$2,500,000
Crawford Park Roads Repave	Repaving and resurface of Interior roads in Crawford State Park;	Upper Colorado Basin	Roadway	Parking Lot	USBR	State	Low	Capital	\$2,500,000
Rio Grande Complex	Access road repair; possible resurfacing;	Upper Colorado Basin	Roadway	Roadway	USBR	State	Medium	Capital	\$2,500,000
Navajo State Park Roads	~ 3.5 miles of Repave interior roads of Navajo State Park (Colorado Side)	Upper Colorado Basin	Roadway	Parking Lot	USBR	State	Medium	Capital	\$2,500,000
El Vado Lake State Park	Main Access Road Rehab	Upper Colorado Basin	Roadway	Parking Lot	USBR	State	Medium	Capital	\$2,500,000
Elephant Butte Lake State Park	Lakeshore Drive Repaving	Upper Colorado Basin	Roadway	Not Applicable	USBR	State	Medium	Capital	\$2,500,000
Sumner Lake State Park Section #2	Repave roads in State Park; Connected to need 566	Upper Colorado Basin	Roadway	Parking Lot	USBR	State	Medium	Capital	\$2,500,000
Sumner Lake State Park	Repave roads in state park; part of need 566	Upper Colorado Basin	Roadway	Parking Lot	USBR	State	Medium	Capital	\$2,500,000
Brantley Lake State Park Road Section 1	Repave roads in state park; part of need 568	Upper Colorado Basin	Roadway	Parking Lot	USBR	State	Medium	Capital	\$2,500,000

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
Brantley Lake State Park Roads Section 2	Repave roads in state park; part of need 567	Upper Colorado Basin	Roadway	Parking Lot	USBR	State	Medium	Capital	\$2,500,000
Caballo Lake State Park Improvements	Repave roads Riverside Campground	Upper Colorado Basin	Roadway	Parking Lot	USBR	State	Medium	Capital	\$2,500,000
Fontenelle Dam	Powerplant Access Rd.; 1.5 miles; pave road; overlook improvements	Upper Colorado Basin	Roadway	Parking Lot	USBR	USBR	High	Capital	\$2,500,000
Elephant Butte Damsite	~ 2 miles of Road rehabilitation of Damsite and Recreation Areas.	Upper Colorado Basin	Roadway	Parking Lot	USBR	USBR	Low	Capital	\$2,500,000
Morrow Point Dam; 1.5 miles	pulverize and repave w/ 3 in asphalt	Upper Colorado Basin	Roadway	Not Applicable	USBR	USBR	Medium	Capital	\$2,500,000
Blue Mesa Dam	Gravel to asphalt; Access Road Repair; 1.5 miles	Upper Colorado Basin	Roadway	Not Applicable	USBR	USBR	Medium	Capital	\$2,500,000
Flaming Gorge Dam	Pave Powerplant Rd. partial paving; repair and resurface	Upper Colorado Basin	Roadway	Not Applicable	USBR	USBR	Medium	Capital	\$2,500,000
Ridges Basin Dam	Connect Powerline to Dam access*	Upper Colorado Basin	Roadway	Bridge	USBR	Water District or Water User Groups	Low	Capital	\$2,500,000
Sumner Lake State Park	Dam bridge	Upper Colorado Basin	Bridge	Roadway	USBR		Medium	Capital	\$2,500,000
El Vado Lake State Park Bridge Rehab	Dam bridge rehabilitation	Upper Colorado Basin	Bridge	Not Applicable	USBR		Medium	Capital	\$2,500,000
Percha Dam State Park	Entrance bridge and road rehab	Upper Colorado Basin	Roadway	Bridge	USBR		Medium	Capital	\$2,500,000
Visitor Center Parking Lot	Overlay asphalt	Arkansas-Rio Grande-Texas Gulf	Parking Lot	Not Applicable	USBR	State	Medium	Capital	\$750,000
Maidu Drive	Resurface of road	California-Great Basin	Roadway		USBR	Other Governmental Entity (MPO, COG, Regional Councils, etc.)	Medium	Capital	\$750,000
Nimbus Flat and Fishery	parking lot repair	California-Great Basin	Parking Lot	Roadway	USBR	State	Low	Capital	\$750,000
Folsom Folsom Point	Road repair	California-Great Basin	Parking Lot	Boat Ramp	State	State	Low	Capital	\$750,000
Folsom Browns Ravine	Road repair	California-Great Basin	Parking Lot	Roadway	State	State	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. 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	California-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 Pleasure Cove	Road Repair	California-Great Basin	Parking Lot	Roadway	USBR	USBR	Low	Capital	\$750,000
Lake Berryessa Concession Area Markley Cove	Road Repair	California-Great Basin	Parking Lot	Roadway	USBR	USBR	Low	Capital	\$750,000
Capell Cove	Resurface	California-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 Jlms	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

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Clear Creek Bridge Guard Rail	Install a guardrail system that meets current AASHTO standards.	California-Great Basin	Bridge	Roadway	USBR	USBR	Low	Maintenance	\$750,000
Nimbus Powerplant	Powerplant Improvements	California-Great Basin	Parking Lot					Capital	\$750,000
San Justo Dam	Move road off Dike	California-Great Basin	Roadway					Capital	\$750,000
East Side Road	Resurfacing with aggregate, re-grading, culvert repairs	California-Great Basin	Roadway	Culvert	USBR		Medium	Maintenance	\$750,000
American Falls; Sportsman Park	Resurface asphalt roads and parking lot; 1.5 miles	Columbia-Pacific Northwest	Parking Lot	Roadway	USBR	County	Medium	Capital	\$750,000
Emigrant Reservoir - Greensprings Spur Road - Surf	Pave road to improve recreation access in all seasons.	Columbia-Pacific Northwest	Roadway		USBR	County	Low	Capital	\$750,000
Emigarnt Reservoir - Sampson Creek Road - Recreati	Pave road to improve recreation access in all season; 5 miles	Columbia-Pacific Northwest	Roadway		USBR	County	Low	Capital	\$750,000
Emigrant Reservoir - Sampson Creek Road - Intersec	Reconstruct intersection of road with Hwy 66 to Jackson County stds & dedicate road to county; .25m	Columbia-Pacific Northwest	Roadway		USBR	County	Low	Capital	\$750,000
Emig Res.Sampson Creek Road - hill cut improvement	Cut road further into hillside to widen road to provide alternate access to Emigrant dam; .25 miles	Columbia-Pacific Northwest	Roadway		USBR	County	Low	Capital	\$750,000
Thief Valley Relocation	Relocate campground if dam is raised; .7 miles	Columbia-Pacific Northwest	Roadway	Boat Ramp	USBR	County	Low	Capital	\$750,000
Bully Creek Accessibility Upgrades	Replace bathrooms/showers with accessible buildings	Columbia-Pacific Northwest	Roadway	Not Applicable	USBR	County	Medium	Capital	\$750,000
Upper Mann Creek Realignment	Realign road to improve line of sight; .5 miles	Columbia-Pacific Northwest	Roadway	Not Applicable	County	County	Medium	Capital	\$750,000
Jackson Road Re-alignment	Realign road to improve line of sight	Columbia-Pacific Northwest	Roadway	Not Applicable	County	County	Medium	Capital	\$750,000
Teton Canyon Access Road Repair	Chip seal Teton Canyon Access Rd.	Columbia-Pacific Northwest	Roadway	Parking Lot	USBR	County	High	Maintenance	\$750,000
Yeoman Bridge	Construct new vehicle bridge (.25 miles)over North Unit Main Canal at Yeoman Road.	Columbia-Pacific Northwest	Bridge	Roadway		Local Entity(Town, City, Public Works, etc.)	High	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. Estimated Median Cost for 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	néº 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

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Mann Creek Road Paving; .5 miles	regrade and pave access road	Columbia-Pacific Northwest	Roadway	Not Applicable	USBR	USBR	High	Capital	\$750,000
N. Unit Main Canal Willow Crk Siphon Access Road	Survey alignment of connecting road to siphon switchbacks and wasteway. Acquire ROW. Improve road*	Columbia-Pacific Northwest	Roadway	Not Applicable	USBR	USBR	Low	Capital	\$750,000
Emigrant Dam alternative access road	Confirm right to use road as alternate access to Emigrant dam and harden road for all seasons.*	Columbia-Pacific Northwest	Roadway			USBR	Low	Capital	\$750,000
Scootenev Day Use TN	Evaluate and re-gravel 8 miles of necessary road	Columbia-Pacific Northwest	Roadway	Trail	USBR	USBR	Low	Capital	\$750,000
O'Sullivan Dam Toe Road	Construction a single lane road along the downstream toe of O'Sullivan Dam; 3 miles	Columbia-Pacific Northwest	Roadway	Not Applicable	USBR	USBR	Low	Capital	\$750,000
N. Unit Main Canal Big Cut Access Road & Slope Ref	Reinforce hillsides to keep ditchrider road open.	Columbia-Pacific Northwest	Roadway	Not Applicable	USBR	USBR	Low	Maintenance	\$750,000
Sampson Creek Bridge	Reconstruct bridge to improve load-bearing to provide alternate access to Emigrant dam.	Columbia-Pacific Northwest	Bridge		USBR	Water District or Water User Groups	Low	Capital	\$750,000
Pioneer Loop Road Bridge	Construct new vehicle bridge (.1 miles) and tunnel sewer interceptor under North Unit Main Canal.	Columbia-Pacific Northwest	Bridge	Roadway		Water District or Water User Groups	Low	Capital	\$750,000
Ochoco - Service Roads - Vehicle Gates - Installation	Install solar powered gates on all intersections of roads and earthen laterals.	Columbia-Pacific Northwest	Roadway	Not Applicable	USBR	Water District or Water User Groups	Medium	Capital	\$750,000
North Unit Main Canal - Vehicle Gates - Install	Install solar powered gates on intersections of roads with laterals.	Columbia-Pacific Northwest	Roadway	Not Applicable	USBR	Water District or Water User Groups	Low	Operations	\$750,000
North Unit Main Canal - Bend to Burma	Study feasibility of an urban canal trail or transit train along 35 miles; Bend to Smith Rock SP.	Columbia-Pacific Northwest	Trail	Roadway		Water District or Water User Groups	Low	Planning Study/RSA/PEL/Corridor Study	\$750,000
Parking lot for extension canal pump	Remove gas line cathodic protection and guardrail so that district can access irrigation pump.	Columbia-Pacific Northwest	Parking Lot					Capital	\$750,000
Imperial Dam	Road repair Senator Wash Road/McKinley Road to Imperial Dam	Lower Colorado Basin	Roadway	Not Applicable	USBR	County	Low	Capital	\$750,000



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Horse Mesa Dam - Bldgs & Grounds	Road improvements	Lower Colorado Basin	Roadway	Not Applicable	USBR	State	Low	Maintenance	\$750,000
Davis Dam - Bldgs & Grounds	Replace section of Davis Dam Access Road and visitor parking lot	Lower Colorado Basin	Roadway	Parking Lot	USBR	USBR	Low	Capital	\$750,000
Laguna Dam	Road repair Gila Gravity Laguna Dam to Mitty 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 sections 3 miles; paved 5.5 miles	Upper Colorado Basin	Roadway	Parking Lot	USBR	State	Low	Capital	\$750,000
Miracle Mile Access road & boat ramps	Improve access road and install two concrete boat ramps	Upper Colorado 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

