



# WELCOME

The purpose of this meeting is to provide information and answer questions related to the following proposed actions/decisions being considered by the Bureau of Land Management (BLM) and US Fish and Wildlife Service (USFWS):

- UDOT Right-of-Way application for a 4-lane highway commonly known as the Northern Corridor
- Amendment to Red Cliffs National Conservation Area Resource Management Plan to allow for consideration of UDOT's Right-of-Way application
- Issuance of Washington County Incidental Take Permit, based on amended Habitat Conservation Plan with Changed Circumstance of Northern Corridor (USFWS decision)
- Amendment to BLM St. George Field Office Resource Management Plan to allow consideration of Washington County's proposed mitigation area (Zone 6) under their Incidental Take Permit application



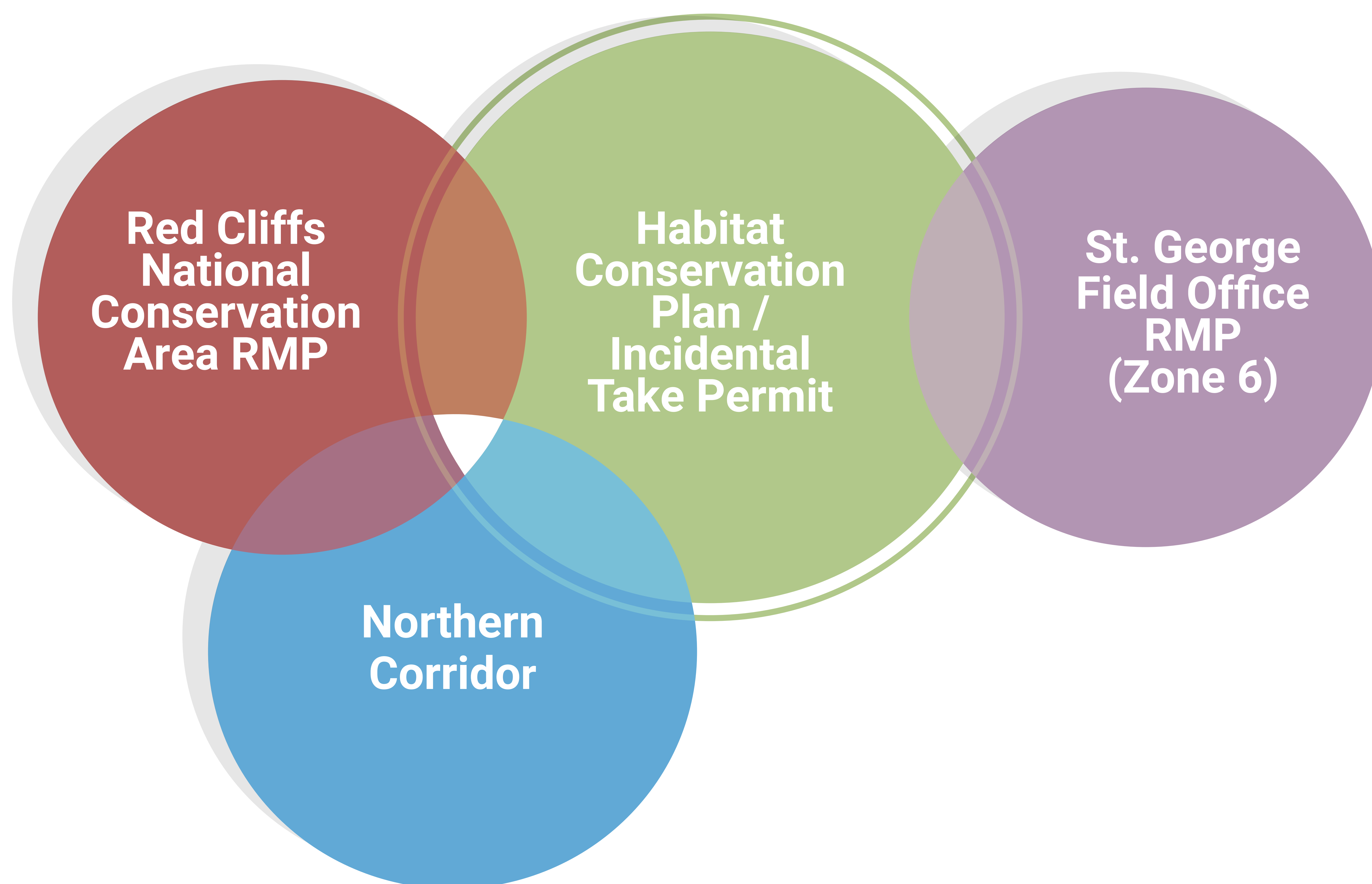


## RELATED ACTIONS/DECISIONS

There are two actions that are the driving forces behind the decisions that are being considered by the Bureau of Land Management (BLM) and the US Fish and Wildlife Service (USFWS). These are:

- Washington County's application for an incidental take permit for the Mojave desert tortoise supported by their amended Habitat Conservation Plan (HCP), replacing the one that expired in 2016
- UDOT's right-of-way application for the Northern Corridor.

Because the proposed Northern Corridor crosses part of the Red Cliffs National Conservation Area (NCA), the existing Red Cliffs NCA Resource Management Plan (RMP) would need to be amended to allow for this type of use to occur. Because Washington County is proposing to add approximately 6,800 acres to the Red Cliffs Desert Reserve, referred to as Zone 6, the BLM St. George Field Office RMP would also need to be amended to support consistency between the BLM-administered portion of Zone 6 land and resource management objectives and the existing areas of the Red Cliffs Desert Reserve with respect to overall habitat protection, conservation, and enhancement goals. Zone 6 is proposed to offset impacts to Zone 3 of the Red Cliffs Desert Reserve (part of the 1996 HCP mitigation) from the Northern Corridor. The common thread that ties all these actions/decisions together is the Washington County HCP and an EIS is required in order to properly address these decisions. This relationship is illustrated in the graphic below.







## ALTERNATIVE DEVELOPMENT PROCESS

Northern Corridor right-of-way (ROW) alternatives were developed as the range of alternatives for consideration based on previous planning studies, through collaborative discussions with the interdisciplinary planning team including traffic engineers, roadway design engineers, environmental resource specialists, agency stakeholders, and through input from cooperating agencies and the public during the EIS public scoping period.

