

Appendix C

San Luis Valley TPR Federal Lands Access

2050 Regional Transportation Plan



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PLAN

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COLORADO
Department of Transportation

San Luis Valley Transportation Planning Region - The Federal Highway Administration & Federal Lands Highways

The Federal Highway Administration recognizes the vital role transportation plays in the lives of the traveling public, influencing economic growth, public safety, and many other aspects of daily life.

Federal Lands Highways, a division of the Federal Highway Administration, provides financial resources, planning, transportation engineering, and project delivery for mobility networks that service the transportation needs of US federal lands and tribal partners. These include the National Park Service, the US Forest Service, the US Fish and Wildlife Service, the Bureau of Indian Affairs and Tribal Governments, the Bureau of Land Management, the Department of Defense, the US Army Corps of Engineers, and the Bureau of Reclamation.

Its mission is to provide efficient, reliable, and effective transportation systems while enhancing natural resources, protecting the environment, and ensuring recreational access for the traveling public. These essential services are delivered in all 50 states, the District of Columbia, Puerto Rico, and US Territories through the Headquarters, Eastern, Central, and Western Federal Lands Highway Division offices.

Federal Lands Highways recognizes that transportation systems are more than just a means of travel—they are often integral to the experience itself. Scenic byways, mountain passes, and historic routes are destinations in their own right, shaping how people connect with the landscapes they traverse. Federal Lands Highway's projects and services are designed to support and seamlessly integrate with the environment, fostering a deeper appreciation for the natural world and enhancing outdoor recreation. By improving access to national parks, forests, wildlife refuges, and public lands, these investments ensure that all Americans can continue to explore and enjoy our shared natural heritage. At the same time, they fuel economic growth by supporting local businesses, outdoor tourism, and gateway communities, generating jobs and revenue that benefit both rural and urban economies across the country.

Enhanced FLMA Coordination: Legislative Basis & Approach

State DOTs, MPOs, and local transportation agencies are responsible for considering Federal Land Management Agency (FLMA) transportation access needs in their planning and capital improvement processesⁱ.

However, recreational and FLMA access needs are qualitatively different from transportation needs on the urban, suburban, and inter-urban networks. Whereas the latter systems are built on high-volume, paved facilities, recreational travel tends to occur on low-volume, typically unpaved systems in rural or remote contexts. Furthermore, recreational travel patterns are less predictable than typical 'rush hour' pulses of activity and can be dependent on external factors such as weather and special events.

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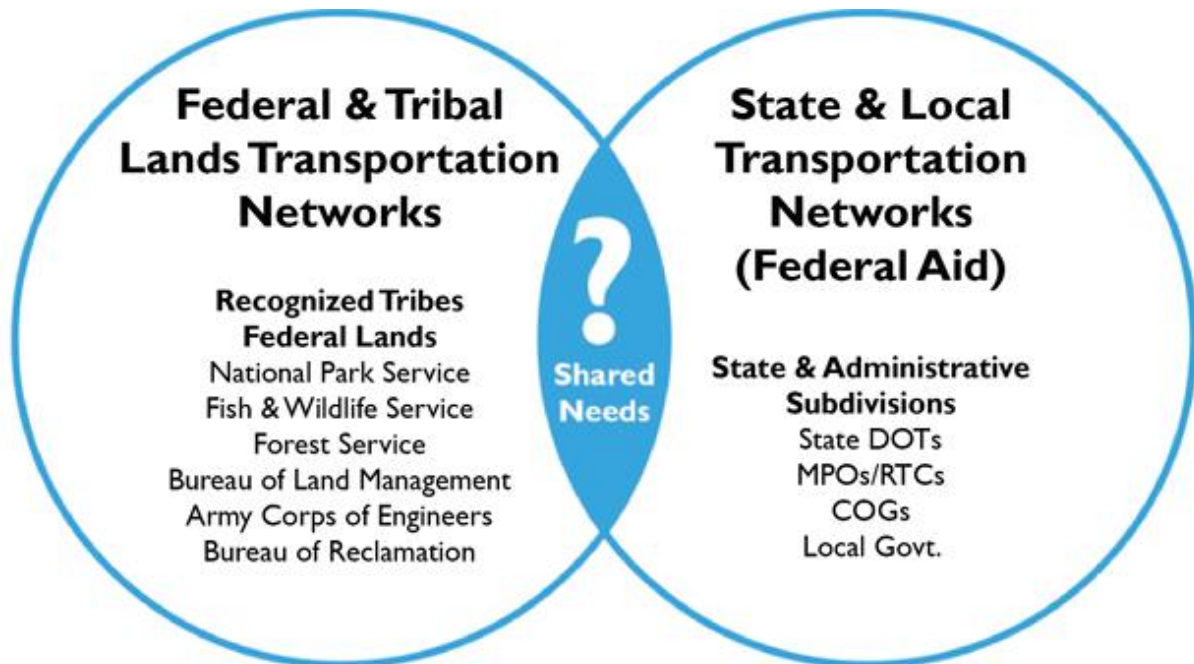
As such, determining the relative priority of projects on discretionary (or recreational) systems versus non-discretionary systems (commute, school, and other daily transportation needs) can be challenging.

The Federal Lands Access Program (FLAP) was created to plan, design, and fund projects in this unique travel niche, however lack of consistent coordination between federal, state, and local agencies can hinder the development of a broad, multi-agency consensus for enhanced recreational travel. This limits chances for partnerships and funds-leveraging and can lead to missed opportunities where shared needs could be aligned in the planning or design processes.

Led by Federal Lands Highways (FLH), enhanced FLMA coordination attempts to solve this challenge through the identification of shared needs through cross-sector, multi-agency workshops (see **Figure 1**). Multi-agency workshops can reveal and elevate projects and opportunities that are:

- Beneficial to multiple agencies and supported by the general public
- Most likely to receive (or have received) state or local investment
- Projects of mutual interest where planning and design can be aligned before final programming and funding decisions are made
- Eligible and competitive for a broad set of state and federal grant funding opportunities (like FLAP, or other discretionary sources at the state or federal levels)

Figure 1 : Shared Needs Schematic



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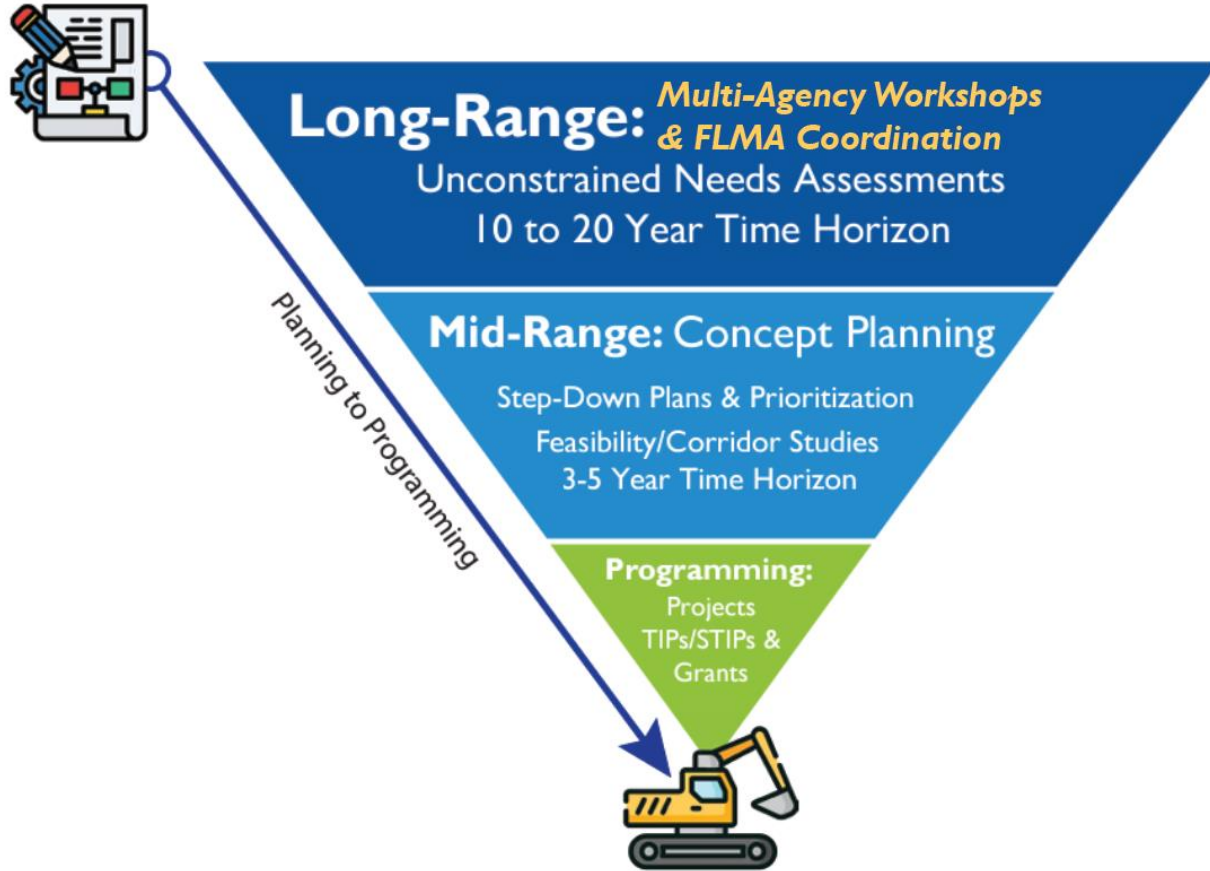
Venn Diagram of Shared Needs between the Federal & Tribal Lands Transportation Networks on the left and State & Local Transportation Networks (Federal Aid) on the right. The blue left circle includes the Recognized Tribes Federal Lands, National Park Service, Fish & Wildlife Service, Forest Service, Bureau of Land Management, Army Corps of Engineers, Bureau of Reclamation. The blue right circle includes the State & Administrative Subdivisions, State DOTs, MPOs/RTCs, COGs, Local Govt. The overlap section in the middle is blue with white text labeled “Shared Needs” with a icon of a white question mark.