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Ocean Lake Access Roads	Access roads sinking- raise road surfaces	Upper Colorado Basin	Roadway	Not Applicable	USBR	USBR	Low	Capital	\$750,000
Deaver Reservoir Access Roads	Road maintenance and resurfacing	Upper Colorado Basin	Roadway	Not Applicable	USBR	USBR	Low	Maintenance	\$750,000
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	\$750,000
Ridges Basin Dam	Rehab Power Line Rd;	Upper Colorado Basin	Roadway	Trail	USBR	Water District or Water User Groups	Low	Capital	\$750,000
Towaoc Canal	Rehab All Access roads; several short seg	Upper Colorado Basin	Roadway		USBR	Water District or Water User Groups		Capital	\$750,000
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	\$6,000,000
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	\$6,000,000
Teton River Canyon	Redesign and rehabilitate overlook, admin site, parking lots, roads, & 2 access points on river	Columbia-Pacific Northwest	Roadway	Parking Lot	USBR	USBR	High	Capital	\$6,000,000
Grand Coulee Dam Visitor Center Parking Lot Areas	1 mile of Asphalt Road repair; also repair parking areas at the roadside interp sites	Columbia-Pacific Northwest	Roadway	Parking Lot	USBR	USBR	High	Maintenance	\$6,000,000
Horse Mesa Dam - Bldgs & Grounds	Rockfall mitigation	Lower Colorado Basin	Roadway	Not Applicable	USBR	State	Low	Maintenance	\$6,000,000
Yuma Desalting Plant	Railroad spur repair	Lower Colorado Basin	Transit System	Not Applicable	USBR	USBR	Low	Capital	\$6,000,000
Belle Fourche Reservoir Suzie Peak Road paving	Need for Suzie Peak Road Paving to create better access to Recreation and reduce maintenance (4.4 m)	Missouri Basin	Roadway	Parking Lot	USBR	USBR	High	Capital	\$6,000,000
Crystal East Portal Road	Paving of East Portal Road, 5 miles at steepest grade; resurfacing and repairs; 7.1 miles	Upper Colorado Basin	Roadway	Not Applicable	USBR	USBR	High	Capital	\$6,000,000
Grassy Hollow Rd	3 miles Overlay Asphalt	Arkansas-Rio Grande-Texas Gulf	Roadway	Not Applicable	County	County	High	Capital	\$250,000

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Potapo Pass Boat Ramp Parking	Overlay asphalt	Arkansas-Rio Grande-Texas Gulf	Parking Lot	Not Applicable	USBR	State	High	Capital	\$250,000
Hog Creek Day Use Parking	Overlay Asphalt	Arkansas-Rio Grande-Texas Gulf	Parking Lot	Not Applicable	USBR	State	High	Capital	\$250,000
Turkey Pass, Calyspo Cove Parking Areas	Overlay asphalt	Arkansas-Rio Grande-Texas Gulf	Parking Lot	Not Applicable	USBR	State	High	Capital	\$250,000
Fishermans Point and Little River BR Parking	Overlay Asphalt	Arkansas-Rio Grande-Texas Gulf	Parking Lot	Not Applicable	USBR	State	High	Capital	\$250,000
Alameda Dr.	1.5 miles of Overlay Asphalt	Arkansas-Rio Grande-Texas Gulf	Roadway	Not Applicable	USBR	State	High	Capital	\$250,000
Potapo Pass campground Rd	2 miles Overlay asphalt	Arkansas-Rio Grande-Texas Gulf	Roadway	Not Applicable	USBR	State	High	Capital	\$250,000
Turkey Pass, Calyspo Cover rds	5 miles of Overlay Asphalt	Arkansas-Rio Grande-Texas Gulf	Roadway	Not Applicable	USBR	State	High	Capital	\$250,000
South Dam Rd	Overlay Asphalt	Arkansas-Rio Grande-Texas Gulf	Roadway	Not Applicable	USBR	State	High	Capital	\$250,000
Little River and Fishermans Point Rds	1 mile of Overlay Asphalt	Arkansas-Rio Grande-Texas Gulf	Roadway	Not Applicable	USBR	State	High	Capital	\$250,000
Buster Heights Campground and Boat Ramp Rd	2 miles Overlay asphalt	Arkansas-Rio Grande-Texas Gulf	Roadway	Not Applicable	USBR	State	Medium	Capital	\$250,000
Visitor Center Rd	5 miles Over Lay Asphalt	Arkansas-Rio Grande-Texas Gulf	Roadway	Not Applicable	USBR	State	Medium	Capital	\$250,000
Altus Dam	Canal bridge repair	Arkansas-Rio Grande-Texas Gulf	Bridge					Capital	\$250,000
Repave Stampede Dam Road	Pavement is cracking along dam crest in multiple locations	California-Great Basin	Roadway	Roadway	USBR	Other Federal	Low	Maintenance	\$250,000
Prosser Creek Road Rehabilitation	High maintenance requirements after winter closure and infrequent maintenance from County	California-Great Basin	Roadway	Roadway	Other Federal	Other Federal	Low	Maintenance	\$250,000
Rattlesnake Bar	Parking lot maintenance and repair	California-Great Basin	Parking Lot	Boat Ramp	State	State	Low	Maintenance	\$250,000
Salmon Falls	Parking lot maintenance and resurface	California-Great Basin	Parking Lot	Boat Ramp	State	State	Low	Maintenance	\$250,000

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Putah Canyon Ramp	Replace failing boat ramp currently undercutting from erosion	California-Great Basin	Boat Ramp		USBR	USBR	Medium	Capital	\$250,000
Mountain Quarries Bridge	Safety Inspection and replacement of railing system for Mountain Quarries Bridge.	California-Great Basin	Bridge	Not Applicable	USBR	USBR		Capital	\$250,000
Clear Lake Dam Road	Periodic grading and maintenance of roadway*	California-Great Basin	Roadway	Roadway	Other Federal	USBR	High	Maintenance	\$250,000
Livingston Stone N'tnl Fish Hatchery access road	Repair/Replace/Re-condition pavement, and re-paint all lines	California-Great Basin	Roadway	Roadway	USBR	USBR	High	Maintenance	\$250,000
Keswick Powerplant access road	Crack seal, and re-coat road and parking area to Keswick Powerplant	California-Great Basin	Roadway	Roadway	USBR	USBR	High	Maintenance	\$250,000
Putah South Canal	Road Maintenance	California-Great Basin	Roadway	Not Applicable	USBR	USBR	Low	Maintenance	\$250,000
Area K	Periodic grading and maintenance of roadway	California-Great Basin	Roadway	Roadway	Other Federal	USBR	Medium	Maintenance	\$250,000
A Canal Recreation Trail	Periodic crack sealing and maintenance of pavement	California-Great Basin	Trail	Trail	USBR	USBR	Low	Maintenance	\$250,000
Lahontan Dam Road Chipseal	Maintenance as required for paved access	California-Great Basin	Roadway		USBR	Water District or Water User Groups	Low	Maintenance	\$250,000
Power Plant Road Rehabilitation	Re-grade and add gravel to allow easier access during adverse weather conditions	California-Great Basin	Roadway		USBR	Water District or Water User Groups	Low	Maintenance	\$250,000
San Luis Canal	Bridge Sesimic refitting	California-Great Basin	Bridge					Capital	\$250,000
New Melones Restroom	Restroom replacement	California-Great Basin	Parking Lot					Capital	\$250,000
Tracy Fish Collection Facility	Replace boatdock	California-Great Basin	Parking Lot					Capital	\$250,000
New Melones Entrance Fee Station	Fee Station Repairs	California-Great Basin	Roadway					Capital	\$250,000
Keswick Dam	Security fencing and access road	California-Great Basin	Roadway					Capital	\$250,000
Gordan Gulch Parking Area Expansion	Construct additional parking	Columbia-Pacific Northwest	Parking Lot	Boat Ramp	USBR	County	High	Capital	\$250,000
Storm Breacker Road Repaving	stabilize subsurface to prevent road slumping and replace cattle guard	Columbia-Pacific Northwest	Roadway	Culvert	USBR	County	High	Capital	\$250,000
Ririe, Juniper Recreation Area	Road & Parking lot Repair; resurface all roads (asphalt and gravel); 2.5 miles	Columbia-Pacific Northwest	Roadway	Parking Lot	USBR	County	Medium	Capital	\$250,000

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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	\$250,000
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	\$250,000
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	\$250,000
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	\$250,000
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	\$250,000
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	\$250,000
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	\$250,000
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	\$250,000
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	\$250,000
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)	\$250,000
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	\$250,000
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	\$250,000

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Deadwood Airstrip	Airstrip needs tree removal, signage, and grading; .5 miles	Columbia-Pacific Northwest	Parking Lot	Not Applicable	Other Federal	Other Federal	Medium	Maintenance	\$250,000
Wickiup Dam - Burgess Road & USFS Rd 44 - All Weat	Periodically grade, gravel, and use dust abatement -- or pave the road to Wickiup; 20 miles	Columbia-Pacific Northwest	Roadway	Not Applicable	Other Federal	Other Federal	Low	Maintenance	\$250,000
Deadwood Road Maintenance	Grading Roads; 5.5 miles	Columbia-Pacific Northwest	Roadway	Not Applicable	State	Other Federal	Low	Maintenance	\$250,000
Deadwood Access Roads Repair	Grading and re-gravel	Columbia-Pacific Northwest	Roadway	Not Applicable	Other Federal	Other Federal	Medium	Maintenance	\$250,000
Concession boat ramp	Remove or relocate boat ramp when concession expires.	Columbia-Pacific Northwest	Boat Ramp	Parking Lot	USBR	State	Medium	Capital	\$250,000
Prineville Reservoir - Powder House Cove - Boat Ra	Extend boat ramp to low pool; .25 miles	Columbia-Pacific Northwest	Boat Ramp	Parking Lot	USBR	State	Medium	Capital	\$250,000
Bowman - ford	Improve ford across Crooked River below Bowman Dam.	Columbia-Pacific Northwest	Bridge	Roadway	USBR	State	High	Capital	\$250,000
Prineville Reservoir - Reservoir Bridge - Design a	Construct a bridge to connect North and South shores; .1 miles	Columbia-Pacific Northwest	Bridge	Roadway	USBR	State	High	Capital	\$250,000
N. Unit Main Box Hwy Culvert - Lat M-58 and Hwy 97	Enlarge box culvert to prevent backflow and spills.*	Columbia-Pacific Northwest	Culvert	Roadway	USBR	State	Low	Capital	\$250,000
Palisades	Resurface parking lot and replace interpretive signs	Columbia-Pacific Northwest	Parking Lot	Parking Lot	State	State	Low	Capital	\$250,000
Bottero Subdivision Access Rd	Improve road to county standards and dedicate it to the county.	Columbia-Pacific Northwest	Roadway	Not Applicable	USBR	State	Medium	Capital	\$250,000
Bully Creek Pathway Replacement	vegetation is growing through the asphalt and the trail no longer meets standards, crumbling; .25 m	Columbia-Pacific Northwest	Trail	Parking Lot	USBR	State	High	Capital	\$250,000
Osborn BayState Boat Ramp	Ramp is cracking and breaking in places.	Columbia-Pacific Northwest	Boat Ramp	Not Applicable	USBR	State	Medium	Maintenance	\$250,000
McCormack Asphalt Chip Seal	fill cracks and chip seal roads; .25	Columbia-Pacific Northwest	Roadway	Parking Lot	USBR	State	High	Maintenance	\$250,000
Unity Main Access Road Maintenance	Chip Seal; .65 miles	Columbia-Pacific Northwest	Roadway	Parking Lot	State	State	High	Maintenance	\$250,000