Each ROW alternative was developed at a conceptual design level and specific elements, such as exact locations and sizes, were not determined at this time. Sufficient engineering evaluation was applied to ensure that the alternatives could be constructed within the identified corridor widths. The BLM then screened the potential routes using the following considerations: 1) it does not respond to the purpose and need; 2) it is not technically or economically feasible; 3) it is not consistent with the overall policy objectives for the area; 4) its implementation is remote or speculative; 5) it is not substantively different in design from an alternative being analyzed in detail; or 6) it would have substantively similar effects from an alternative being analyzed in detail. A range of five reasonable alternatives, in addition to a No Action alternative, were carried forward for further analysis in the EIS. The remaining alternatives that were not considered reasonable are described in the EIS, but were not studied further.







U.S. Department of the Interior  
Bureau of Land Management  
Fish and Wildlife Service

# Northern Corridor

## BACKGROUND

The Northern Corridor is a proposed east-west transportation corridor that would provide regional connectivity around the northern portions of the urbanized St. George metropolitan area. It is intended to address regional mobility issues and accommodate future growth and associated travel demand.

Planning for the Northern Corridor has been ongoing for several decades and is led by the Dixie Metropolitan Planning Organization (DMPO), the governmental agency responsible for regional transportation planning in Washington County. The DMPO is made up of representatives from Washington County, the local communities, and the Utah Department of Transportation (UDOT).

A right-of-way application for the use of Federal lands administered by the BLM in the Red Cliffs NCA for the Northern Corridor from Red Hills Parkway to Green Spring Drive has been submitted by UDOT. The BLM must now evaluate and respond to this application.

NEPA ACTION/DECISION

## NORTHERN CORRIDOR RIGHT-OF-WAY APPLICATION

AGENCY  
RESPONSIBLE FOR  
DECISION



DESCRIPTION OF ACTION/DECISION

The BLM is evaluating UDOT's right-of-way application for a 4-lane highway through the Red Cliffs National Conservation Area (known as the Northern Corridor). The right-of-way would also include a paved bike and pedestrian trail paralleling the highway. The BLM will decide whether to deny, approve, or approve with modifications based on the environmental impact analysis.