Enhanced coordination can help FLMAs, along with state and local agencies, better align improvement programs, seek partnerships, leverage resources, and advance shared goals.

Needs identification through the enhanced FLMA coordination process is mostly an exercise with a long-range (10-20 year) time horizon where agencies have flexibility in determining priorities and identifying projects (the top tier of **Figure 2** below). Sometimes referred to as ‘blue sky’ strategy, the FLMA coordination process is a financially unconstrained assessment of current and future need such that capital investments can be identified before safety, congestion, state of good repair, or other concerns become acute. Most needs identified in this study are within this top ‘Long Range’ tier.

Some projects require additional planning, studies, scope refinement, or risk mitigation (e.g., through a public engagement process) before capital investments or programming decisions can be made. Concept planning, in the forms of corridor plans, site plans, modal plans, and other planning projects/studies can ready projects for implementation by reducing risk, refining scope, and/or determining relative priority. A small number of needs identified in this study are in this ‘Mid-Range’ tier. Step-down planning efforts, initiated based on the needs identified in the process, can transition a project from conceptual phases to shovel readiness, as depicted in the implementation, or ‘Programming’, bottom tier of the pyramid. This study is intended to help guide the best projects toward implementation, by highlighting the projects of greatest need and broadest benefit while demonstrating alignment with planning goals and funding streams.

Figure 2 : Planning to Programming Continuum



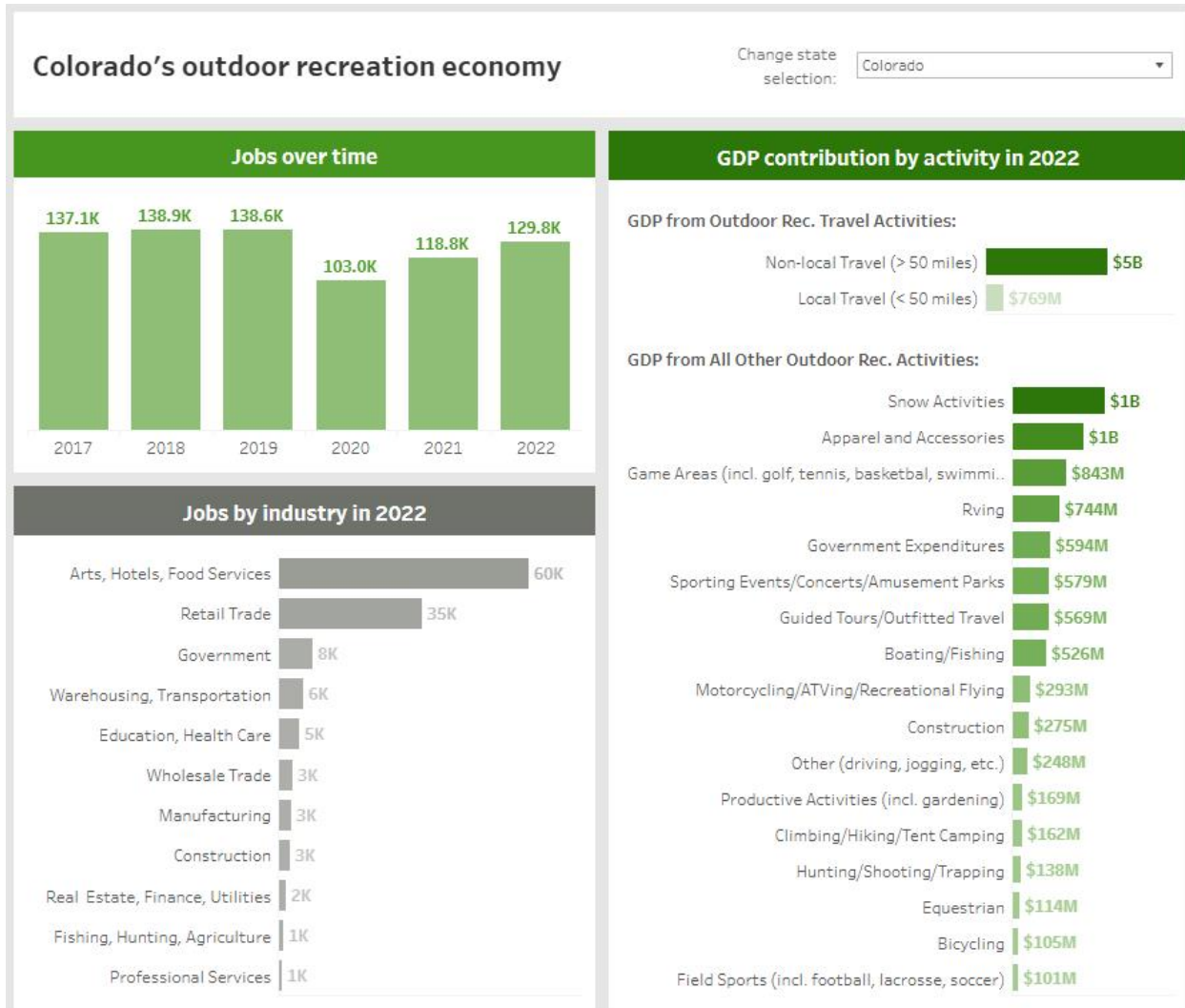
Planning to Programming Graphic is an upside-down triangle divided into three sections. The base of the triangle and largest dark blue section states “Long-Range: Multi-Agency Workshops & FLMA Coordination, Unconstrained Needs Assessments 10 to 20 Year Time Horizon”. The middle light blue section states “Mid-Range: Concept Planning, Step-Down Plans & Prioritization Feasibility/Corridor Studies 3 to 5 Year Time Horizon”. The tip of the triangle green section states “Programming: Projects TIPs/STIPs & Grants”. At the top left corner of the graphic there is a document icon. There is an arrow with the text, “Planning to Programming” along the left side of the triangle pointing down the graphic of an excavator at the bottom of the graphic.

Colorado’s Outdoor Recreation Economy

Driven in large part by the vast amounts of federal public lands, the state’s outdoor recreation industry is a major contributor to Colorado’s economy. Colorado ranks 12th in the nation for outdoor recreational economic activity with \$5.77B in value-add contribution to the state’s GDP while also supporting 129.8K direct employment jobs (2022, see **Figure 3ⁱⁱ**).

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Figure 3 : Economic Impact of Outdoor Recreation



The graphic depicts three bar charts. The dark green horizontal bar graph title is “GDP Contribution by activity in 2022”. The first section in the bar graph is “GDP from Outdoor Rec. Travel Activities” with two types of travel. The second section is “GDP from All Other Outdoor Rec. Travel Activities” with seventeen types of travel. The light green vertical bar graph title is “Jobs over time” that depict the years 2017 to 2022 over the number of jobs. The last gray horizontal bar graph title is “Jobs by Industry in 2022”. There are eleven types of industries over the number of jobs.

Non-local travel, defined as greater than 50 miles, alone contributes \$5B to this figure and is driven largely by the internationally renowned ski destinations (on USFS lands) and National Parks throughout the state.