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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 Reservoir North Primitive 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 Excels	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 Type	F. Facility Ownership	G. Facility Operation & Maintenance	H. Region Priority	I. Improvement Type	J. Estimated Median Cost for Improvement
Mann Creek West Campground Parking Lot Improvement	Regraded and re-surfaced to meet accessibility standards	Columbia-Pacific Northwest	Parking Lot	Boat Ramp	USBR	USBR	Low	Capital	\$250,000
Buelah Upgrades	Parking Lot Repair and Accessibility Upgrades	Columbia-Pacific Northwest	Parking Lot	Boat Ramp	USBR	USBR	Low	Capital	\$250,000
Warm Springs Restroom Parking	No Parking Area, Does not meet accessibility standards	Columbia-Pacific Northwest	Parking Lot	Not Applicable	USBR	USBR	Low	Capital	\$250,000
Summer Falls Pedestrian Trail	Create access and parking near CXT; .1 miles of trail	Columbia-Pacific Northwest	Parking Lot	Trail	USBR	USBR	Medium	Capital	\$250,000
Teton River Canyon Primitive Camp Area	Resurface gravel road to infrastructure; 2 miles*	Columbia-Pacific Northwest	Roadway	Not Applicable	USBR	USBR	High	Capital	\$250,000
Maintenance Access Evaluation and Upgrade	Stabilize subsurface to prevent road slumping; .1 miles*	Columbia-Pacific Northwest	Roadway	Not Applicable	USBR	USBR	High	Capital	\$250,000
American Falls West Wall Recreation Area	Paving Road and Parking areas, and installing permanent restroom at West Wall Rec Area; .5 miles	Columbia-Pacific 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 Reservoir - Bear Creek Road - Vehicle C	Close road to vehicle traffic -- improve it for pedestrian use as a hiking trail; 10 miles	Columbia-Pacific Northwest	Roadway	Trail	USBR	USBR	Medium	Capital	\$250,000
Juniper Ridge Subdivision Road	Improve road to county standards and dedicate it to the county.	Columbia-Pacific Northwest	Roadway	Not Applicable	USBR	USBR	Medium	Capital	\$250,000
American Falls	Repave road and maintenance yard; .5 miles*	Columbia-Pacific Northwest	Roadway	Parking Lot	USBR	USBR	Medium	Capital	\$250,000
Scootene Park Pedestrian Trail	Repair .13 miles asphalt walking path at CG	Columbia-Pacific Northwest	Trail	Not Applicable	USBR	USBR	High	Capital	\$250,000
North Unit Main Canal Burma Road - BLM Trail	Evaluate, re-design, improve/build 1 mile Burma Road trail. Install protections at tunnel entrance.	Columbia-Pacific Northwest	Trail	Not Applicable	USBR	USBR	Low	Capital	\$250,000
Scootene Trails	Design and maintain .5 miles of trail system	Columbia-Pacific Northwest	Trail	Not Applicable	USBR	USBR	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
Grand Coulee Dam Interpretative River Trail	River Trail addition; Replace .5 miles of degraded asphalt trail with concrete	Columbia-Pacific Northwest	Trail	Parking Lot	USBR	USBR	Medium	Capital	\$250,000
Lakeway Bridge	Perform and post revised load rating. Adjust the downstream left object marker. Fill the void	Columbia-Pacific Northwest	Bridge	Roadway	USBR	USBR	Low	Maintenance	\$250,000
Ephrata Field Office Parking Lot	Resurface EFO parking lot	Columbia-Pacific Northwest	Parking Lot	Not Applicable	USBR	USBR	High	Maintenance	\$250,000
Ephrata Field Office Warehouse Parking Lot	Resurface EFO Warehouse parking lot*	Columbia-Pacific Northwest	Parking Lot	Not Applicable	USBR	USBR	High	Maintenance	\$250,000
Mann Creek South Day Use Upgrades	Re-gravel parking lot and roads	Columbia-Pacific Northwest	Parking Lot	Roadway	USBR	USBR	Medium	Maintenance	\$250,000
Anderson Ranch Dam Road	Potholes and Alligator Cracking; .25 miles	Columbia-Pacific Northwest	Roadway	Not Applicable	USBR	USBR	High	Maintenance	\$250,000
North Unit Ranch of the Canyons Canal Access Road	Add fill to weatherize gravel roadbed next to river's edge.	Columbia-Pacific Northwest	Roadway	Not Applicable	USBR	USBR	Low	Maintenance	\$250,000
American Falls	American Falls Visitor Center Road and Parking Lot; .1 miles	Columbia-Pacific Northwest	Roadway	Parking Lot	USBR	USBR	Low	Maintenance	\$250,000
Hagg Lake Private Access Easement - Bean	Repair blown culvert and hillside (.25 miles) erosion.	Columbia-Pacific Northwest	Roadway	Culvert	USBR	USBR	Low	Maintenance	\$250,000
Dry Falls Dam Maintenance Road	Re-gravel 1.5 miles of Maintenance Access Road below Dry Falls Dam. Rec 2015-3-A.*	Columbia-Pacific Northwest	Roadway	Not Applicable	USBR	USBR	Medium	Maintenance	\$250,000
Thief Valley Dam	Gravel access roadway across private ground to right abutment; 1.3 miles	Columbia-Pacific Northwest	Roadway	Not Applicable	USBR	USBR	Medium	Maintenance	\$250,000
Summer Falls Access Road	Crown, ditch and re-gravel .3 miles of access road	Columbia-Pacific Northwest	Roadway	Culvert	USBR	USBR	Medium	Maintenance	\$250,000
Banks Lake Park Chipseal	Seal cracks and chip seal road	Columbia-Pacific Northwest	Roadway	Parking Lot	USBR	USBR	Medium	Maintenance	\$250,000
Bridge #11 ELL0044	Farm Bridge East Low Lateral 68 Sta. 75+10	Columbia-Pacific Northwest	Bridge	Not Applicable	Water District or Water User 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 #11 ELL0002	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