## ALT. 1: NO ACTION ALTERNATIVE

Under the No Action Alternative, the BLM would deny UDOT's application for a right-of-way across the Red Cliffs National Conservation Area for the Northern Corridor. The alternative reflects all the roadway and transit improvements from the applicable local, regional, and statewide transportation plans that would be completed by 2050, absent the Northern Corridor. It provides a baseline against which the other Northern Corridor alternatives will be compared based on traffic performance.

The USFWS would not reissue an Incidental Take Permit (ITP) to Washington County authorizing the take of Mojave desert tortoise subject to the conservation measures in the Amended Habitat Conservation Plan (HCP), and the ITP issued based on the 1995 HCP would expire. Washington County would not implement the Amended HCP, would cease implementing the 1995 HCP, and would not be authorized for any take of the Mojave desert tortoise.

NEPA ACTION/DECISION

**DENY ROW**

NEPA ACTION/DECISION

**NO ISSUANCE OF AN  
INCIDENTAL TAKE  
PERMIT (ITP)**

NEPA ACTION/DECISION

**NO RED CLIFFS  
NCA RESOURCE  
MANAGEMENT PLAN  
AMENDMENT**

NEPA ACTION/DECISION

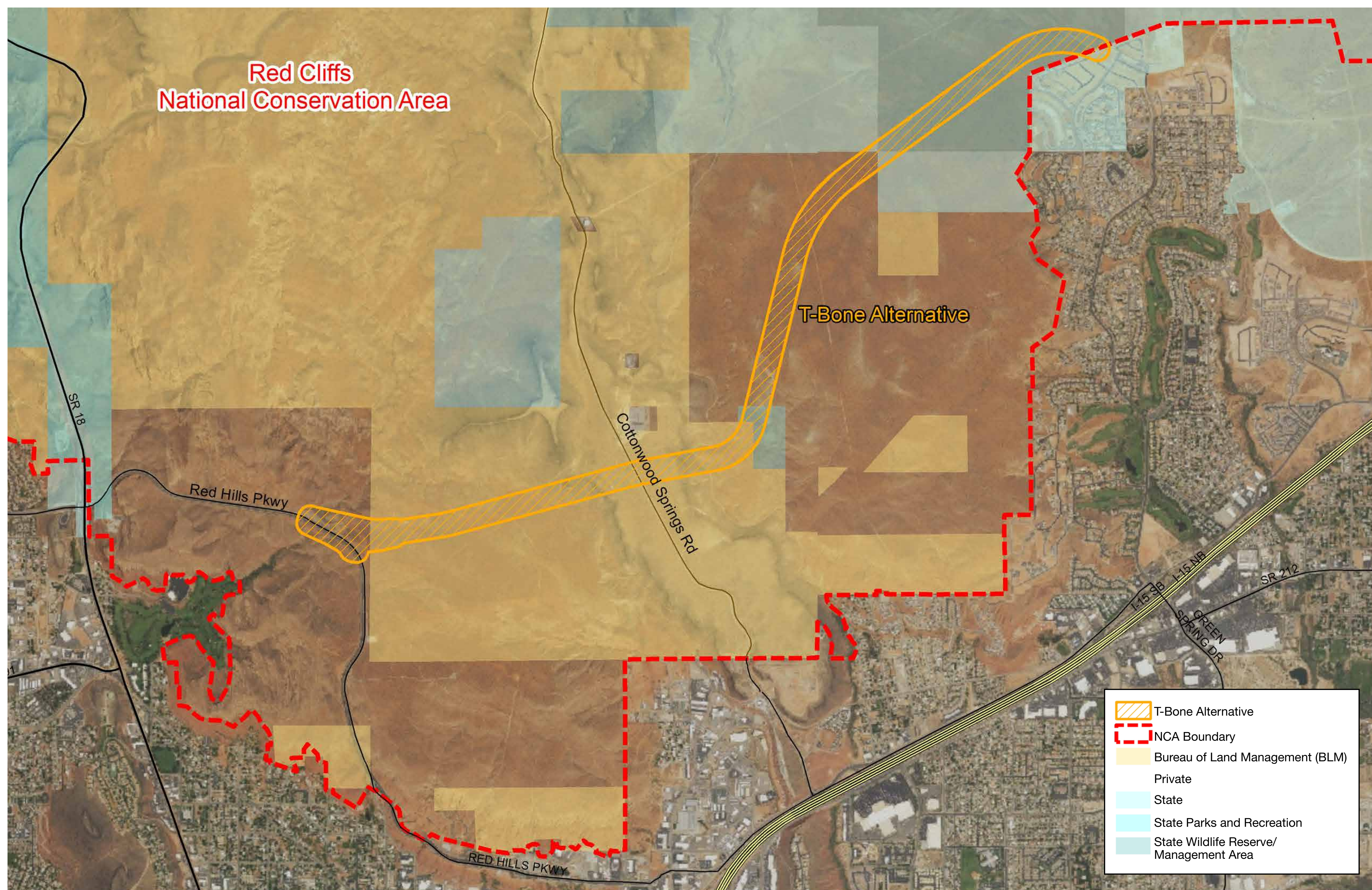
**NO ST. GEORGE FIELD  
OFFICE RESOURCE  
MANAGEMENT PLAN  
AMENDMENT**