Colorado’s Recreational Transportation Network

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

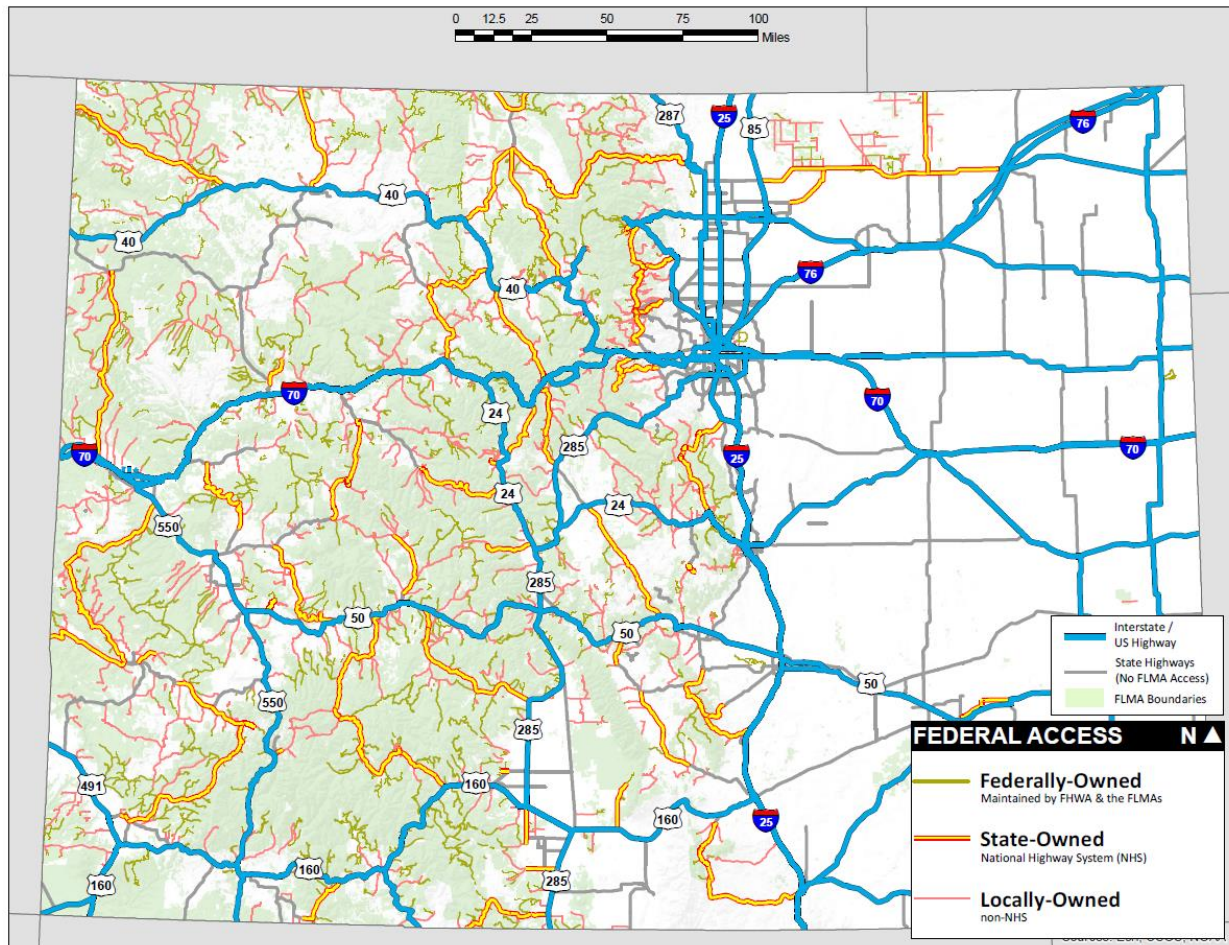
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Colorado's Recreational Transportation Systems

Table 1 : Colorado's Recreational Transportation Systems

Transportation System Ownership Status	Total Miles
Federally Owned Roadway Miles (all FLMAs, paved & unpaved)	7,672 Miles
State Owned FLMA Access Routes	3,897 Miles
Locally Owned FLMA Access Routes	7,154 Miles
Trails & Multi Use Paths, all Ownership	Between 40,000 and 45,000 Miles

Figure 4 : FLMA Access Routes in Colorado



Map of Colorado depicts three types of owned roads based on the color-coded road segment labels in the map legend. The gray road segments are Federally-Owned Maintained by FHWA and the FLMAs, orange road segments are State-Owned National Highway System (NHS), and red road segments are Locally-Owned non-NHS. The legend on the bottom left corner of the map describes the geographic boundaries, dark yellow lines for the interstate/US Highway and dark blue lines for the TPR Boundary and its label on the map.

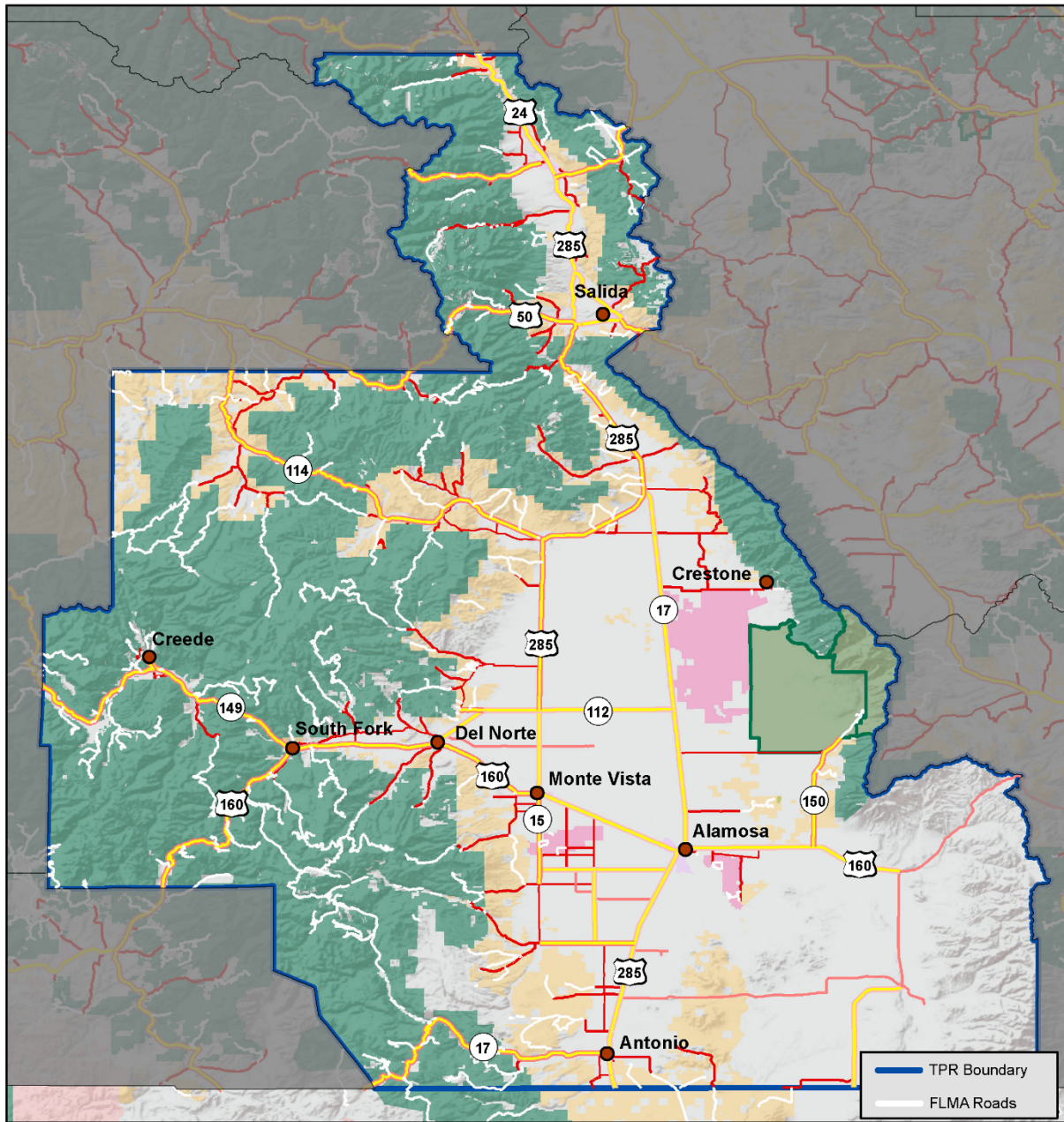
San Luis Valley Transportation Planning Region (TPR) Recreational Transportation Systems

Table 2 : San Luis Valley TPR Recreational Transportation Systems

Transportation System Ownership Status	Total Miles
Federally Owned Roadway Miles (all FLMAs, paved & unpaved)	1,089 Miles
State Owned FLMA Access Routes	409 Miles
Locally Owned FLMA Access Routes	490 Miles
Trails	5,527 Miles (est.)

