

COLORADO FEDERAL LANDS ACCESS PROGRAM (FLAP)

PROJECT APPLICATION – DRAFT

Application Deadline: August 31, 2026

SECTION 1: APPLICANT INFORMATION

Primary Applicant:	Town of Grand Lake
Applicant Type:	Local Government
Mailing Address:	PO Box 99, Grand Lake, Colorado 80447
Contact Name:	Steve Kudron, Town Manager
Phone:	[INSERT PHONE]
Email:	[REDACTED]
Federal Tax ID:	[INSERT EIN]
DUNS/UEI Number:	[INSERT UEI]
FLMA Sponsor:	U.S. Bureau of Reclamation – Eastern Colorado Area Office
FLMA Contact:	Melissa Panella, Natural Resource Specialist
FLMA Contact Info:	Bureau of Reclamation U.S. Dept. of the Interior Eastern CO Area Office MO Basin & AR-Rio Grande-TX Gulf Region
Federal FLAP Contact:	Andrew Valdez, Planning Team Lead – [REDACTED]

SECTION 2: PROJECT IDENTIFICATION

Project Title:	East Inlet Boat Ramp Rehabilitation – Town of Grand Lake
Project Location:	East Inlet Boat Ramp, Grand Lake, Grand County, Colorado
Latitude / Longitude:	[INSERT COORDINATES]
Facility Owner:	Town of Grand Lake
Facility Maintainer:	Town of Grand Lake
Federal Land Accessed:	Colorado-Big Thompson Project Waters (Bureau of Reclamation); adjacent Rocky Mountain National Park (National Park Service)
Distance from Federal Land:	On-site / Adjacent – 0 miles
Estimated Total Project Cost:	[\$[INSERT ENGINEER'S ESTIMATE]]
Requested FLAP Funding:	[\$[INSERT AMOUNT]] (up to 100% of project cost)

Non-FLAP Funds Proposed:	None at this time (match not required)
Anticipated Construction Year:	2029–2030 (per FLAP program schedule)

SECTION 3: PROJECT DESCRIPTION

3.1 Existing Conditions

The East Inlet boat ramp is a Town-owned, publicly accessible boat launch facility located on the eastern shore of Grand Lake in Grand Lake, Colorado. Grand Lake is Colorado's largest natural lake and one of the state's premier recreational destinations, drawing an estimated [INSERT ANNUAL VISITOR COUNT] visitors per year. The lake sits at the western entrance of Rocky Mountain National Park and is directly connected to Shadow Mountain Reservoir and Granby Reservoir through the Colorado-Big Thompson Project (CBT), a federal water conveyance system owned and managed by the U.S. Bureau of Reclamation.

The East Inlet ramp is the primary public access point for motorized and non-motorized watercraft accessing Grand Lake and the interconnected CBT waters. Current deficiencies at the facility include:

- Deteriorated launch surface: The concrete ramp surface exhibits significant cracking, spalling, and uneven settlement, creating hazardous launch and retrieval conditions.
- Inadequate parking and staging: The adjacent vehicle and trailer parking area is undersized relative to peak demand, resulting in congestion and unsafe maneuvering conditions.
- Limited accessibility: The facility does not meet current ADA accessibility standards for persons with disabilities.
- Absent or degraded amenities: Restroom facilities, courtesy docks, signage, and interpretive panels are lacking or in disrepair.
- Environmental concerns: Stormwater management is inadequate, contributing to erosion and sedimentation at the launch area.

3.2 Proposed Improvements

The Town of Grand Lake proposes a comprehensive rehabilitation of the East Inlet boat ramp facility. The scope of work is anticipated to include the following elements, subject to final design and NEPA review:

- Full reconstruction of the concrete boat launch ramp to current engineering standards, including appropriate slope, surface texture, and sub-base preparation.
- Expansion and reconfiguration of vehicle and trailer parking area to accommodate peak visitation demand safely.
- Installation of a courtesy/staging dock to improve the efficiency and safety of launching and retrieval.
- ADA-compliant access pathways, parking spaces, and amenity areas.
- Stormwater management improvements, including appropriate drainage infrastructure and erosion control measures.

- Replacement or installation of restroom facilities.
- Contextual wayfinding signage, interpretive panels highlighting the Colorado-Big Thompson Project and Rocky Mountain National Park, and landscaping.
- Lighting improvements for safety during low-visibility conditions.