## ALT. 2: T-BONE MESA ALIGNMENT

Under the T-Bone Mesa Alignment, the BLM would issue a 500-foot-wide right-of-way to UDOT across the Red Cliffs National Conservation Area for the Northern Corridor on the T-Bone Mesa alignment. This alignment would connect Green Spring Drive on the east to Red Hills Parkway on the west just north of the Pioneer Hills trailhead parking area. The alignment would consist of a 4-lane highway with two 12-foot-wide travel lanes in each direction, 8-foot shoulders, and a 20-foot center median. It will also have a new intersection connection to Red Hills Parkway, 10- to 14-foot-wide non-motorized trail on both sides of the proposed highway, and a posted speed limit of 50 miles per hour. The BLM would also make any necessary right-of-way amendments to the City of St. George's existing FLPMA Title V right-of-way for the Red Hills Parkway. Under this alternative, the Northern Corridor would skirt the southern edge of T-Bone Mesa. The Northern Corridor would be approximately 4 miles long, approximately 2.2 of which would be across BLM-administered lands.



NEPA ACTION/DECISION

**ROW GRANT  
ISSUED BASED  
ON T-BONE MESA  
ALIGNMENT**

NEPA ACTION/DECISION

**INCIDENTAL TAKE  
PERMIT (ITP) ISSUED  
WITH NORTHERN  
CORRIDOR CHANGED  
CIRCUMSTANCE  
IMPLEMENTED UPON  
ROW ISSUANCE**