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
Bridge #11ELL0007	Farm Bridge East Low Lateral 29 Sta. 228+23	Columbia-Pacific Northwest	Bridge	Not Applicable	USBR	Water District or Water User Groups	Medium	Operations	\$250,000
Bridge #11 ELL0090	Farm Bridge on East Low Lateral 36.3 Sta. 22+29	Columbia-Pacific Northwest	Bridge	Not Applicable	USBR	Water District or Water User Groups	Medium	Operations	\$250,000
Bridge #11 ELL0099	Farm bridge on East Low Lateral 36.3 Sta. 29+26	Columbia-Pacific Northwest	Bridge	Not Applicable	USBR	Water District or Water User Groups	Medium	Operations	\$250,000
Bridge #11 ELL209	Bridge on East Low Lateral 29 Sta. 603+62	Columbia-Pacific Northwest	Bridge	Not Applicable	USBR	Water District or Water User Groups	Medium	Operations	\$250,000
Bridge # 11 ELL211	Bridge on East Low Lateral 29 Sta. 748+00	Columbia-Pacific Northwest	Bridge	Not Applicable	USBR	Water District or Water User Groups	Medium	Operations	\$250,000
Bridge #11 PECL0064	Bridge on Wahluke Branch 10 Sta. 164+00	Columbia-Pacific Northwest	Bridge	Not Applicable	USBR	Water District or Water User Groups	Medium	Operations	\$250,000
Bridge #11 PECL0077	Bridge on Potholes East Canal 46A WW Sta. 251+00	Columbia-Pacific Northwest	Bridge	Not Applicable	USBR	Water District or Water User Groups	Medium	Operations	\$250,000
Bridge #11 PECL0084	Bridge on Potholes East Canal 16.4 Sta. 0188+65	Columbia-Pacific Northwest	Bridge	Roadway	USBR	Water District or Water User Groups	Low	Planning Study/RSA/PEL/Corridor Study	\$250,000
Bridge # 11 PEC0037	Bridge on Wahluke Branch Canal Sta. 1494+23	Columbia-Pacific Northwest	Bridge	Not Applicable	USBR	Water District or Water User Groups	Medium	Planning Study/RSA/PEL/Corridor Study	\$250,000
Hagg Lake Mill Creek Drainage: Evaluate Relocation	Evaluate need for flowage easement and alternatives for stormwater discharge over about 1 mile.	Columbia-Pacific Northwest	Culvert	Roadway	USBR	Water District or Water User Groups	Low	Planning Study/RSA/PEL/Corridor Study	\$250,000
Tualatin Project - Buired Irrigation Pipe System -	Evaluate condition of all driveway crossings over buried irrigation pipes; 1 mile	Columbia-Pacific Northwest	Culvert	Roadway	USBR	Water District or Water User Groups	Medium	Planning Study/RSA/PEL/Corridor Study	\$250,000
Ochoco - Service Roads - Cattle Exclusion - Design	Find ways to exclude cattle from earthen canal service roads.	Columbia-Pacific Northwest	Roadway	Not Applicable	USBR	Water District or Water User Groups	Low	Planning Study/RSA/PEL/Corridor Study	\$250,000
Hagg Lake/Scoggins Creek Trespass Access Road	Survey .5 miles new residential access road wrt USA fee-owned land boundary. Investigate tree cutting.	Columbia-Pacific Northwest	Roadway		USBR	Water District or Water User Groups	Low	Planning Study/RSA/PEL/Corridor Study	\$250,000
Haystack Dam Tender's Driveway: Easement & Bridge	Survey for easement acquisition. Bridge relocation*	Columbia-Pacific Northwest	Roadway	Bridge			Low	Agreement(s)	\$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
Carey Foster Road	Coordinate with city to decommission road and make it a ped trail.	Columbia-Pacific Northwest	Roadway					Agreement(s)	\$250,000
o 15NTS001: Notus Canal-Ditch Rider Access Bridge	Install approach rail	Columbia-Pacific 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 upgraded	Old two track used as trail, no maintenance or formal development	Columbia-Pacific Northwest	Trail					Capital	\$250,000
BLM cattle grazing exclusionary improvements	Study ways to prevent cattle in BLM grazing units from damaging canal lining and contaminating water	Columbia-Pacific Northwest	Roadway					Planning Study/RSA/PEL/Corridor Study	\$250,000
Diversion Canal replacement - phase 1	Plan for replacing road after excavating the Diversion Canal pipe.	Columbia-Pacific Northwest	Roadway					Planning Study/RSA/PEL/Corridor Study	\$250,000
Diversion Canal replacement - phase 2	Plan for rebuilding Combs Flat Road after excavating Diversion Canal pipe for replacement.	Columbia-Pacific Northwest	Roadway					Planning Study/RSA/PEL/Corridor Study	\$250,000
Horseshoe Dam	Install culvert structure on Horseshoe Dam Access Road to allow needed access during rain events	Lower Colorado Basin	Culvert	Roadway	Other Federal	Other Federal	Medium	Capital	\$250,000
Hoover Dam - Bldgs & Grounds	Lower Portal Road bridge and slope repair	Lower Colorado Basin	Bridge	Not Applicable	USBR	USBR	Medium	Capital	\$250,000
Main Outlet Drain	Bridge repair of Service Road, Figueroa, and N. 9th Avenue bridges	Lower Colorado Basin	Bridge	Not Applicable	USBR	USBR	Medium	Capital	\$250,000
Hoover Dam Region	Transit feasibility study	Lower Colorado Basin	Transit System	Roadway	USBR	USBR	Medium	Planning Study/RSA/PEL/Corridor Study	\$250,000
Senator Wash Road & Squaw Lake Area	Congestion Management Study for this Region	Lower Colorado Basin	Roadway	Parking Lot			Medium	Planning 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
Angostura Shoreline stabilization project	.1 miles road & bike path threatened by shoreline, bank stabilization will be needed	Missouri Basin	Roadway	Trail	USBR	State	Medium	Agreement(s)	\$250,000
Shadehill Reservoir	Road resurfacing and drainage improvements	Missouri Basin	Roadway	Culvert	USBR	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 ramp	build concrete boat ramp, possible FLTP project	Missouri Basin	Boat Ramp	Parking Lot	USBR	USBR	Low	Capital	\$250,000
Shannon boat launch	extend into water	Missouri Basin	Boat Ramp	Parking Lot	USBR	USBR	Low	Capital	\$250,000
Jo Bonner boat ramp	concrete	Missouri Basin	Boat Ramp	Parking Lot	USBR	USBR	Low	Capital	\$250,000
New Johns Lake Boat Ramp	medium	Missouri Basin	Boat Ramp	Parking Lot	USBR	USBR	Medium	Capital	\$250,000
Crappie Creek Boat Ramp	medium	Missouri Basin	Boat Ramp	Parking Lot	USBR	USBR	Medium	Capital	\$250,000
Koehlers Point Boat Ramp	medium	Missouri Basin	Boat Ramp	Parking Lot	USBR	USBR	Medium	Capital	\$250,000
Chain of Lakes Boat Ramp	medium	Missouri Basin	Boat Ramp	Parking Lot	USBR	USBR	Medium	Capital	\$250,000
Warehouse parking lot	rehab with gravel or pave*	Missouri Basin	Parking Lot	Roadway	USBR	USBR	Low	Capital	\$250,000
Crappie Creek Dumping Station	high - heavy use area	Missouri Basin	Parking Lot		USBR	USBR	Medium	Capital	\$250,000
Cave Point road	rehab with gravel	Missouri Basin	Roadway	Parking Lot	USBR	USBR	Low	Capital	\$250,000
East Shore North road	millings or paving, possible FLAP	Missouri Basin	Roadway	Not Applicable	USBR	USBR	Low	Capital	\$250,000
Eagle Bay Drive	1-5 miles rehab and gravel, possible FLAP	Missouri Basin	Roadway		USBR	USBR	Low	Capital	\$250,000
Chinamen Campground road	rehab with gravel or pave	Missouri Basin	Roadway	Parking Lot	USBR	USBR	Low	Capital	\$250,000
White Earth roads	Less than a mile build up with gravel, mag chloride, possible pave with FLTP	Missouri Basin	Roadway	Parking Lot	USBR	USBR	Low	Capital	\$250,000
Hellgate roads	1-5 miles build up with gravel, mag chloride on main road, possibly pave main road	Missouri Basin	Roadway	Parking Lot	USBR	USBR	Low	Capital	\$250,000
West Shore Drive road	1-5 miles complete millings using FLAP	Missouri Basin	Roadway	Not Applicable	USBR	USBR	Low	Capital	\$250,000
Magpie Yard road	rehab with gravel*	Missouri Basin	Roadway	Parking Lot	USBR	USBR	Low	Capital	\$250,000
Riverside boat ramp	concrete repairs	Missouri Basin	Boat Ramp		USBR	USBR	Low	Maintenance	\$250,000
Hellgate boat ramp east	concrete repairs needed	Missouri Basin	Boat Ramp	Not Applicable	USBR	USBR	Low	Maintenance	\$250,000
Goose Bay roads south	Less than a mile build up with gravel	Missouri Basin	Roadway	Not Applicable	USBR	USBR	Low	Maintenance	\$250,000
Confederate secondary roads	Less than a mile build up with gravel	Missouri Basin	Roadway	Not Applicable	USBR	USBR	Low	Maintenance	\$250,000
Indian Road roads	Less than a mile build up with gravel	Missouri Basin	Roadway	Parking Lot	USBR	USBR	Low	Maintenance	\$250,000
Cottonwood road	1- 5 miles build up with gravel	Missouri Basin	Roadway	Not Applicable	USBR	USBR	Low	Maintenance	\$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
Duck Creek roads secondary	Less than a mile build up with gravel	Missouri Basin	Roadway	Not Applicable	USBR	USBR	Low	Maintenance	\$250,000
Overlook DUA road	Less than a mile build up with gravel	Missouri Basin	Roadway	Parking Lot	USBR	USBR	Low	Maintenance	\$250,000
Fish Hawk Campground road	Less than a mile build up with gravel	Missouri Basin	Roadway	Parking Lot	USBR	USBR	Low	Maintenance	\$250,000
HRVV main road	Less than a mile Rehab road with gravel or pave, possible FLAP	Missouri Basin	Roadway	Parking Lot	USBR	Water District or Water User Groups	Low	Capital	\$250,000
HVRR road	1-5 miles rehab with gravel, possible FLAP	Missouri Basin	Roadway	Parking Lot	USBR	Water District or Water User 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					Capital	\$250,000
Yellowtail Dam Access Rd	Rock scaling	Missouri Basin	Roadway					Maintenance	\$250,000
Pathfinder Interpretive Trail	Resurfacing trail & meet ABA accessibility on swinging bridge	Upper Colorado Basin	Trail	Bridge	USBR	County	Medium	Capital	\$250,000
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
Bull Lake Access Road	Road repairs and resurfacing	Upper Colorado Basin	Roadway		Other Federal	Other Federal	Low	Capital	\$250,000
Rifle Gap Beach Road	Drainage Improvements, gravel resurfacing, earthwork and riprap bank stabil. on Rifle Gap Beach Rd.	Upper Colorado Basin	Roadway	Not Applicable	USBR	State	Low	Capital	\$250,000
Rifle Gap Entrance Road	Study and Repair Subsidence issues on Rifel Gap Entrance Road	Upper Colorado Basin	Roadway	Not Applicable	USBR	State	Medium	Capital	\$250,000
Rifle Gap Pavement Maintenance	Chip seal all paved surface in Rifle Gap park	Upper Colorado Basin	Roadway	Parking Lot	USBR	State	Low	Maintenance	\$250,000
Wind River Campground Road	Erosion repairs & resurfacing	Upper Colorado Basin	Roadway	Not Applicable	USBR	State	Medium	Maintenance	\$250,000
Chama River Staircase & Trail	Remove portions of structurally unsound staircase at the Rio Chama trailhead and repair	Upper Colorado Basin	Trail	Trail	USBR	State	Low	Maintenance	\$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 feet chip 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
Seminole Dam Access Rd	Repair and rock abatement	Upper Colorado Basin	Roadway					Maintenance	\$250,000
South Dam Boat Ramp Parking	Overlay Asphalt	Arkansas-Rio 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)**

DOI Unified Region Name (Region #)	# of Needs Entered	Percentage of All Needs 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%
<b>Total</b>	<b>354</b>	<b>100%</b>

**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
<b>Total</b>	<b>323</b>
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
<b>Total</b>	<b>325</b>



**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 Associated with the Need (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%

**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%
<b>Total</b>	<b>314</b>	<b>100%</b>

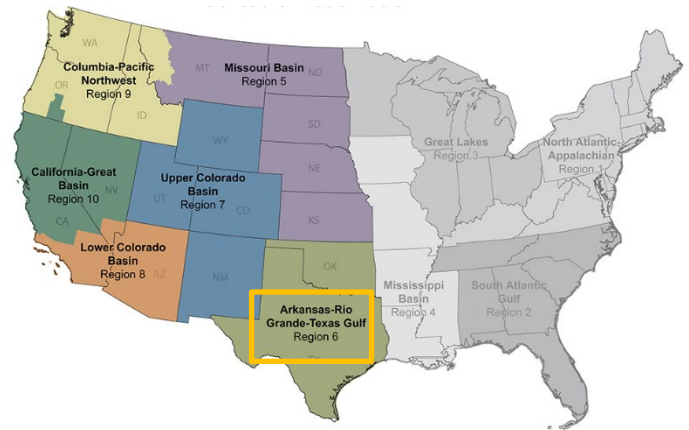
**Table 11. Summary of Needs Observed Visitation level at the Site the Need is Located  
(RE. 4. What is the level of visitation at the site?)**

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%
<b>Total</b>	<b>308</b>	<b>100%</b>

# 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
<b>TOTAL</b>	<b>354</b>

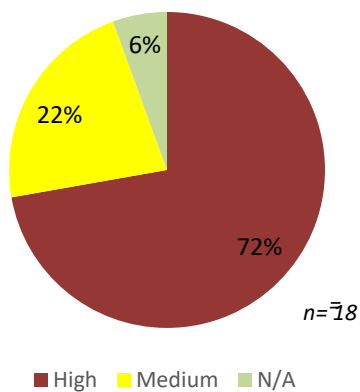


The following tables summarize details about the needs entered as they relate to the region, and also compared to the Reclamation-wide summary. When a table states "Breakdown by Region," it is referring to the percentage based on all needs entered in that region. When a table states "Breakdown Across All Regions," it is showing how that same need category or element broke down 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.

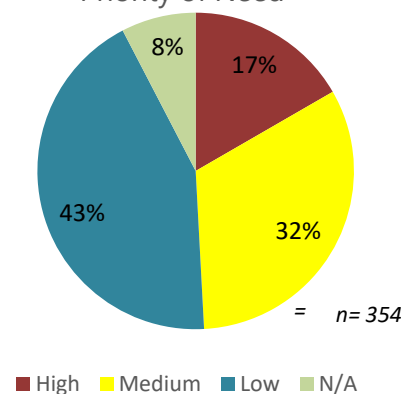
### Priority of Need and Cost

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.

A-RG-TG - Priority of Need



All Reclamation Regions - Priority of Need



Priority of the Need (n=18)				
Estimated Cost Range	High	Medium	Low	Priority Not 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%

Project Type	# Needs Entered for the Region	Breakdown by Region (n=18)	Breakdown Across All Reclamation 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

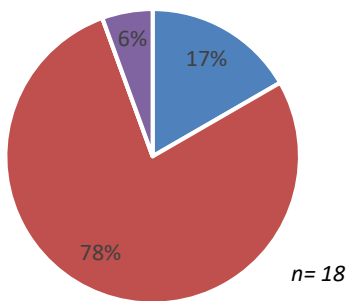
The Arkansas-Rio Grande-Texas Gulf Region assessed that all the facilities their needs were located on were in poor condition, or that they will fail with no improvements. Seventeen, or 94% of the 18 needs, were assessed to be on sites with high or medium turn back risk. Across all Reclamation regions, 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.

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

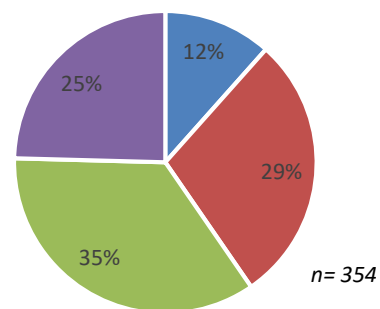
## Safety Risk Associated with Needs

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.