The improvements are designed to extend the service life of the facility, eliminate existing safety hazards, improve public access, and enhance the visitor experience in a manner consistent with the natural character of Grand Lake and the surrounding federal lands.

SECTION 4: FEDERAL LANDS ACCESS AND NEXUS

4.1 Federal Land Destination

The East Inlet boat ramp provides direct public watercraft access to the navigable waters of Grand Lake and the Colorado-Big Thompson Project (CBT), a federally owned and Bureau of Reclamation-managed water project. The CBT system includes Grand Lake, Shadow Mountain Reservoir, and Granby Reservoir, all of which are public recreation areas accessible via water from the East Inlet ramp. These BOR-managed waters constitute an eligible federal land destination under the Federal Lands Access Program.

Additionally, Grand Lake is situated at the western boundary of Rocky Mountain National Park (RMNP), one of the most visited National Parks in the United States. Visitors using the East Inlet ramp for non-motorized access to the upper Grand Lake and East Inlet corridor access NPS lands directly. The proximity and functional connection between the boat ramp and these two distinct federal land units – BOR and NPS – substantially strengthens the project's federal access nexus.

4.2 High-Use Recreation Site Qualification

Grand Lake and the surrounding area represent one of Colorado's highest-use federal recreation corridors. Rocky Mountain National Park received approximately [INSERT NPS VISITATION DATA] visitors in [INSERT YEAR], consistently ranking among the top five most-visited national parks in the United States. Grand Lake serves as the primary western gateway to RMNP and a major recreational destination in its own right. The East Inlet boat ramp is the principal public launch facility serving this high-use area, placing this project squarely within the statutory preference category for FLAP funding.

4.3 Federal Economic Generator

Recreational boating on Grand Lake generates substantial economic activity for the Town of Grand Lake and Grand County. Visitors utilizing the boat ramp contribute to local spending in lodging, food and beverage, retail, boat rentals, fishing guide services, and related tourism activities. The Town's economy is heavily dependent on the recreational appeal of Grand Lake and the federal lands that surround it. Maintaining and enhancing the quality of boat ramp access directly supports the economic vitality of the community and the region.

4.4 Federal Land Management Agency Support

The Town has been working cooperatively with Melissa Panella, Natural Resource Specialist, U.S. Bureau of Reclamation, Eastern Colorado Area Office (Missouri Basin and Arkansas-Rio Grande-Texas Gulf Region). Ms. Panella has provided guidance on the FLAP application

process and has indicated BOR's support for the proposed project given its direct connection to BOR-managed waters of the Colorado-Big Thompson Project. A formal Federal Land Management Agency Support Form and Project Endorsement Form will be secured from BOR prior to final application submission.

SECTION 5: PROJECT NEED AND JUSTIFICATION

5.1 Safety

The deteriorated condition of the existing ramp surface poses a direct safety risk to boaters, their equipment, and vehicle operators. Uneven and cracked concrete, combined with algae growth in areas with poor drainage, creates fall and trip hazards. The inadequate parking area forces vehicles to maneuver in close proximity to the launch area, increasing the risk of vehicle-to-vehicle conflicts and incidents near the water's edge. Rehabilitation of the facility is necessary to eliminate these documented safety deficiencies.

5.2 Preservation of Public Access

Without investment, continued deterioration will reduce the operational usability of the ramp and could ultimately require closure of the facility. Closure of the East Inlet ramp would eliminate the primary public watercraft access point to Grand Lake and BOR waters, significantly degrading public access to federal lands in the region. The proposed rehabilitation preserves and enhances this critical point of public access.

5.3 Sustainability and Environmental Quality

Improved stormwater management and erosion control as part of the rehabilitation will reduce sedimentation and water quality impacts to Grand Lake, a high-quality natural lake within a sensitive mountain ecosystem. ADA improvements will ensure the facility is accessible to all members of the public, consistent with the Town's and the federal government's commitment to equitable public access.

SECTION 6: PRELIMINARY COST ESTIMATE

The following is a preliminary planning-level cost estimate. A detailed engineer's estimate will be provided with the final application submittal.