NEPA ACTION/DECISION

**RED CLIFFS  
NCA RESOURCE  
MANAGEMENT  
PLAN AMENDMENT  
APPROVED WITH  
EITHER ACTION  
ALTERNATIVE B OR C**

NEPA ACTION/DECISION

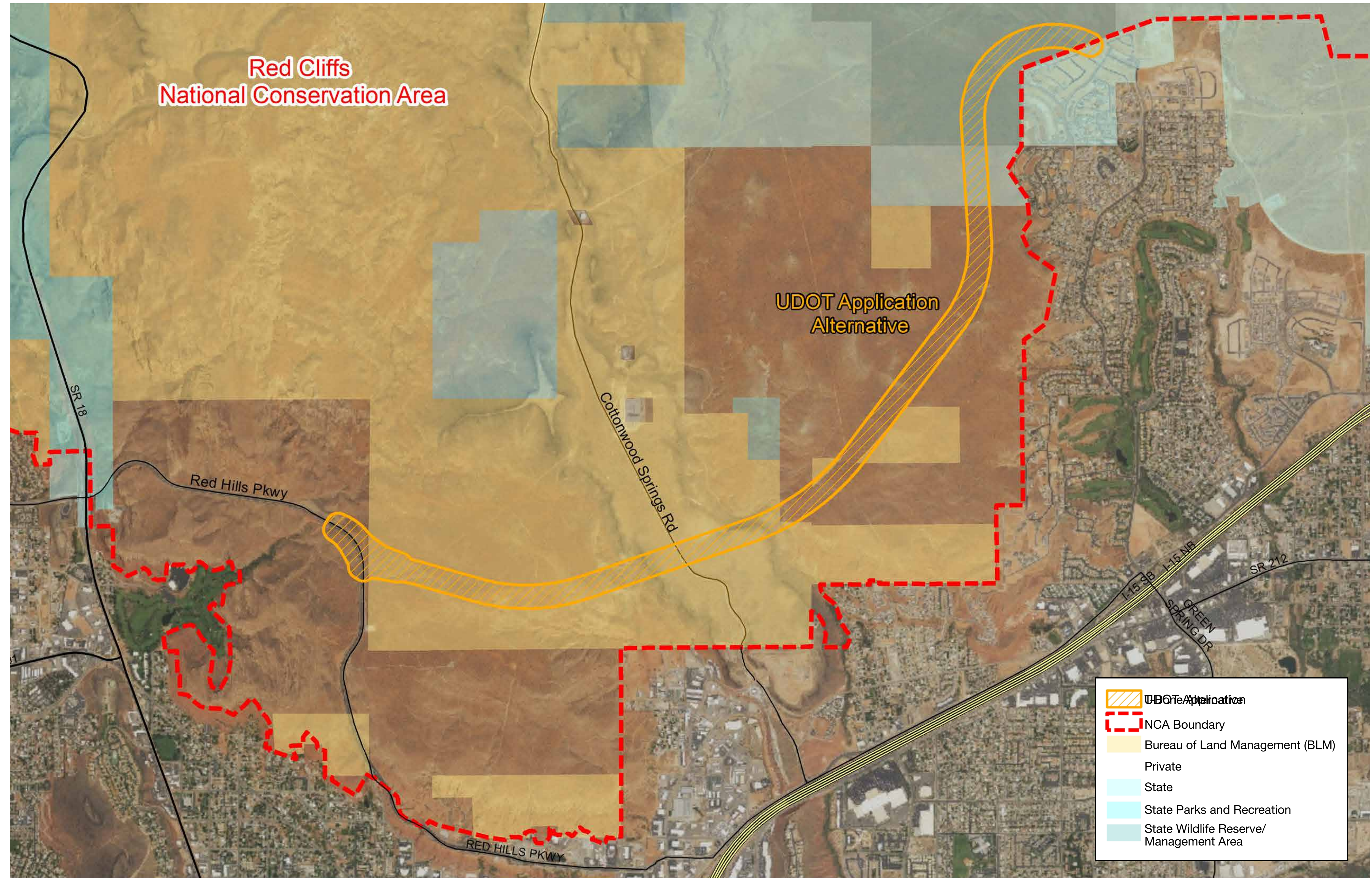
**ST. GEORGE FIELD  
OFFICE RESOURCE  
MANAGEMENT  
PLAN AMENDMENT  
APPROVED WITH  
EITHER ACTION  
ALTERNATIVE B OR C**





## ALT. 3: UDOT APPLICATION ALIGNMENT (AGENCY PREFERRED)

Under the UDOT Application Alignment, the BLM would issue a 500-foot-wide right-of-way to UDOT across the Red Cliffs National Conservation Area for the Northern Corridor for the alignment included in UDOT's right-of-way application. This alignment would connect Green Spring Drive on the east to Red Hills Parkway on the west just north of the Pioneer Hills trailhead parking area. The alignment would consist of a 4-lane highway with two 12-foot-wide travel lanes in each direction, 8-foot shoulders, and a 20-foot center median. It will also have a new intersection connection to Red Hills Parkway, 10- to 14-foot-wide non-motorized trail on both sides of the proposed highway, and a posted speed limit of 50 miles per hour. The BLM would also make any necessary right-of-way amendments to the City of St. George's existing FLPMA Title V right-of-way for the Red Hills Parkway. Under this alternative, the Northern Corridor would be approximately 4.3 miles long, approximately 1.9 of which would be across BLM-administered lands.