A-RG-TG - Safety Risk Associated with Need



All Reclamation Regions - Safety Risk Associated with Need



■ High ■ Medium ■ Low ■ Not Applicable or Blank

■ High ■ Medium ■ Low ■ Not Applicable or Blank

### 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.

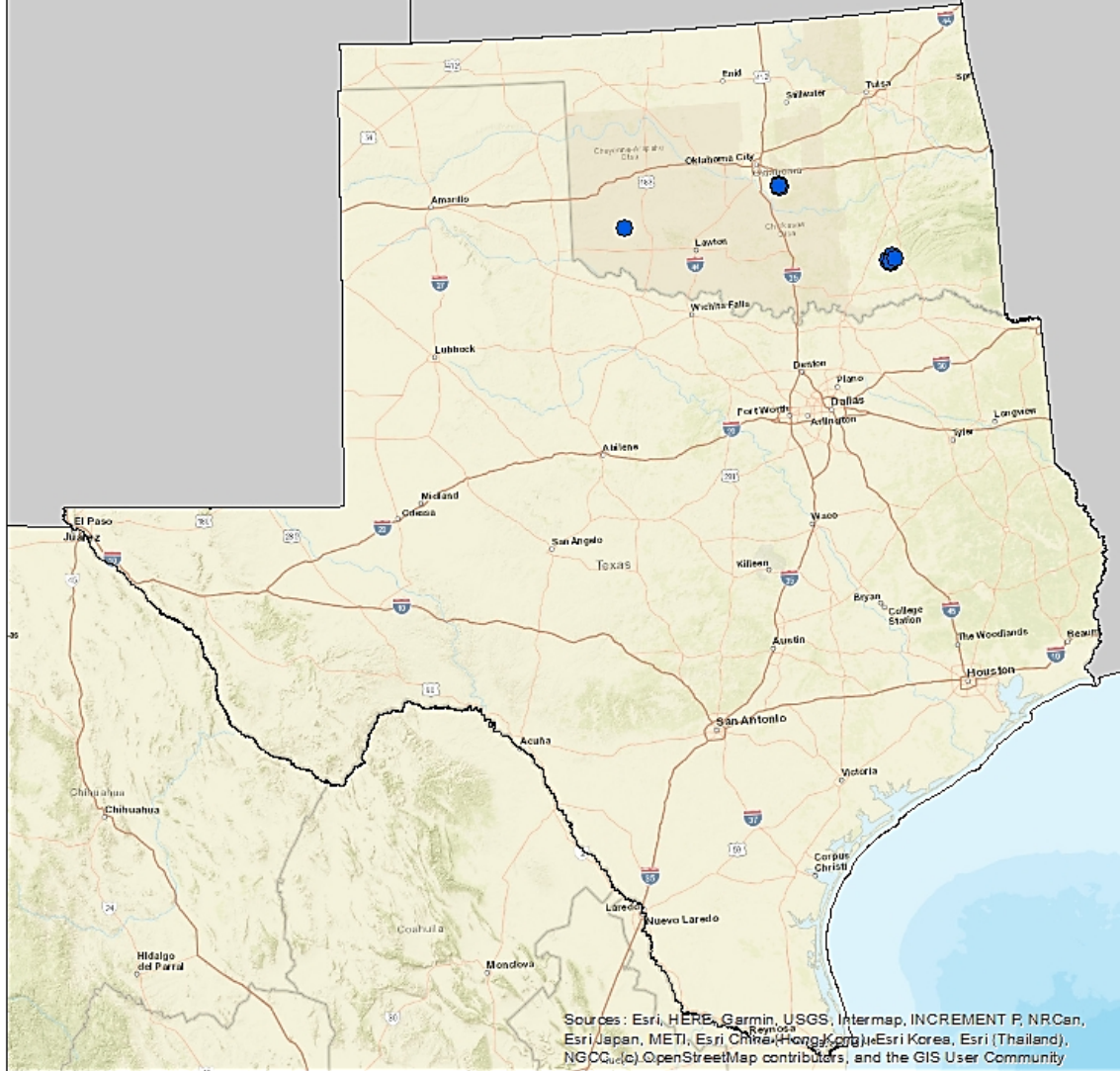
Visitation Levels at Sites Associated with Need	# Needs Entered for the Region	Breakdown by Region (n=18)	Breakdown Across All Reclamation Regions (n=354)
High (at or over capacity)	17	94%	23%
Medium (near capacity)	0	0%	27%
Low (underutilized)	0	0%	22%
Not Applicable or Blank	1	6%	28%

### 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.

# Needs by Region Arkansas-Rio Grande-Texas Gulf

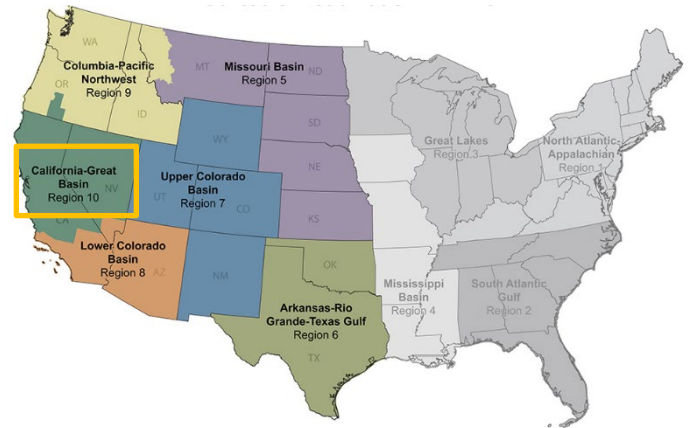
● Reclamation Needs



# 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
<b>TOTAL</b>	<b>354</b>

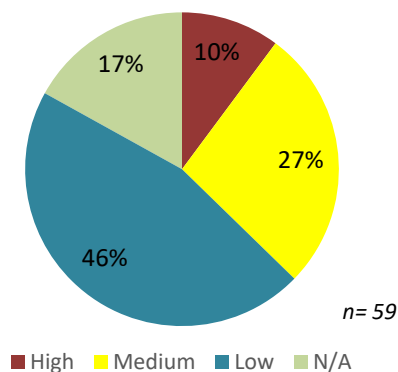


The following tables summarize details about the needs entered as they relate to the region, and also compared to the Reclamation-wide summary. When a table states “Breakdown by Region,” it is referring to the percentage based on all needs entered in that region. When a table states “Breakdown Across All Regions,” it is showing how that same need category or element broke down 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.

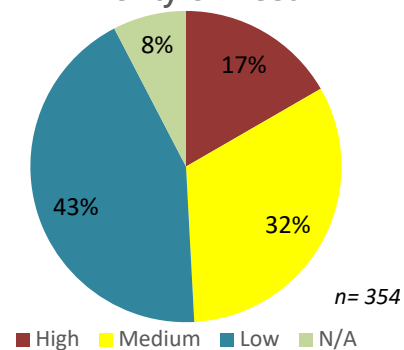
### Priority of Need and Cost

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 \$1,000,000 for each need.

California-GB - Priority



All Reclamation Regions - Priority of Need





Estimated Cost Range	Priority of the Need (n=59)			
	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.

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

Project Type	# Needs Entered for the Region	Breakdown by Region	Breakdown Across All Reclamation 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

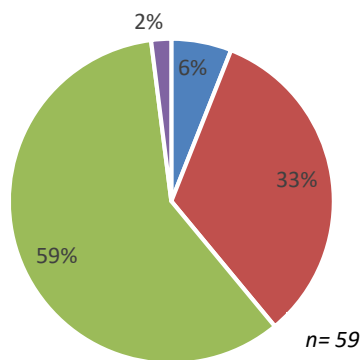
The California-Great Basin Region assessed that just under half of the facilities their needs were located on were in poor or failing condition, or that they will fail with no improvements. Two, or 4% of the 59 needs, were assessed to be on sites with high or medium turn back risk. Across all Reclamation 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.

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

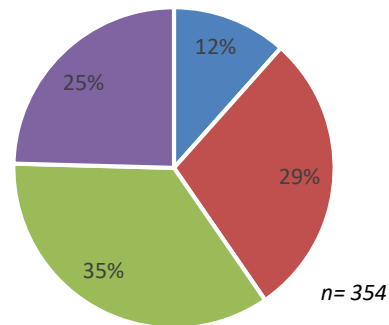
## Safety Risk Associated with Needs

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.

California-GB - Safety Risk Associated with Need



All Reclamation Regions - Safety Risk Associated with Need



■ High ■ Medium ■ Low ■ Not Applicable or Blank

■ High ■ Medium ■ Low ■ Not Applicable or Blank

### 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

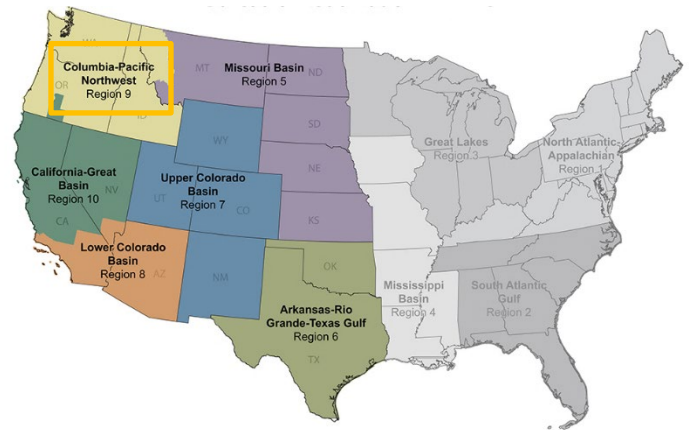
The next page includes a map of the location of the needs in the California-Great Basin Region. The majority of needs identified were at Reclamation sites in California.



# 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
<b>TOTAL</b>	<b>354</b>

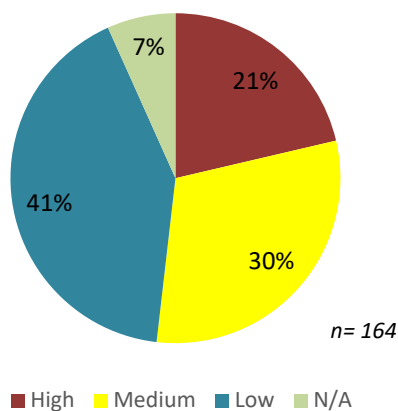


The following tables summarize details about the needs entered as they relate to the region, and also compared to the Reclamation-wide summary. When a table states “Breakdown by Region,” it is referring to the percentage based on all needs entered in that region. When a table states “Breakdown Across All Regions,” it is showing how that same need category or element broke down 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.

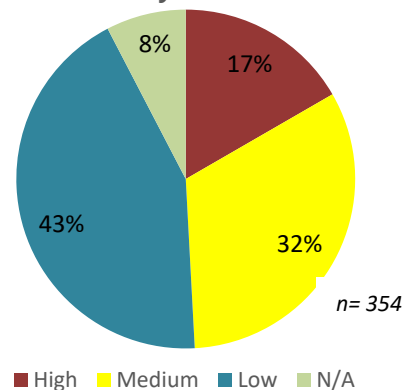
### Priority of Need and Cost

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.

C-PNW - Priority of Need



All Reclamation Regions - Priority of Need



■ High ■ Medium ■ Low ■ N/A

■ High ■ Medium ■ Low ■ N/A

Estimated Cost Range	Priority of the Need (n=164)			Priority Not Identified
	High	Medium	Low	
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.