Work Item	Estimated Cost	Notes
Ramp Reconstruction (concrete, subbase, grading)	[\$TBD]	Engineer estimate
Parking Lot Reconfiguration and Expansion	[\$TBD]	Engineer estimate
Courtesy/Staging Dock	[\$TBD]	Engineer estimate
ADA Improvements	[\$TBD]	Engineer estimate
Stormwater / Drainage Infrastructure	[\$TBD]	Engineer estimate
Restroom Facility	[\$TBD]	Engineer estimate
Signage, Interpretive Panels, Landscaping	[\$TBD]	Engineer estimate
Mobilization, Contingency (20%)	[\$TBD]	20% of construction

Design and Engineering (15%)	\$[TBD]	15% of construction
TOTAL ESTIMATED PROJECT COST	\$[TBD]	FLAP 100% eligible

Note: A formal engineer's opinion of probable cost will be obtained and included with the final application. The Town requests 100% FLAP funding with no local match.

SECTION 7: VISITATION AND TRAFFIC DATA

Annual Ramp Users (launches):	[INSERT – obtain from Town records / boat ramp permit data]
Peak Season:	Memorial Day Weekend through Labor Day
Average Daily Traffic (road to ramp):	[INSERT ADT – coordinate with CDOT or conduct count]
Rocky Mountain National Park Annual Visits:	[INSERT – source: NPS Stats, nps.gov/stats]
Grand Lake Town Visitor Estimate:	[INSERT – source: Grand County Tourism / Grand Lake Chamber]

NOTE TO APPLICANT: Accurate ADT and visitation data are required supporting documents for a complete FLAP application. Contact the Colorado Department of Transportation or conduct a traffic count to obtain ADT. Contact the Grand Lake Chamber of Commerce and review NPS visitation statistics at nps.gov/stats.

SECTION 8: RESPONSE TO FLAP EVALUATION CRITERIA

Evaluation Criterion	Project Response
Consistent with FLAP's Vision	Directly improves a public transportation facility (boat ramp) that provides access to BOR-managed federal waters of the Colorado-Big Thompson Project and adjacent NPS lands.
Federal Lands Access Proximity & Significance	On-site / 0 miles. Direct access to BOR and NPS federal lands. One of the most visited federal recreation corridors in the Rocky Mountain region.
High-Use Recreation Site / Federal Economic Generator	Grand Lake is a premier high-use recreation destination. Rocky Mountain National Park is one of the top 5 most-visited national parks in the U.S. The facility directly supports millions of dollars in annual local tourism spending.
Improves Public Access	Rehabilitation eliminates safety hazards and capacity constraints that restrict current public use. ADA improvements expand access to persons with disabilities.
Safety Improvement	Addresses documented concrete deterioration, drainage hazards, and vehicle/trailer conflict areas that pose risks to users.

Preservation	Reconstructs a deteriorating public facility to extend its useful life and prevent loss of public access to federal lands.
Sustainability & Environmental Quality	Improved stormwater management reduces sedimentation and water quality impacts in a sensitive mountain lake ecosystem.
Project Cost & Scope Risk	Scope is well-defined and limited to rehabilitation of an existing facility. No ROW acquisition required. NEPA is anticipated to be a Categorical Exclusion.
Coordination with FLMA	Active coordination underway with BOR Natural Resource Specialist Melissa Panella. BOR endorsement anticipated for final submission.

SECTION 9: SUPPORTING DOCUMENTS CHECKLIST

The following supporting documents are required for a complete application packet. Items marked [DRAFT] are included herein; items marked [TO OBTAIN] must be secured prior to final submission.

- [DRAFT] Project Application Narrative (this document)
- [TO OBTAIN] Completed Colorado FLAP Application Form (download from <https://highways.dot.gov/federal-lands/programs-access/CO>)
- [TO OBTAIN] Project Endorsement Form (signed by authorized Town official)
- [TO OBTAIN] Federal Land Management Agency (BOR) Support Form – coordinate with Melissa Panella
- [TO OBTAIN] Detailed Engineer's Opinion of Probable Cost
- [TO OBTAIN] Accurate ADT / Visitation Data with source documentation
- [TO OBTAIN] Project Location Map and Site Maps
- [TO OBTAIN] Site Photographs (existing conditions)
- [TO OBTAIN] NEPA Determination Memo (anticipated: Categorical Exclusion)
- [N/A at this stage] Right-of-Way documentation (not required prior to application)

SECTION 10: SUBMISSION INFORMATION

Submit completed application packet by August 31, 2026 via email to: [REDACTED]

Copy: Andrew Valdez, Planning Team Lead – [REDACTED]

Copy: Melissa Panella, BOR Natural Resource Specialist – [INSERT MELISSA'S EMAIL]

Copy: Tara Piper, BOR FLAP Agency Contact – [REDACTED]