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Figure 5 : FLMA Access Routes in San Luis Valley TPR



0 4.5 9 18 27 36 Miles

San Luis Valley FLTP and FLAP Roads

Access Roads to Federal Lands

- State Routes - Primary Access
- State Routes - Secondary Access
- State Routes - Other
- Local Road - Primary Access
- Local Road - Secondary Access

LAND OWNERSHIP

- Bureau of Land Mgmt.
- US Forest Svc.
- US Fish & Wildlife
- Tribal
- National Park Service
- Bureau of Reclamation
- Energy/Defense Depts
- Urbanized Areas

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Map of FLMA Access Routes in San Luis Valley Transportation Planning Region in Colorado. The legend on the bottom left corner of the map is for the San Luis Valley FLTP and FLAP Roads, Access Roads to Federal Lands. Five different levels of state or local roads and their types of access are depicted by colors. Orange segments are State Routes with Primary Access, yellow segments are State Routes with Secondary Access, pink segments are State Routes with Other Access, red segments are Local Road with Primary Access, and dark red segments are Local Road with Secondary Access. This map helps identify roads of the six types of FLMA Lands and Roads and three types of FLTP. The six types of FLMA Lands and Roads are US Forest Service, Bureau of Land Management, National Park Service, US Fish and Wildlife Service, US Army Corps of Engineers, Bureau of Reclamation. The three types of FLTP are FLTP/FLTP Subset, FLTP Proposed (USFS) and Open to Passenger Vehicles. The source is from Esri, USGS, NOAA.

Each system, and its underlying ownership structure, dictates which programs and funding sources can be used for planning and improvements.

Federally Owned System

The federally owned high-use transportation system (and associated facilities, like bridges, trails, trailheads, etc.) is funded by US Congress under the current surface transportation act (the Bipartisan Infrastructure Law, or BIL, 2022-2026). Federal Lands Highways is responsible for improvements to this system under the Federal Lands Transportation Program, or FLTP.

The National Park Service, the US Fish & Wildlife Service, and the US Forest Service all receive a fixed yearly amount (set-aside) to allocate as agency needs dictate. The Bureau of Land Management, US Army Corps of Engineers, and the Bureau of Reclamation compete for the remainder of the yearly funding (see **Table 3**).

Table 3 : FLTP Funding

	2022	2023	2024	2025	2026
FLTP Total Funding (National)	\$422 M	\$430 M	\$439 M	\$448 M	\$456 M
Set-aside for National Park Service	\$332 M	\$339 M	\$346 M	\$354 M	\$360 M
Set-aside for Fish & Wildlife Service	\$36 M	\$36 M	\$36 M	\$36 M	\$36 M
Set-aside for Forest Service	\$24 M	\$25 M	\$26 M	\$27 M	\$28 M
Remaining Amount for:					
<ul style="list-style-type: none"> • Bureau of Land Mgmt. • US Army Corps. • Bureau of Reclamation 	\$30 M	\$30 M	\$31 M	\$31 M	\$32 M

All other federally owned transportation facilities (such as administrative or low volume public roads) are managed by the various FLMAs with departmental or agency specific funds.

In Colorado, 7,672 miles of federally owned roadways are eligible for FLTP investment. Within the San Luis Valley TPR, 1,089 miles of roadway qualify (FLTP Subset shown in **Figure 5**). This total excludes trails, trailheads, bridges, and other federally owned transportation systems also eligible for FLTP funding. Note that federally owned transportation assets are eligible for

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funding under the Access Program (FLAP, see next section) with an agreement whereby a state or local agency agrees to assume operations and maintenance costs of the facility.

State Owned Access System

The state-owned access system, which includes US routes, interstate routes, and some local roads that are crucial to freight transport and airport access, falls under the jurisdiction of state DOTs to maintain and improve as needs dictate. State DOTs receive formulaic funding under the Federal Aid system, and are also eligible for a variety of discretionary (competitive grant) programs under BIL.

Given the prevalence of federal lands in Colorado, many state routes are also eligible for funding from the Federal Lands Access Program, or FLAP. FLAP is a formulaic program administered by FLH to improve and expand access to public federal lands that support high-use recreation or economic generation.

By legislative formula, every US state receives a yearly allocation under FLAP. Due to the abundance of federal lands and federal public roadway in Colorado, the state receives one of the largest yearly allocations in the country (see **Table 4**).

Table 4 : FLAP Funding

	2022	2023	2024	2025	2026
FLAP Total Funding (National)	\$286 M	\$292 M	\$297 M	\$304 M	\$309M
FLAP Colorado Funding	\$8.07 M	\$8.21 M	\$8.3 M	\$8.48 M	\$8.62 M

In Colorado, there are 3,897 miles of CDOT roadway that provide primary access to various FLMA units (gold routes in **Figures Figure 4 & Figure 5**). In the San Luis Valley TPR, there are 409 miles of CDOT roadway that provide FLMA access.

The next call for FLAP projects in Colorado is scheduled for mid to late-2025. To request to be placed on a distribution list, please send an email to: CFL.Planning@dot.gov or visit <https://highways.dot.gov/federal-lands/flap> for more information.

Locally Owned Access System

The locally owned system is comprised of various county and municipal facilities (such as roads, streets, bridges, sidewalks, and public transit systems) that provide urban, inter-urban, and rural mobility. Counties and municipalities play a crucial role in the planning, development, and maintenance of these transportation systems. Local governments are responsible for tailoring transportation solutions to meet the unique needs and demands of their communities. They must address issues such as traffic congestion, road safety, public transit accessibility, and infrastructure resilience.

To fund projects, local governments often rely on a combination of revenue sources, including property taxes, sales taxes, vehicle registration fees, and grants from state and federal agencies. While MPOs do not own transportation assets, they play a crucial role in planning

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and funding transportation systems in urbanized regions. MPOs can bring multiple jurisdictions together, develop funding strategies for projects of regional significance, and provide an excellent forum to discuss shared needs across federal, state, and local systems. In Colorado, there are 7,154 miles of roadway that provide primary access to federal lands and are owned and maintained by counties and incorporated municipalities (red routes in **Figure 4 & Figure 5**). In the San Luis Valley TPR, there are 490 miles of local roads that provide FLMA access. These routes are also eligible for funding under FLAP.

Trails & Multi-Use Paths

The vast array of natural surface trails, paved trails, and multi-use paths are integral components of Colorado's transportation and recreation infrastructure. Trails and multi-use paths can connect neighborhoods, schools, parks, and commercial areas, fostering community, building resilience, promoting economic growth, and improving public health. More than merely providing multi-modal access, very often these systems are destinations in and of themselves and can provide can users with unique and valuable recreational experiences.

The expansive systems of trails and paths throughout the United States are owned and maintained by a mosaic of local, state, and federal agencies, and can also include some non-governmental agencies. Trails are also eligible for a wide variety of formulaic and discretionary funding sources from local, state, and federal agencies. State, local, and some federally-owned trails are eligible for funding under FLAP. The National Park Service manages the Scenic, Historic, and Recreational trail systems, with many state and local trail systems feeding into these world-class recreational corridors.

In the San Luis Valley TPR, there is an estimated 5,527 miles of recreational trails (not counting trailheads, pedestrian bridges, and other access infrastructure), many of which are eligible for funding under FLAP and/or FLTP (not pictured in **Figure 5**).

Federal Land Management in the San Luis Valley TPR

With 24M acres, constituting 36.3% of the state's total landmass, federal lands play a significant role in the Colorado's environmental, recreational, and economic landscape.

The San Luis Valley TPR, which includes the counties of Alamosa, Chaffee, Conejos, Costilla, Mineral, Rio Grande, and Saguache, is home to a diverse array of federally managed lands that shape the region's outdoor recreation, natural resource management, and economic activity. These lands support a wide range of activities, from scenic drives and backcountry exploration to conservation and hunting/fishing.

- **U.S. Forest Service (USFS):** Surrounding the valley, the San Juan and Sangre de Cristo high mountain ranges hold significant forested land, including the Rio Grande, Pike and San Isabel National Forests. Many popular destinations can be found in these public lands, including Pike's Peak (one of Colorado's most famous and accessible 14ers). The forests also support timber management, watershed protection, and critical wildlife habitats.
- **Bureau of Land Management (BLM):** The BLM manages over 500,000 acres of public land in the San Luis Valley TPR. These lands represent myriad ecosystems, from alpine

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desert to the Sangre de Cristo Wilderness on the eastern side of the Valley. These public lands support activities such as rock climbing, mountain biking (notably in areas like the Pronghorn Trail System near Del Norte), dispersed camping, and wildlife observation. These lands also contribute to grazing and mineral resource management.