NEPA ACTION/DECISION

**ROW GRANT  
ISSUED BASED  
ON UDOT  
APPLICATION  
ALIGNMENT**

NEPA ACTION/DECISION

**INCIDENTAL TAKE  
PERMIT (ITP) ISSUED  
WITH NORTHERN  
CORRIDOR CHANGED  
CIRCUMSTANCE  
IMPLEMENTED UPON  
ROW ISSUANCE**

NEPA ACTION/DECISION

**RED CLIFFS  
NCA RESOURCE  
MANAGEMENT  
PLAN AMENDMENT  
APPROVED WITH EITHER  
ACTION ALTERNATIVE B  
(AGENCY PREFERRED)  
OR C**

NEPA ACTION/DECISION

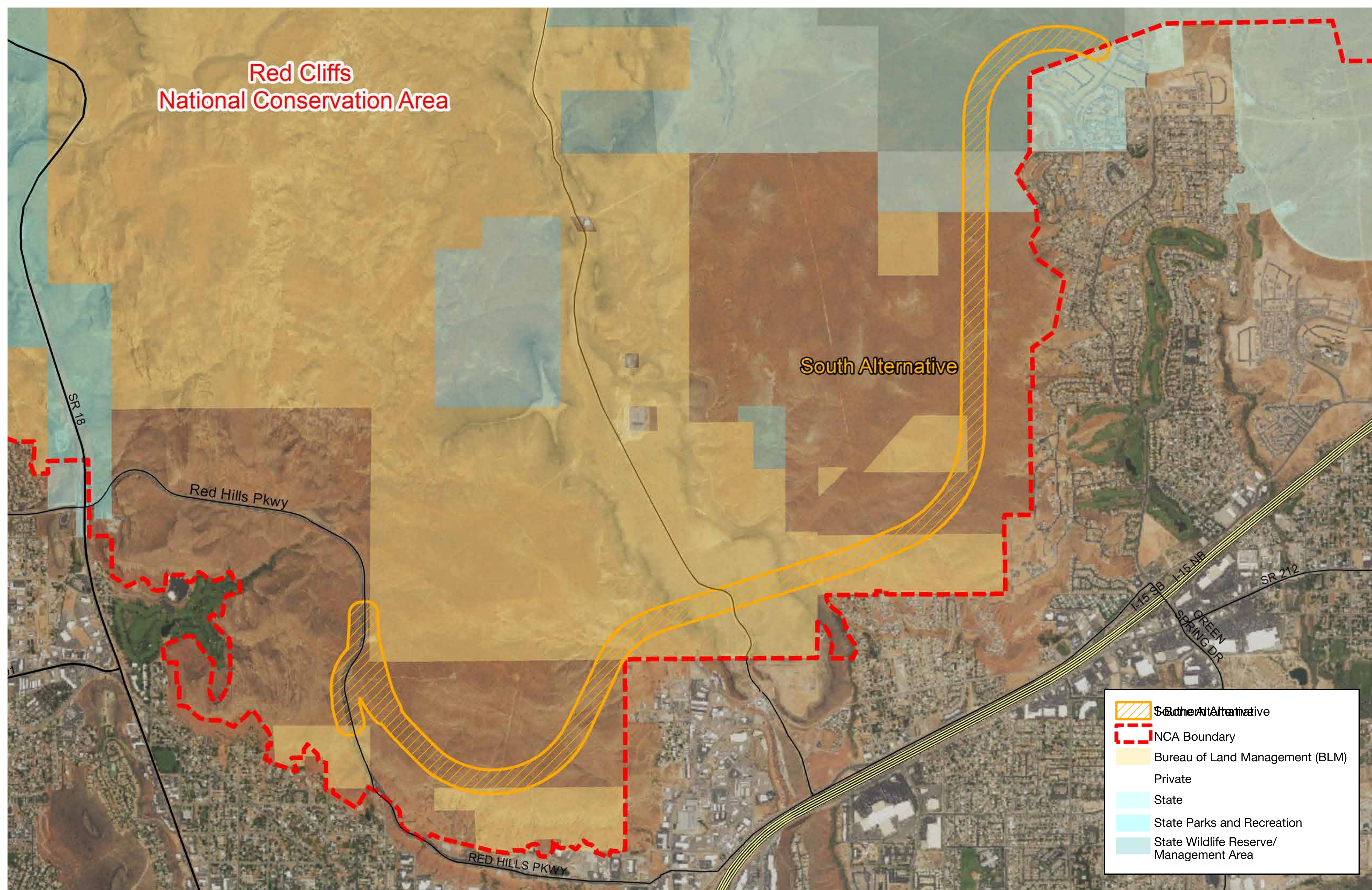
**ST. GEORGE FIELD  
OFFICE RESOURCE  
MANAGEMENT  
PLAN AMENDMENT  
APPROVED WITH EITHER  
ACTION ALTERNATIVE B  
(AGENCY PREFERRED)  
OR C**