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

Project Type	# Needs Entered for the Region	Breakdown by Region (n=164)	Breakdown Across All Reclamation 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.

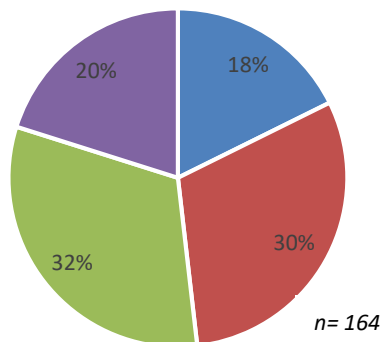
Facility Condition	# Needs Entered for the Region	Breakdown by Region (n=164)	Breakdown Across All Reclamation Regions (n=354)
Failed - Does not meet intended use	26	16%	12%
Poor - Will fail with no action	30	18%	25%
Fair - Sustainable through maintenance/operations	77	47%	41%
Good	3	2%	4%
Not Applicable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

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

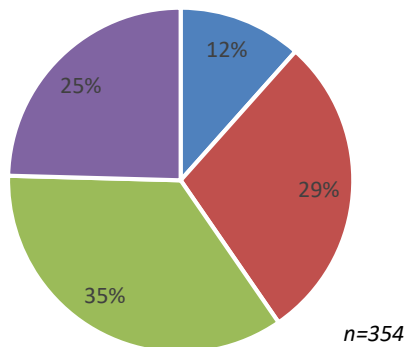
### Safety Risk Associated with Needs

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.

C-PNW - Safety Risk Associated with Need



All Reclamation Regions - Safety Risk Associated with Need



■ High ■ Medium ■ Low ■ Not Applicable or Blank

■ High ■ Medium ■ Low ■ Not Applicable or Blank

### Visitation Levels at Sites Associated with Needs

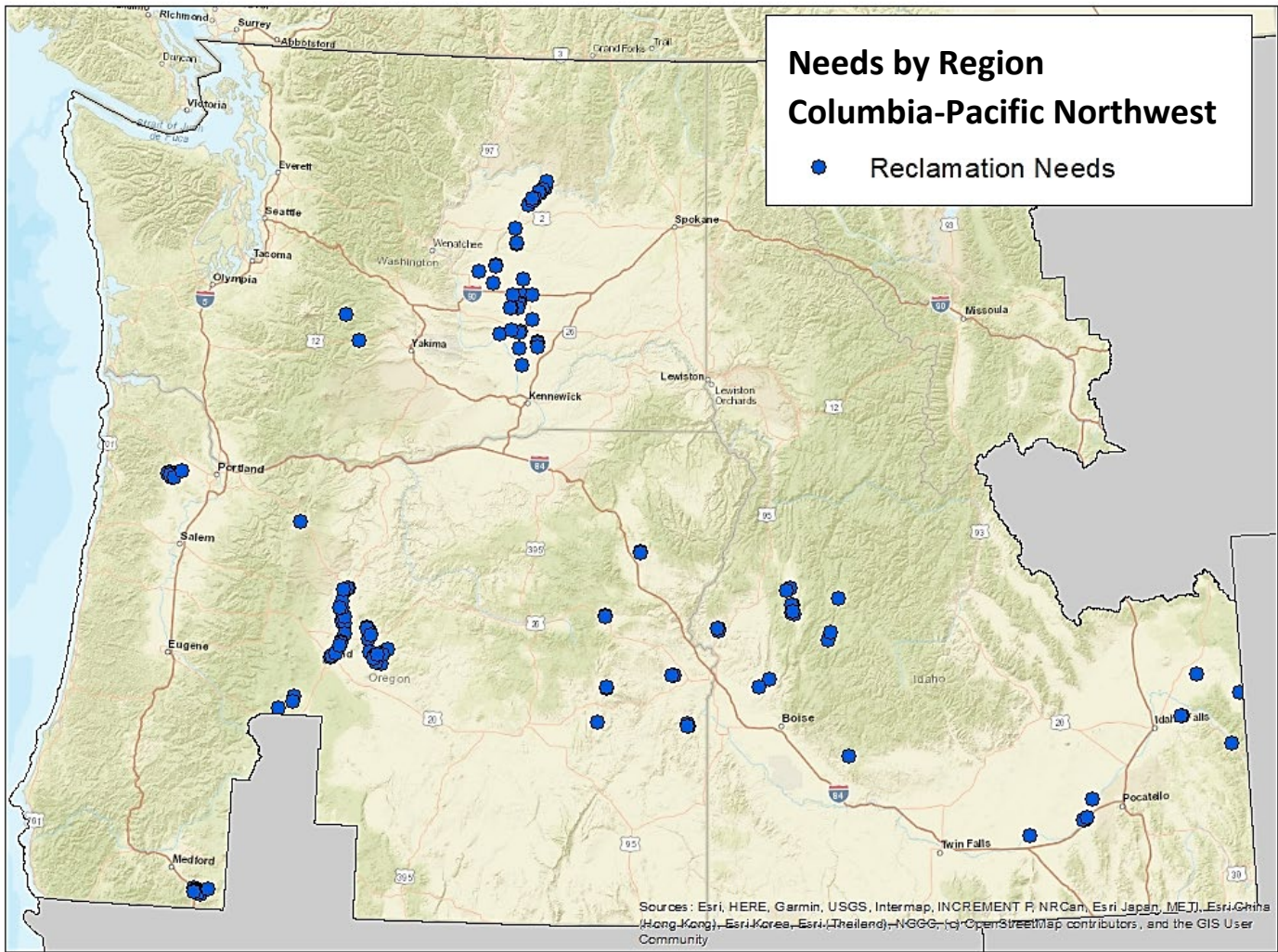
The Columbia-Pacific Northwest Region needs were fairly evenly spread across sites that were experiencing varying visitation levels. This was in line with what was reported across all Reclamation regions.

Visitation Levels at Sites Associated with Need	# Needs Entered for the Region	Breakdown by Region (n=164)	Breakdown Across All Reclamation 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.

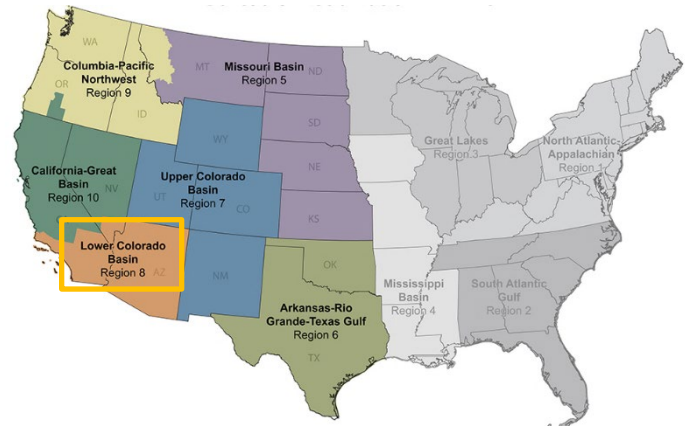




# Appendix F. Lower Colorado Basin 2018-2019 Transportation Needs Assessment Summary

## National Summary of Results

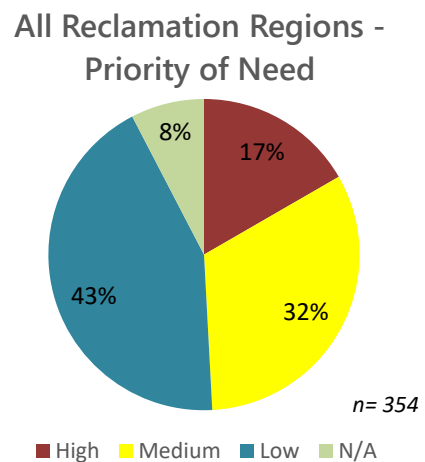
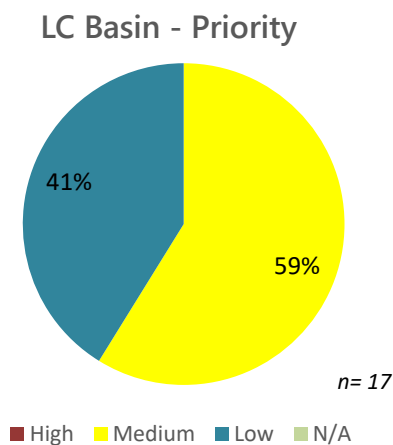
REGION	TOTAL NEEDS IDENTIFIED
Arkansas-Rio Grande-Texas Gulf	18
California-Great Basin	59
Columbia-Pacific Northwest	164
Lower Colorado Basin	17
Missouri Basin	45
Upper Colorado Basin	31
<b>TOTAL</b>	<b>354</b>



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 broke down 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 \$1,000,000 for each need.



Estimated Cost Range	Priority of the Need (n=17)			
	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.

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

Project Type	# Needs Entered for the Region	Breakdown by Region	Breakdown Across All Reclamation 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

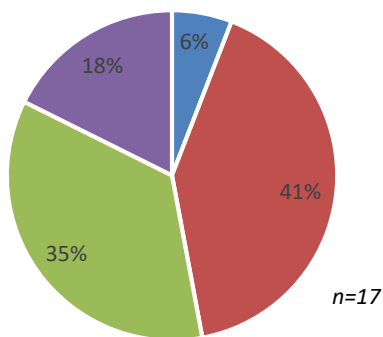
The Lower Colorado Basin Region assessed that 59% of the facilities their needs were located on were in poor or failing condition, or that they will fail with no improvements. None of their needs were at sites with high or medium turn back risk. Across all Reclamation regions, 31% of all needs were identified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

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

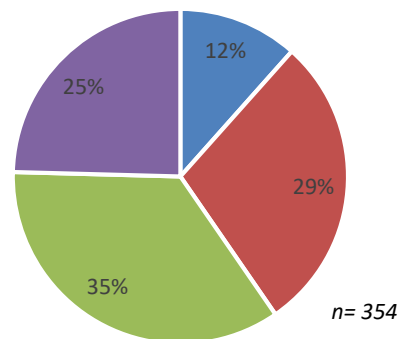
### Safety Risk Associated with Needs

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.

Lower Colorado - Safety Risk Associated with Need



All Reclamation Regions - Safety Risk Associated with Need



■ High ■ Medium ■ Low ■ Not Applicable or Blank

■ 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.