- **National Park Service (NPS):** The region is home to the Great Sand Dunes National Park and Preserve, which has one of America's most diverse landscapes. The Park has experienced a steady pattern of visitation, exceeding 400,000 visitors annually since 2017.
- **U.S. Fish and Wildlife Service (FWS):** The San Luis Valley Wildlife Refuge Complex, located in the TPR region, is a network of protected lands that provide critical habitat for migratory birds and other wildlife. Comprising three National Wildlife Refuges (Alamosa, Monte Vista, and Baca), the complex spans diverse landscapes and draws many visitors during seasonal migrations.

San Luis Valley's blend of rugged canyons, snowcapped mountain ranges, and river valleys creates an unparalleled setting for outdoor recreation, natural resource management, and ecological preservation. These federal lands not only provide adventure and solitude for visitors but also serve as economic drivers, supporting local businesses, tourism, and sustainable land use practices.

Identified Needs for the San Luis Valley TPR

The San Luis Valley Transportation Planning Region (TPR) region is experiencing growing transportation demand, driven by increasing population, economic activity, and the rising popularity of outdoor recreation on nearby federal lands. The region serves as a critical access point for destinations such as the Great Sand Dunes National Park, Rio Grande, Pike and San Isabel National Forests, and extensive Bureau of Land Management (BLM) lands, attracting visitors for hiking, mountain biking, off-highway vehicle (OHV) use, and river recreation.

With continued growth in outdoor recreation and public lands visitation, regional transportation planning must address federal, state, and local coordination needs to ensure safe, efficient, and sustainable access to these recreation areas. Investments in infrastructure, multimodal connectivity, and traffic management strategies will be essential to balance increasing travel demand with the preservation of the San Luis Valley's natural landscapes and rural character.

Workshops and one-on-one public agency meetings in the San Luis Valley TPR led to identification of 21 transportation needs in the planning area. These discussions emphasized the importance of strategic planning, funding alignment, and innovative approaches to address transportation infrastructure challenges. Participants included representatives from the National Park Service, U.S. Forest Service (USFS), Bureau of Land Management (BLM), the U.S. Fish and Wildlife Service (FWS), and the Colorado Department of Transportation (CDOT), among others. They also focused on enhancing connectivity to public lands, supporting recreational travel, and balancing growth with visitor experience quality and security concerns.

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Where appropriate, project needs should be integrated into state and local planning processes to ensure their consideration for inclusion in improvement programs or implementation through discretionary funding sources, such as grants. Simultaneously, FLAP planners and programmers will explore opportunities for joint funding and partnerships with state and local entities to advance projects that align with shared priorities.

Project Needs: Central San Luis Valley

- Total Number of Projects: 10
- Total Estimated Planning Need: \$100,000 - \$500,000
- Total Estimated Capital Need: \$4,000,000 - \$15,000,000

Overview of Identified Needs

Monte Vista NWR Wildlife Drive Improvements (Project No. 75)

- Wildlife Drive provides access to the Monte Vista NWR. This 2.5-mile gravel loop connects with Gunbarrel Road and allows visitors to explore the refuge by car or by foot. This project proposes intersection safety and ingress/egress improvements to the NWR from Gunbarrel Road. This project would also upgrade the existing gravel road to improve visitor experience and is a high priority for the Monte Vista NWR. These enhancements will support local economic growth by improving access to outdoor recreation.

Alamosa NWR S116 and 8S RR Roads (Project No. 77)

- This project proposes reconstructing the county roads accessing the Alamosa NWR. Specifically, 3 miles of 8S Railroad Road and 6.5 miles of S116 Road would be improved, addressing issues such as erosion, washboarding, and drainage. By upgrading the gravel surface and implementing effective drainage solutions, the rehabilitation will ensure reliable year-round access, reduce maintenance needs, and improve safety for all users. While this is an important improvement for the refuge, it represents a lower priority.

Extend Wildlife Drive/Greasewood Drive (Project No. 133)

- Alamosa NWR permits hunting and fishing in accordance with State and Federal regulations. This county road provides access for hunting use and recreational public access. This project proposes rehabilitating 2.4 miles of gravel roadway to reduce erosion and maintenance issues. While this is an important improvement for the refuge, it represents a lower priority.

Trailhead MVNWR Access Non-Motorized BLM Trail (Project No. 134)

- The western boundary of the Monte Vista NWR abuts BLM land and there is an opportunity to develop a trailhead that connects the trail systems of these public land units. This project would establish a trailhead that provides access for a variety of users. The trailhead would include parking and basic amenities.

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MVNWR 8S Wildlife Observation Area (Project No. 135)

- A popular wildlife viewing area is located on the northside of County Road 8S within the Monte Vista NWR. This project proposes improving ingress/egress to the wildlife viewing area to safely accommodate vehicular traffic. Additionally, improvements to the parking lot are needed to better separate pedestrians from vehicles and to expand the lot size in anticipation of increased numbers of visitors.

Monte Vista NWR Raptor Road and Lark Lane Improvements (Project No. 136)

- County roads provide access for hunting use and recreational public access in the Refuge. This project proposes rehabilitating 2 miles of gravel roadway within the Refuge to reduce erosion and maintenance issues. Ingress/egress improvements onto Raptor Road and Lark Lane from the county road are also proposed.

MVNWR Road Improvements Hunting Parking (Project No. 137)

- This county road provides access for hunting use and recreational public access. The project proposes at a minimum ingress/egress turning improvements off of the county road for hunting access. Additionally, the Refuge and Rio Grande County could explore the feasibility of constructing a small parking lot along this segment of roadway.

Alamosa NWR - City Trail Connection (Malm Trail) (Project No. 138)

- The Malm Nature Trail is located on the northwest side of the Alamosa NWR and is access through City of Alamosa property. This project proposes the construction of a multi-modal trail further into the Refuge that includes various user amenities, including parking and fishing access. A spillway bridge segment should be considered over the Rio Grand River. This is the highest priority for the Alamosa NWR.

Alamosa NWR - Access to Fishing Area (Project No. 139)

- Emperius Road is a gravel county road that connects US 160 to the Alamosa NWR. This project proposes upgrades to the gravel surface to improve recreational access for hunting and fishing, as well as constructing a small parking lot. Also included in this proposed project is ADA improvements, particularly for accessible fishing. This roadway is characterized by a railroad switchyard crossing, which would require coordination with the railroad authority. This is the highest priority for the County.

State Route 15 Improvements (Project No. 140)

- State Route 15 connects the City of Monte Vista to the Monte Vista National Wildlife Refuge. According to CDOT, this 8.5-mile segment of road experiences higher traffic volumes near the City (AADT ranges between 2,000 and 4,000 within City limits) and lower volumes on segments further south near the NWR (less than 1,000 AADT). This project proposes general roadway improvements on State Route 15 to improve safety and mobility, including shoulder widening.

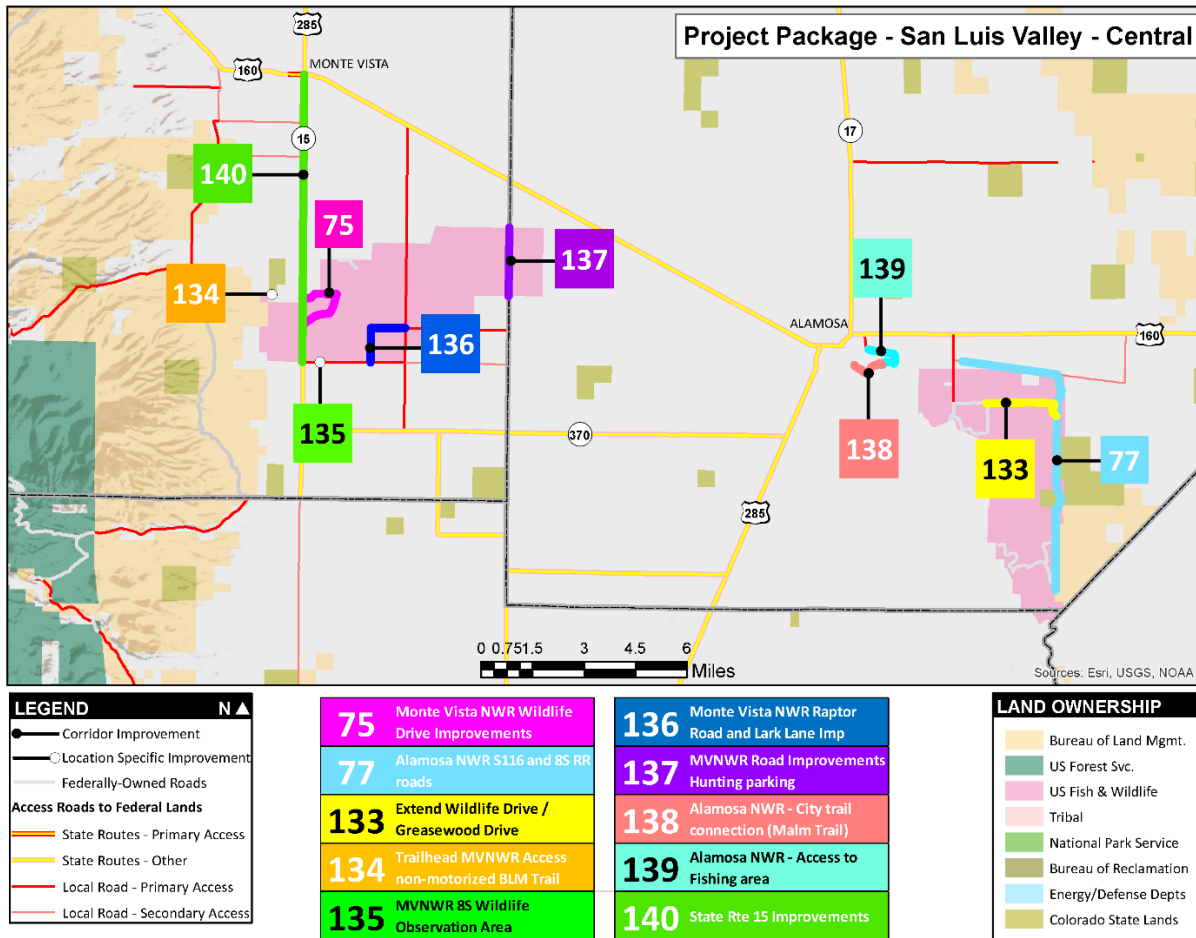
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Table 5 : Needs List in Central San Luis Valley Area