## ALT. 4: SOUTHERN ALIGNMENT

Under the Southern Alignment, the BLM would issue a 500-foot-wide right-of-way to UDOT across the Red Cliffs National Conservation Area for the Northern Corridor on the southern alignment. Under this alternative, the Northern Corridor would nearly skirt the southern border of the National Conservation Area, connecting Green Spring Drive on the east to Red Hills Parkway on the west just south of, and slightly encroaching onto, the Pioneer Hills trailhead parking area. The alignment would consist of a 4-lane highway with two 12-foot-wide travel lanes in each direction, 8-foot shoulders, and a 20-foot center median. It will also have a new intersection connection to Red Hills Parkway, 10- to 14-foot-wide non-motorized trail on both sides of the proposed highway, and a posted speed limit of 50 miles per hour. The BLM would also make any necessary right-of-way amendments to the City of St. George's existing FLPMA Title V right-of-way for the Red Hills Parkway. The Northern Corridor would be approximately 5.3 miles long, approximately 1.5 of which would be across BLM-administered lands.



NEPA ACTION/DECISION

**ROW GRANT  
ISSUED BASED  
ON SOUTHERN  
ALIGNMENT**

NEPA ACTION/DECISION

**INCIDENTAL TAKE  
PERMIT (ITP) ISSUED  
WITH NORTHERN  
CORRIDOR CHANGED  
CIRCUMSTANCE  
IMPLEMENTED UPON  
ROW ISSUANCE**

NEPA ACTION/DECISION

**RED CLIFFS  
NCA RESOURCE  
MANAGEMENT  
PLAN AMENDMENT  
APPROVED WITH  
EITHER ACTION  
ALTERNATIVE B OR C**

NEPA ACTION/DECISION

**ST. GEORGE FIELD  
OFFICE RESOURCE  
MANAGEMENT  
PLAN AMENDMENT  
APPROVED WITH  
EITHER ACTION  
ALTERNATIVE B OR C**