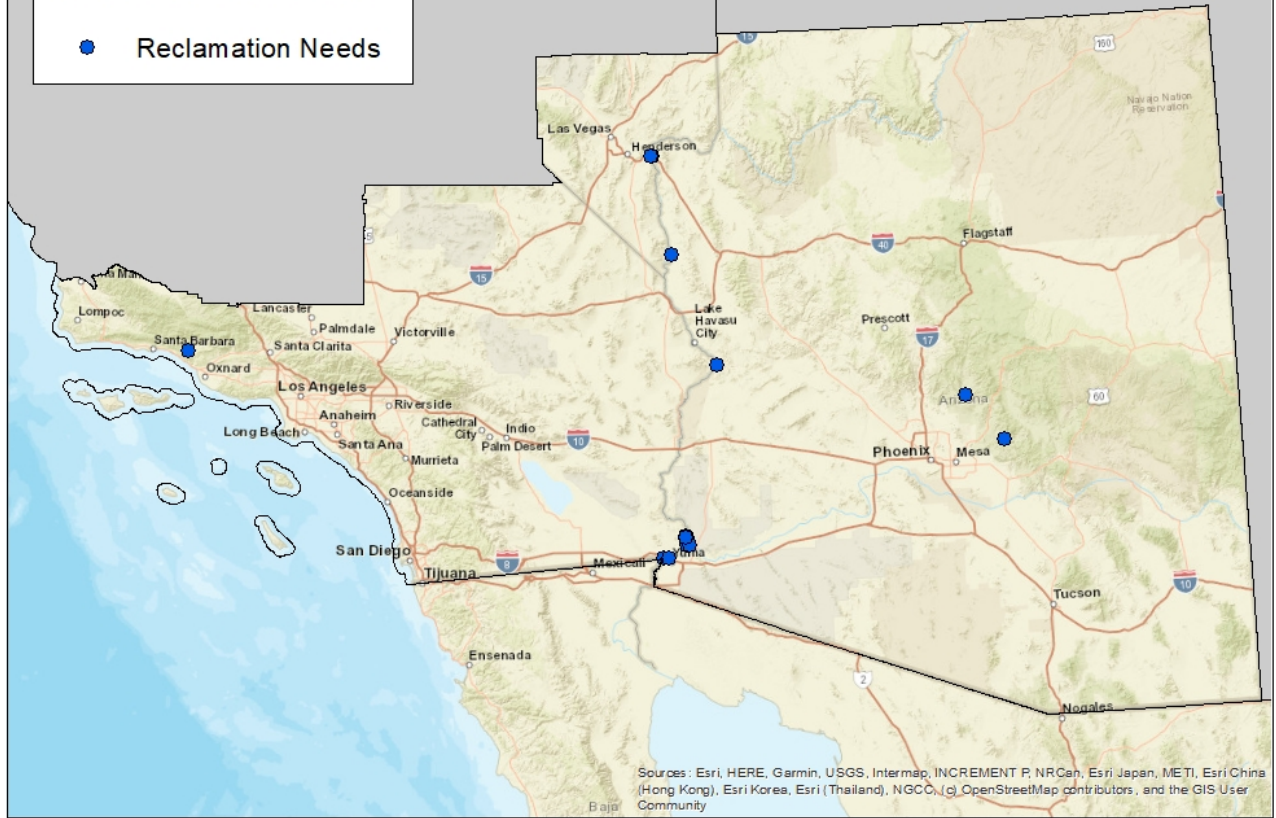
Visitation Levels at Sites Associated with Need	# Needs Entered for the Region	Breakdown by Region (n=17)	Breakdown Across All Reclamation Regions (n=354)
High (at or over capacity)	1	6%	23%
Medium (near capacity)	7	42%	27%
Low (underutilized)	1	6%	22%
Not Applicable or Blank	8	47%	28%

### Location of Needs

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

# Needs by Region Lower Colorado Basin

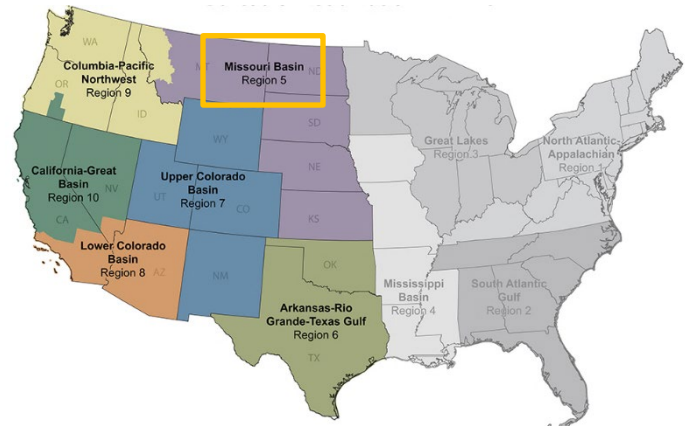
● Reclamation Needs



# 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
<b>TOTAL</b>	<b>354</b>

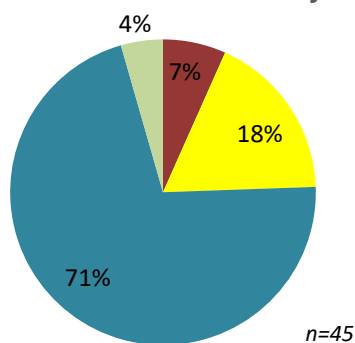


The following tables summarize details about the needs entered as they relate to the region, and also compared to the Reclamation-wide summary. When a table states “Breakdown by Region,” it is referring to the percentage based on all needs entered in that region. When a table states “Breakdown Across All Regions,” it is showing how that same need category or element broke down 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

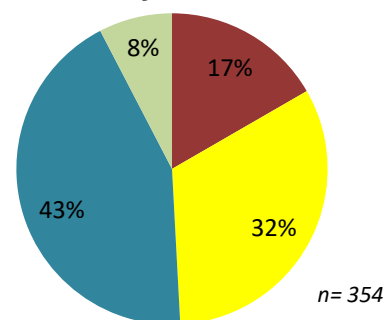
The Missouri Basin Region identified 45 needs, for a total estimated median cost of \$25 million. The majority of needs were assessed to be low priority and estimated to cost less than \$1,000,000 for each need.

Missouri Basin - Priority



■ High ■ Medium ■ Low ■ N/A

All Reclamation Regions - Priority of Need



■ High ■ Medium ■ Low ■ N/A

Estimated Cost Range	Priority of the Need (n=45)			
	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.

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

Project Type	# Needs Entered for the Region	Breakdown by Region	Breakdown Across All Reclamation 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

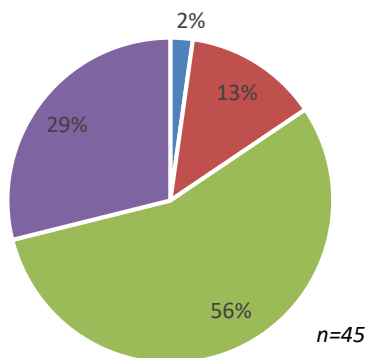
The Missouri Basin Region assessed that all the facilities their needs were located on were in poor condition, or that they will fail with no improvements. Nine, or 4% of the 45 needs, were assessed to be on sites with high or medium turn back risk. Across all Reclamation regions, 31% of all needs were 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%

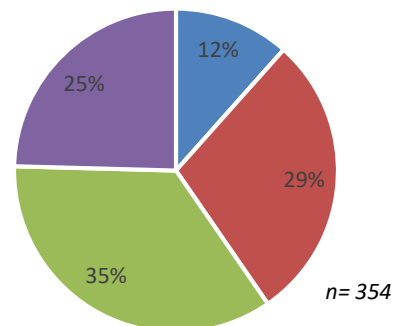
## Safety Risk Associated with Needs

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.

Missouri Basin - Safety Risk Associated with Need



All Reclamation Regions - Safety Risk Associated with Need



■ High ■ Medium ■ Low ■ Not Applicable or Blank

■ High ■ Medium ■ Low ■ Not Applicable or Blank

### 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.

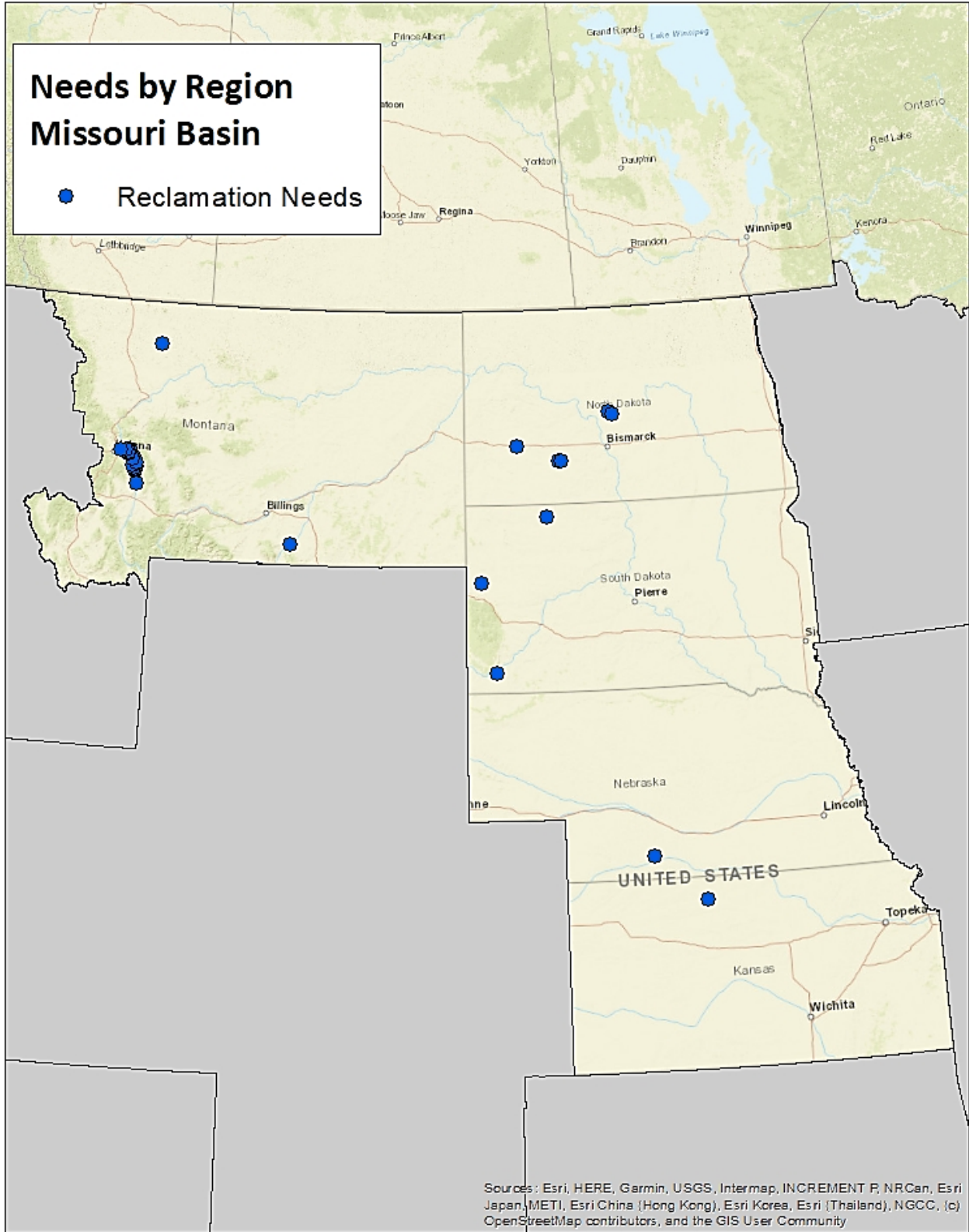
Visitation Levels at Sites Associated with Need	# Needs Entered for the Region	Breakdown by Region (n=45)	Breakdown Across All Reclamation Regions (n=354)
High (at or over capacity)	9	20%	23%
Medium (near capacity)	14	31%	27%
Low (underutilized)	16	36%	22%
Not Applicable or Blank	6	13%	28%