Project Number	Name	Type	Ownership	FLMA Accessed	Cost Estimate	Fund Source
75	Monte Vista NWR Wildlife Drive Improvements	Roadway	Federal	FWS	\$500,000 - \$1,000,000	FLTP
77	Alamosa NWR S116 and 85 RR Roads	Roadway	County	FWS	\$500,000 - \$1,000,000	FLAP & Fed Aid/Local
133	Extend Wildlife Drive / Greasewood Drive	Roadway	County	FWS	\$100,000 - \$500,000	FLAP & Fed Aid/Local
134	Trailhead MVNWR Access Non-Motorized BLM Trail	Parking/Trailhead	Federal	FWS	\$100,000 - \$500,000	FLTP
135	MVNWR 85 Wildlife Observation Area	Parking/Trailhead	Federal	FWS	\$500,000 - \$1,000,000	FLTP
136	Monte Vista NWR Raptor Road and Lark Lane Improvements	Roadway	Federal	FWS	\$100,000 - \$500,000	FLTP
137	Monte Vista NWR Road Improvements Hunting Parking	Parking/Trailhead	Federal	FWS	\$500,000 - \$1,000,000	FLTP, FLAP & Fed Aid/Local
138	Alamosa NWR - City Trail Connection (Malm Trail)	Multi-Use Path	Federal	FWS	Unknown Until Further Study	FLTP
139	Alamosa NWR - Access to Fishing Area	Roadway	Federal	FWS	\$1,000,000 - \$5,000,000	FLTP
140	State Route 15 Improvements	Roadway	State	FWS	\$1,000,000 - \$5,000,000	FLTP, FLAP & Fed Aid/Local

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Figure 6 : Central San Luis Valley Area Project Package



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

The legend below the map on the bottom left corner labels the three project type labels and four levels of Access Roads to Federal Lands depicted by color-coded road segments. The project label for corridor improvements is a solid black line and solid black dot at the end of the line, location specific improvements are a solid black line, white dot and black outline at the end of the line, and federally-owned roads are light grey line. Orange segments are State Routes with Primary Access, yellow segments are State Routes with Other Access, red segments are Local Road with Primary Access, and dark red segments are Local Road with Secondary Access.

The list of ten projects in middle bottom of the map are in a two-columned list organized by project ID, project name and are colored by their matching-colored road segments. The ten projects are 75 Monte Vista NWR Wildlife Drive Improvements in hot pink, 77 Alamosa NWR S116 and 85 RR Roads in light blue, 133 Extend Wildlife Drive / Greasewood Drive in yellow, 134 Trailhead MVNWR Access Non-Motorized BLM Trail in orange, 135 MVNWR 85 Wildlife Observation Area in neon green, 136 Monte Vista NWR Raptor Road and Lark Lane Improvements in dark blue, 137 Monte Vista NWR Road Improvements Hunting Parking in purple, 138 Alamosa NWR - City Trail Connection (Malm Trail) in salmon, 139 Alamosa NWR - Access to Fishing Area in teal, and 140 State Route 15 Improvements in lime green.

The legend on the bottom right corner of the map is land ownership depicted by color-coded areas. Tan areas are Bureau of Land Management, dark green areas are US Forest Service, dark pink areas are US Fish & Wildlife, light pink areas are Tribal Lands, light green areas are National Park Service, olive green areas are Bureau of Reclamation, light blue areas are Energy/Defense Departments, and the pear color areas are Colorado State Lands.

Project Needs: North San Luis Valley

- MPO: No
- Total Number of Projects: 5
- Total Estimated Planning Need: \$200,000 - \$1,000,000
- Total Estimated Capital Need: \$2,000,000 - \$10,000,000

Overview of Identified Needs

Baca NWR Auto Tour Route and New Trails (Project No. 74)

- The Baca NWR is located in the northeastern part of the San Luis Valley and has a diverse ecosystem that includes shrub and grasslands, wet meadows, and riparian corridors. The Refuge was set aside as both a haven for migratory birds and resident wildlife. A small network of county roads traverses the Refuge and there is interest in developing an Auto Tour Route within the unit. The Refuge also envisions building a new trail to provide additional recreational opportunities. This project would study roadway improvements in support of an Auto Tour Route and trail alignment options.

NFSR 949 Roadway Improvements (Project No. 125)

- NFSR 949 is a Forest Service Road that provides access to the Rio Grande National Forest. The Willow Creek Trailhead is located at the end of the roadway and is a popular destination for hikes into the Sangre De Cristo Wilderness. NFSR 949 is in poor condition and experiences sandy spots and drainage issues. This project would rebuild the 1.25-mile roadway to address these issues.

Baca NWR New Trail Construction (Project No. 145)

- There is interest in expanding the trail system around the Baca NWR Headquarters. Specifically, six new trails are proposed within the Refuge, with three new trails to be managed by the NWR and the remaining three to be managed by the County. This project would include the design and construction of these new recreational trails.

Baca NWR Spanish Creek Road Study (Project No. 146)

- Spanish Creek Road bisects the northeastern corner of the Baca NWR. The Refuge is interested in studying formalized access for this roadway.

County Road 250 Improvements (Project No. 176)

- County Road 250 is located east of Salida, CO and traverses across BLM land, ultimately connecting into the San Isabel National Forest. Chaffee County has identified a need to regravels, regrade, and improve drainage for the 4 miles of County Road 250 from its intersection with County Road 140 to the National Forest Boundary.

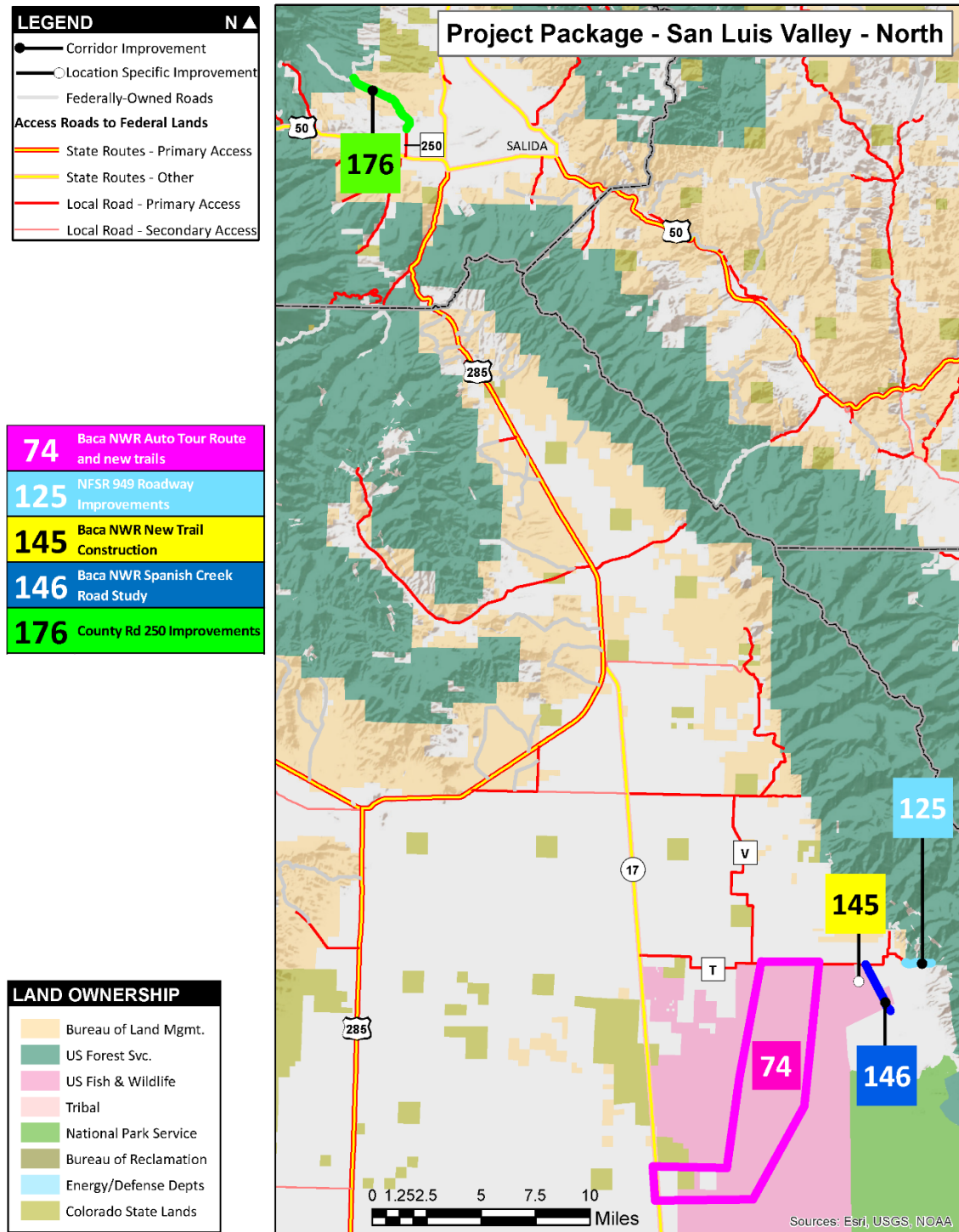
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Table 6 : Needs List in North San Luis Valley Area

Project Number	Name	Type	Ownership	FLMA Accessed	Cost Estimate	Fund Source
74	Baca NWR Auto Tour Route and New Trails	Planning	County	FWS	\$100,000 - \$500,000	FLAP & Fed Aid/Local
125	NFSR 949 Roadway Improvements	Roadway	Federal	USFS	\$500,000 - \$1,000,000	FLTP
145	Baca NWR New Trail Construction	Trail	Federal	FWS	\$100,000 - \$500,000	FLTP
146	Baca NWR Spanish Creek Road Study	Planning	Federal	FWS	\$1,000,000 - \$5,000,000	FLTP
176	County Road 250 Improvements	Roadway	County	BLM	\$500,000 - \$1,000,000	FLAP & Fed Aid/Local

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Figure 7 : North San Luis Valley Area Project Package



Map of Projects in North San Luis Valley. To the left of the map there are two legends on the top and bottom corner, and a list of projects in between the legends.

The legend below the map on the top left corner labels the three project type labels and four levels of Access Roads to Federal Lands depicted by color-coded road segments. The project label for corridor improvements is a solid black line and solid black dot at the end of the line, location specific improvements are a solid black

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line, white dot and black outline at the end of the line, and federally-owned roads are light grey line. Orange segments are State Routes with Primary Access, yellow segments are State Routes with Other Access, red segments are Local Road with Primary Access, and dark red segments are Local Road with Secondary Access.

The list of five projects in middle bottom of the map are in a two-columned list organized by project ID, project name and are colored by their matching-colored road segments. The five projects are 74 Baca NWR Auto Tour Route and New Trails in hot pink, 125 NFSR 949 Roadway Improvements in light blue, 145 Baca NWR New Trail Construction in yellow, 146 Baca NWR Spanish Creek Road Study in dark blue, and 176 County Road 250 Improvements in lime green.

The legend on the bottom left corner of the map is land ownership depicted by color-coded areas. Tan areas are Bureau of Land Management, dark green areas are US Forest Service, dark pink areas are US Fish & Wildlife, light pink areas are Tribal Lands, light green areas are National Park Service, olive green areas are Bureau of Reclamation, light blue areas are Energy/Defense Departments, and the pear color areas are Colorado State Lands.

Project Needs: West San Luis Valley

- MPO: No
- Total Number of Projects: 6
- Total Estimated Planning Need: None
- Total Estimated Capital Need: \$4,000,000 - \$14,000,000

Overview of Identified Needs

Forest Road 250 Improvements (Project No. 82)

- Forest Road 250 begins at its intersection with State Highway 15 to the east and travels west into the Rio Grande National Forest. This roadway provides access to various recreational opportunities, including campgrounds, small lakes and reservoirs, hiking trails, and more. A 40-mile segment of the roadway needs regraded to improve condition and ease of travel for passenger vehicles. This project would also include rock crushing, drainage improvements, and general road rehabilitation.

Winter-Use Congestion Mitigation on Hwy 160 (Project No. 83)

- Highway 160 accesses both the San Juan and Rio Grande National Forests and is a popular route for winter recreation. There is a need to address winter-use congestion and improve safety for travelers. This project would add additional winter recreation parking at the intersection of Highway 160 and Pass Creek Road to help mitigate the impacts of winter-use congestion.

Parking Improvements, Congestion on Hwy 160 (Project No. 84)

- This project proposes the construction of a new parking facility for year-round recreation in the Rio Grande National Forest to improve congestion. The parking lot would be located on Forest Service land.

SR 149 Improvements (Project No. 86)

- SR 149 connects South Fork, CO to the historic mining town of Creede, CO, which is a popular summer tourist destination. The road is also a part of the Silver Thread National Scenic Byway. This project proposes building shoulders on the 22-mile

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segment of SR 149 to improve safety. Additional shoulder space would also provide space for bicyclists.

FR 250 at Terrace Reservoir (Project No. 208)

- The Terrace Reservoir is surrounded by the Rio Grande National Forest and its primary use is to irrigate agricultural crops in the nearby San Luis Valley. The lake and land immediately surrounding it are designated as the Terrace Reservoir State Wildlife Area and provides opportunities for hunting and fishing. A 1-mile portion of Forest Road 250 to the north of Terrace Reservoir requires a full rebuild, with complex geotechnical work due to the surrounding steep slopes.

Beaver Creek Bridge Repair (Project No. 209)

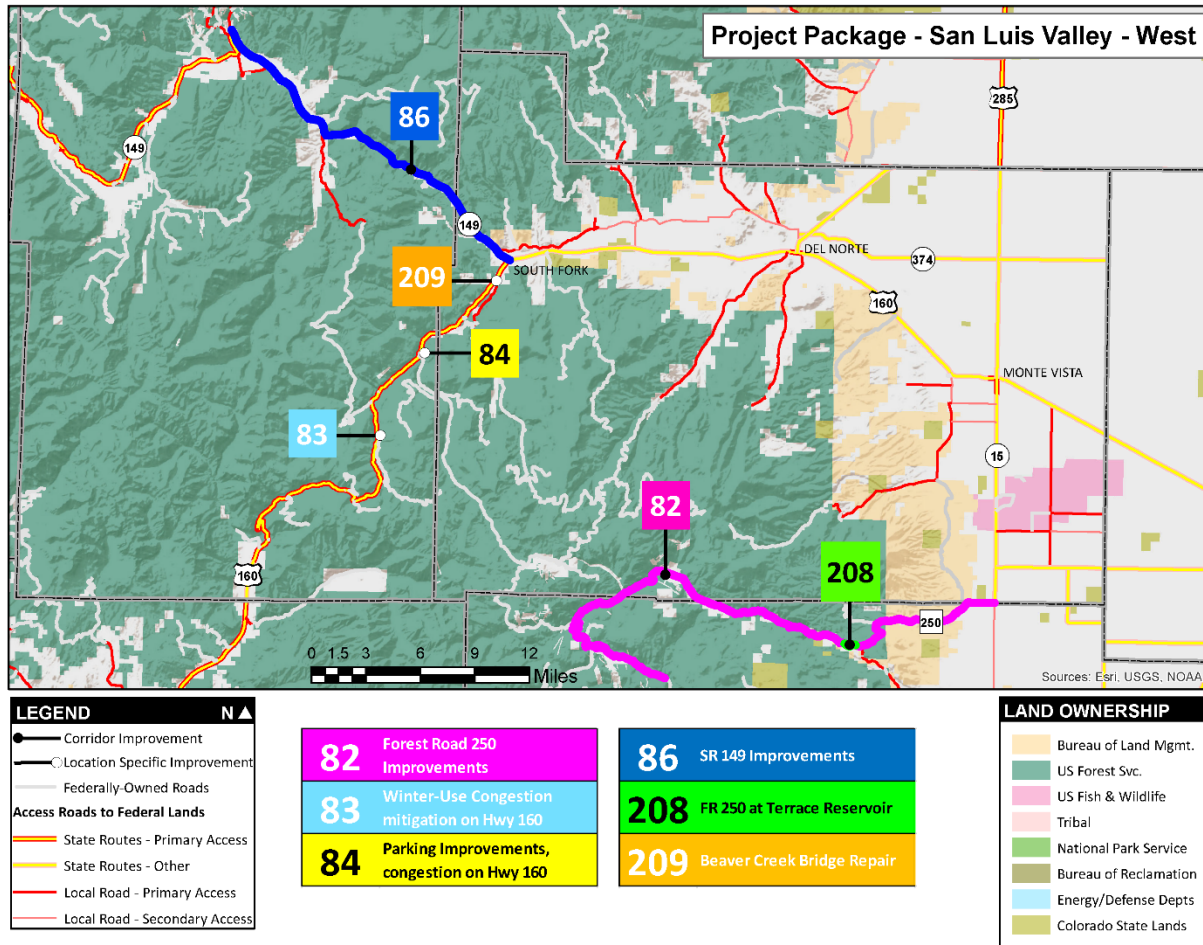
- Beaver Creek Road is located south of South Fork, CO and provides public access to various recreational sites within the Rio Grande National Forest. The bridge over Beaver Creek is deteriorating and future public access is uncertain because of the age of the bridge. This county-owned bridge needs reconstructed.