### Location of Needs

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

# Needs by Region Missouri Basin

● Reclamation Needs

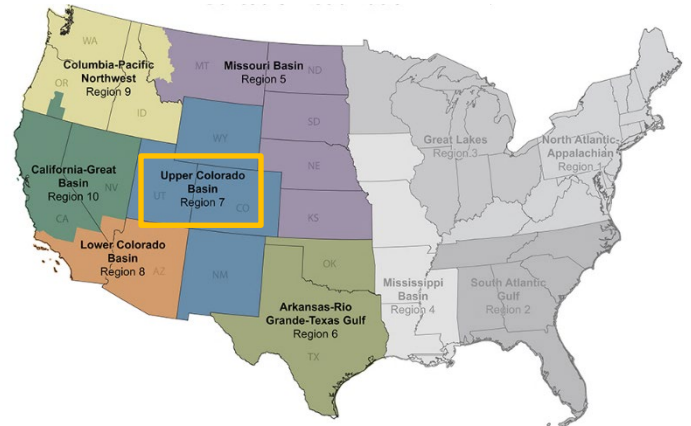


Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

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

## National Summary of Results

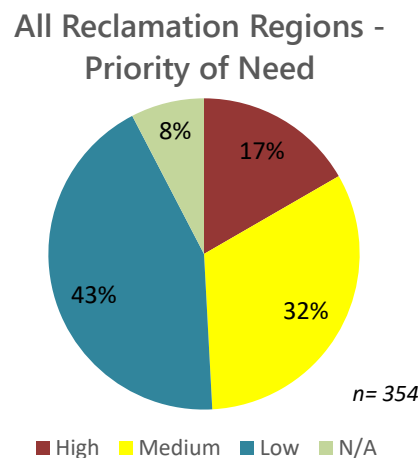
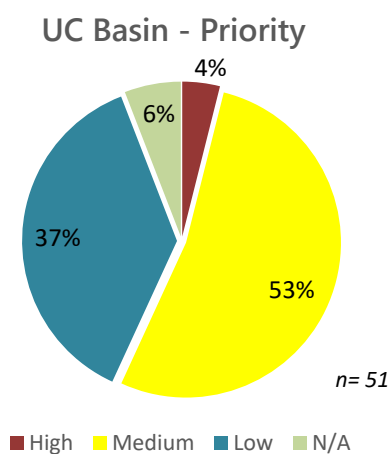
REGION	TOTAL NEEDS IDENTIFIED
Arkansas-Rio Grande-Texas Gulf	18
California-Great Basin	59
Columbia-Pacific Northwest	164
Lower Colorado Basin	17
Missouri Basin	45
Upper Colorado Basin	51
<b>TOTAL</b>	<b>354</b>



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 broke down 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.



Estimated Cost Range	Priority of the Need (n=51)			
	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.

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

Project Type	# Needs Entered for the Region	Breakdown by Region	Breakdown Across All Reclamation 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

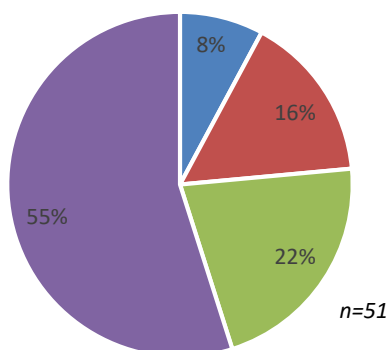
The Upper Colorado Basin Region assessed that about a third of the facilities their needs were located on were in poor or failing condition, or that they will fail with no improvements. Only two of their needs were at sites with high or medium turn back risk. Across all Reclamation regions, 31% of all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

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

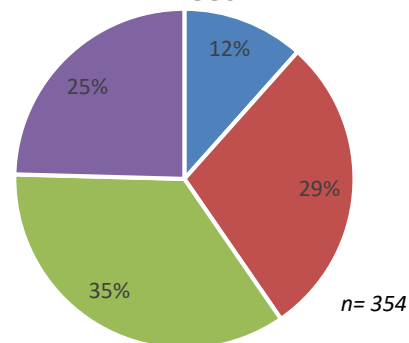
## Safety Risk Associated with Needs

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.

UC Basin- Safety Risk Associated with Need



All Reclamation Regions - Safety Risk Associated with Need



■ High ■ Medium ■ Low ■ Not Applicable or Blank

■ 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.

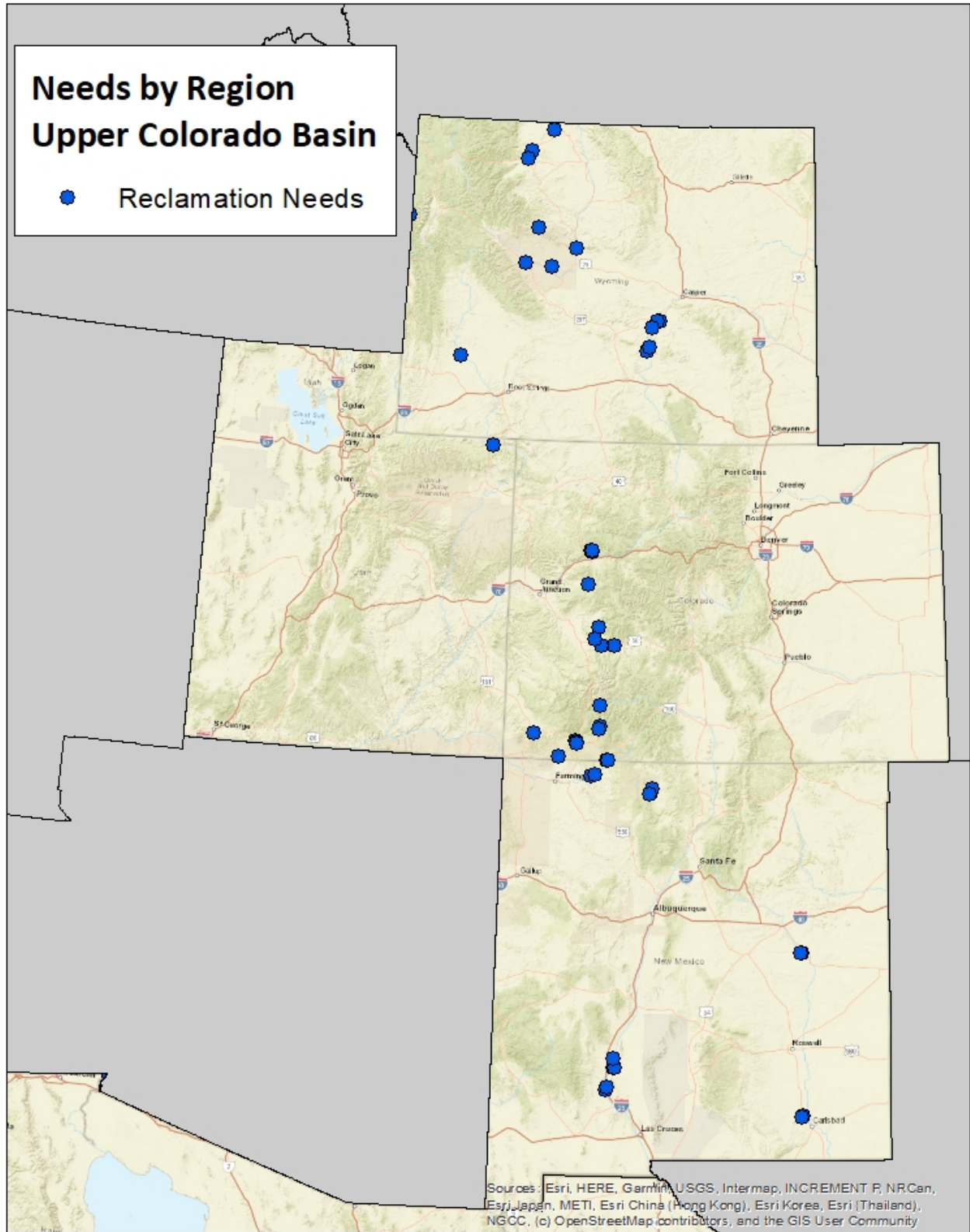
Visitation Levels at Sites Associated with Need	# Needs Entered for the Region	Breakdown by Region (n=17)	Breakdown Across All Reclamation Regions (n=354)
High (at or over capacity)	9	18%	23%
Medium (near capacity)	8	16%	27%
Low (underutilized)	10	19%	22%
Not Applicable or Blank	24	47%	28%

### Location of Needs

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

# Needs by Region Upper Colorado Basin

● Reclamation Needs



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community



# 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)
Arizona	CATTAIL COVE	Central Federal Lands Highway Division, FHWA	AZ State Parks	4R-Reconstruction-Relocation	Lower Colorado Region - Lake 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
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
Colorado	LAKE NIGHTHORSE ACCESS	Central Federal Lands Highway 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
Colorado	NICHOLS ROAD	Central Federal Lands Highway 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	CAWKER CITY CAUSEWAY	Central Federal Lands Highway Division, FHWA	Mitchell County	3R-Maintenance-Resurfacing	Waconda Lake	2015	2018	\$573 Thousand	\$716 Thousand
Kansas	CHENEY RESERVOIR ACCESS	Central Federal Lands Highway Division, FHWA	Kingman County	3R-Maintenance-Resurfacing		2018	2021	\$938 Thousand	\$1.3 Million
Montana	FRESNO RESERVOIR ROAD SURFACE PRESERVATION PROJECT	Western Federal Lands Highway Division, FHWA	Hill County	3R-Maintenance-Resurfacing	Fresno Reservoir	2014	2018	\$395 Thousand	\$456 Thousand
Montana	GOOSE BAY ROAD	Broadwater County	Broadwater County	3R-Maintenance-Resurfacing	Campground area on Canyon Ferry Reservoir	2016	2021	\$1.3 Million	\$1.5 Million
Montana	LAKE ELWELL BOR LANDS ACCESS	Western Federal Lands Highway Division, FHWA	Liberty County	3R-Maintenance-Resurfacing	Lake Elwell, Tiber Dam, Marias 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 Mexico	LAKESHORE ROAD	Central Federal Lands Highway 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 Dakota	PELICAN POINT ACCESS ROAD	Central Federal Lands Highway 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
Oregon	HAGG LAKE PERIMETER ROAD; MP 2.7 SLIDE REPAIR	Western Federal Lands Highway Division, FHWA	Washington County	4R-Reconstruction-Relocation	Scoggins Dam & Henry Hagg Lake	2016	2017	\$2.8 Million	\$3.1 Million
Utah	CAUSEY RESERVOIR ACCESS	Central Federal Lands Highway Division, FHWA	Weber County	3R-Maintenance-Resurfacing	Causey Dam	2019	2025	\$7.4 Million	\$9.2 Million
Wyoming	GROS VENTRE ROAD	Central Federal Lands Highway Division, FHWA	Natrona County	3R-Maintenance-Resurfacing	Alcova Reservoir	2018	2020	\$3.2 Million	\$4.0 Million
Wyoming	KORTES ROAD	Central Federal Lands Highway Division, FHWA	Natrona County	3R-Maintenance-Resurfacing	Great Plains Region	2013	2021	\$10.5 Million	\$11.6 Million
<b>Total Projects</b>	25							<b>Estimated Total Project Costs</b>	<b>\$110 Million</b>

## 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

The Reclamation National LRTP was prepared by Reclamation's Asset Management Division and Federal Lands Highway Central Federal Lands Highway Division.

The U.S. Department of Transportation Volpe Center, representatives from across Reclamation regions and divisions, and representatives from across Federal Lands Highway, provided significant edits and content throughout development.