Table 7 : Needs List in West San Luis Valley

Project Number	Name	Type	Ownership	FLMA Accessed	Cost Estimate	Fund Source
82	Forest Road 250 Improvements	Roadway	Federal	USFS	\$1,000,000 - \$5,000,000	FLTP
83	Winter-Use Congestion Mitigation on Hwy 160	Parking/ Trailhead	State	USFS	\$500,000 - \$1,000,000	FLAP & Fed Aid/Local
84	Parking Improvements, Congestion on Hwy 160	Parking/ Trailhead	Federal	USFS	\$500,000 - \$1,000,000	FLTP
86	SR 149 Improvements	Roadway	State	USFS	\$1,000,000 - \$5,000,000	FLAP & Fed Aid/Local
208	FR 250 at Terrace Reservoir	Roadway	County	USFS	\$500,000 - \$1,000,000	FLAP & Fed Aid/Local
209	Beaver Creek Bridge Repair	Bridge	County	USFS	\$500,000 - \$1,000,000	FLAP & Fed Aid/Local

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Figure 8 : West San Luis Valley Project Package



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

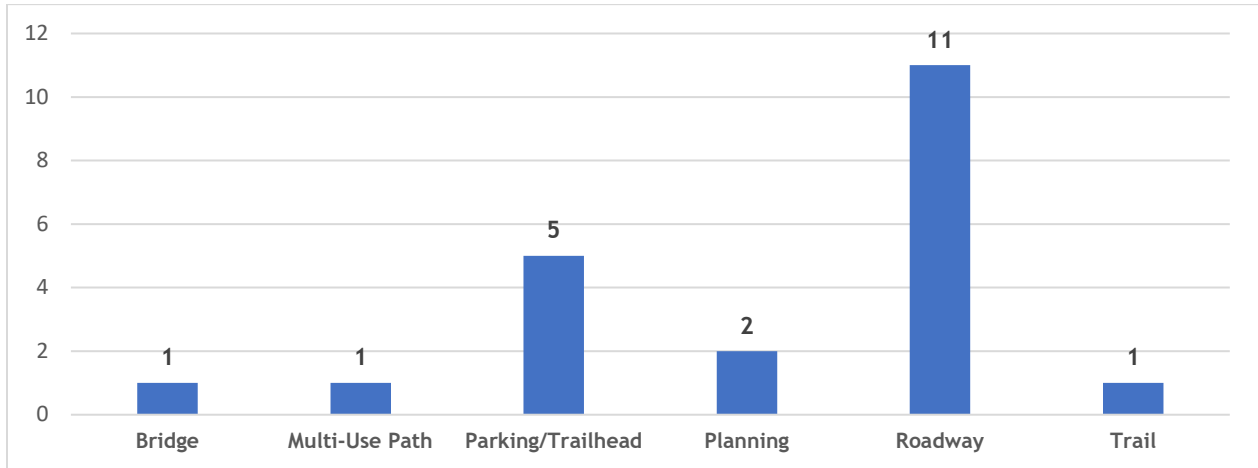
The legend below the map on the bottom left corner labels the three project type labels and four levels of Access Roads to Federal Lands depicted by color-coded road segments. The project label for corridor improvements is a solid black line and solid black dot at the end of the line, location specific improvements are a solid black line, white dot and black outline at the end of the line, and federally-owned roads are light grey line. Orange segments are State Routes with Primary Access, yellow segments are State Routes with Other Access, red segments are Local Road with Primary Access, and dark red segments are Local Road with Secondary Access.

The list of six projects in middle bottom of the map are in a two-columned list organized by project ID, project name and are colored by their matching-colored road segments. The six projects are 82 Forest Road 250 Improvements in hot pink, 83 Winter-Use Congestion Mitigation on Hwy 160 in light blue, 84 Parking Improvements, Congestion on Hwy 160 in yellow, 86 SR 149 Improvements in dark blue, 208 FR 250 at Terrace Reservoir in lime green, and 209 Beaver Creek Bridge Repair in orange.

The legend on the bottom right corner of the map is land ownership depicted by color-coded areas. Tan areas are Bureau of Land Management, dark green areas are US Forest Service, dark pink areas are US Fish & Wildlife, light pink areas are Tribal Lands, light green areas are National Park Service, olive green areas are Bureau of Reclamation, light blue areas are Energy/Defense Departments, and the pear color areas are Colorado State Lands.

Summary Data

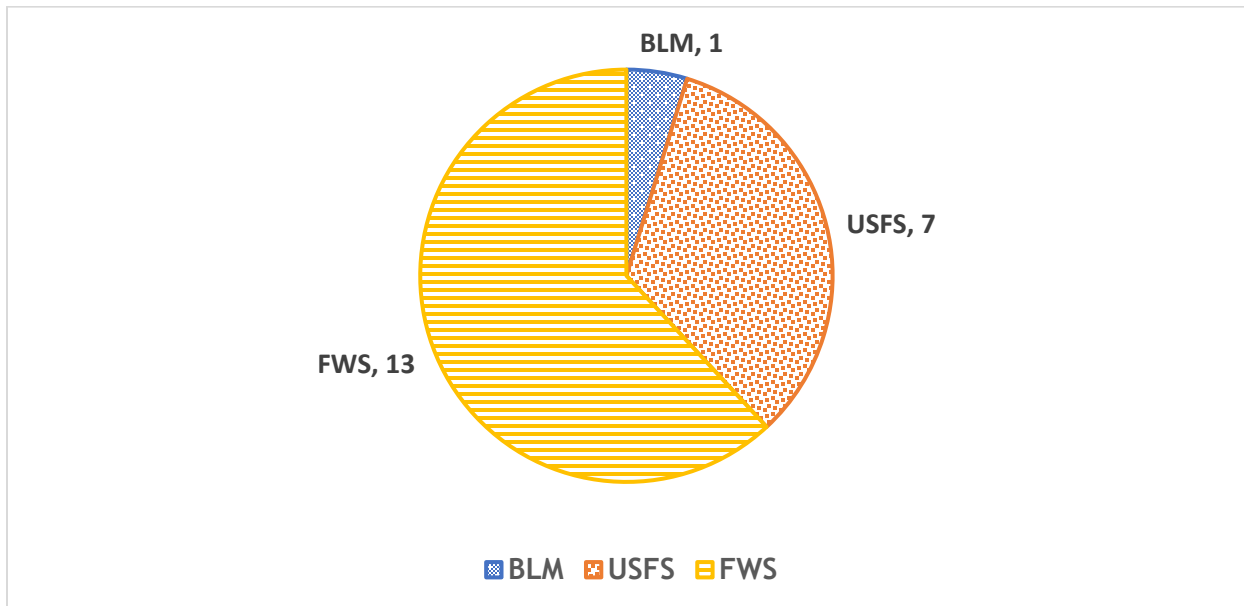
Figure 9 : Project Type



Note: Some projects include more than one type

Vertical bar graph for three project types on the x-axis. The y-axis depicts the number of projects for each type of project. Bridge has 1 project, Multi-Use Path has 1 project, Parking/Trailhead has 5 projects, Planning has 2 projects, Roadway has 11 projects, Trail has 1 project.

Figure 10 : Public Land Accessed



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

Pie chart with the largest yellow section for FWS with 13 projects. The next largest orange section for USFS with 7 projects. The last blue section for BLM with 1 project.

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

ⁱⁱ <https://headwaterseconomics.org>