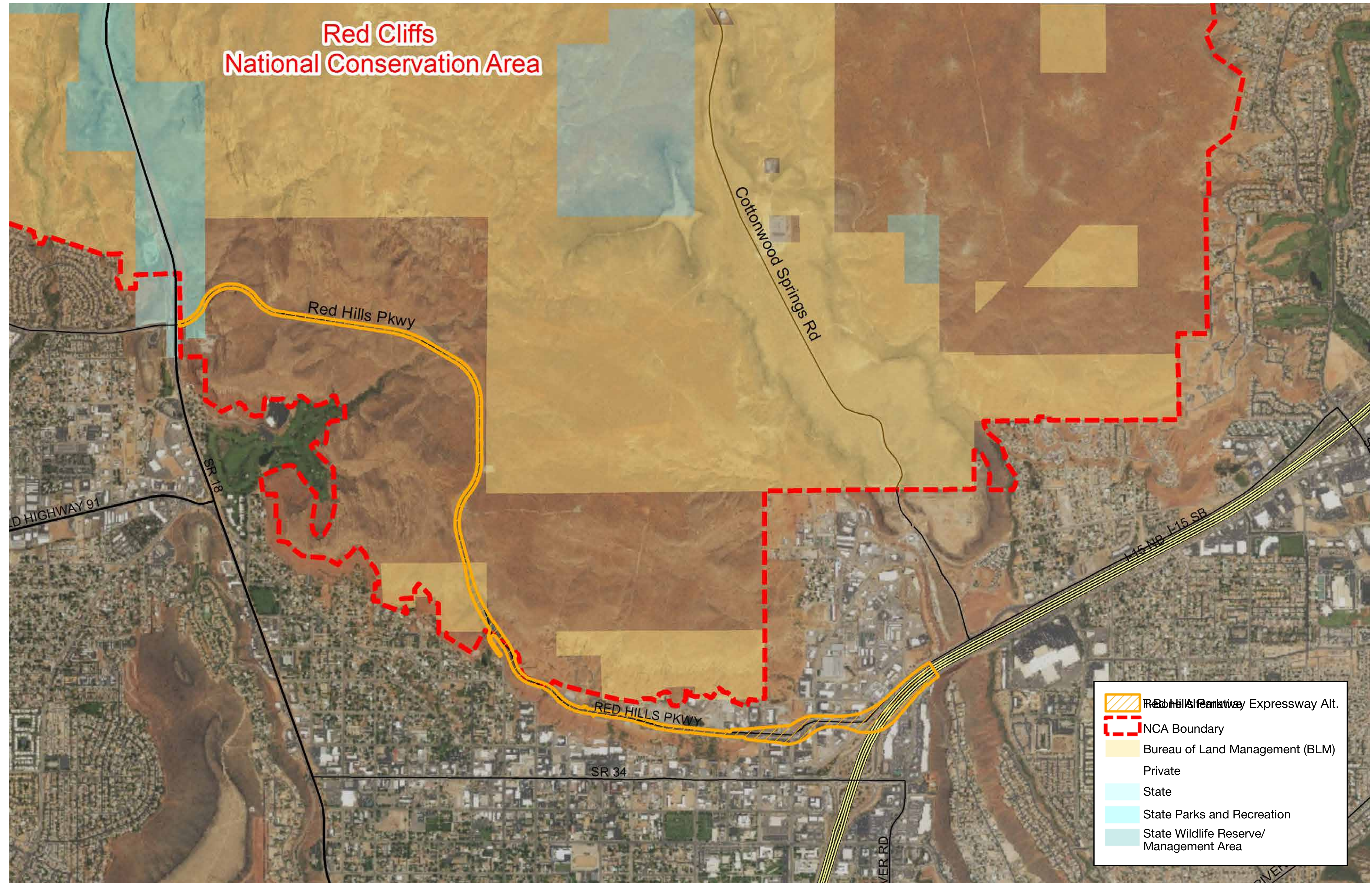




## ALT. 5: RED HILLS PARKWAY EXPRESSWAY ALIGNMENT

The Red Hills Parkway Expressway Alignment proposes changes to Red Hills Parkway instead of a new road within the National Conservation Area. Under this alternative, the BLM would grant necessary right-of-way amendments to the City of St. George's existing FLPMA Title V right-of-way for the Red Hills Parkway for UDOT to convert Red Hills Parkway into a grade-separate expressway between I-15 and Bluff Street. Improvements would include new east-to-north and south-to-west connections to I-15 to connect Red Hills Parkway directly to I-15. The alternative would also convert the existing intersections at 200 East (Skyline Drive) and 1000 East to grade-separated interchanges with necessary modifications to the mainline roadway to accommodate the new interchanges. The intersections at 900 East and Industrial Road would be closed and/or converted to right-in-right-out movements only.

The intersection at Highland Drive would be closed. Existing driveways along the existing roadway to public and private properties would either be closed or converted to right-in-right-out movements only. Additional widening of Red Hills Parkway at various locations between 200 East and 900 East would be required to add exclusive turning lanes for access to individual properties and/or public use areas where feasible. The speed limit with the expressway concept would be from 45 to 50 miles per hour.



NEPA ACTION/DECISION

**ROW GRANT  
AMENDED BASED ON  
THE  
RED HILLS PARKWAY  
EXPRESSWAY  
ALIGNMENT**

NEPA ACTION/DECISION

**INCIDENTAL TAKE  
PERMIT (ITP) ISSUED  
WITH NO NORTHERN  
CORRIDOR CHANGED  
CIRCUMSTANCE  
IMPLEMENTED**

NEPA ACTION/DECISION

**NO RED CLIFFS  
NCA RESOURCE  
MANAGEMENT PLAN  
AMENDMENT**

NEPA ACTION/DECISION

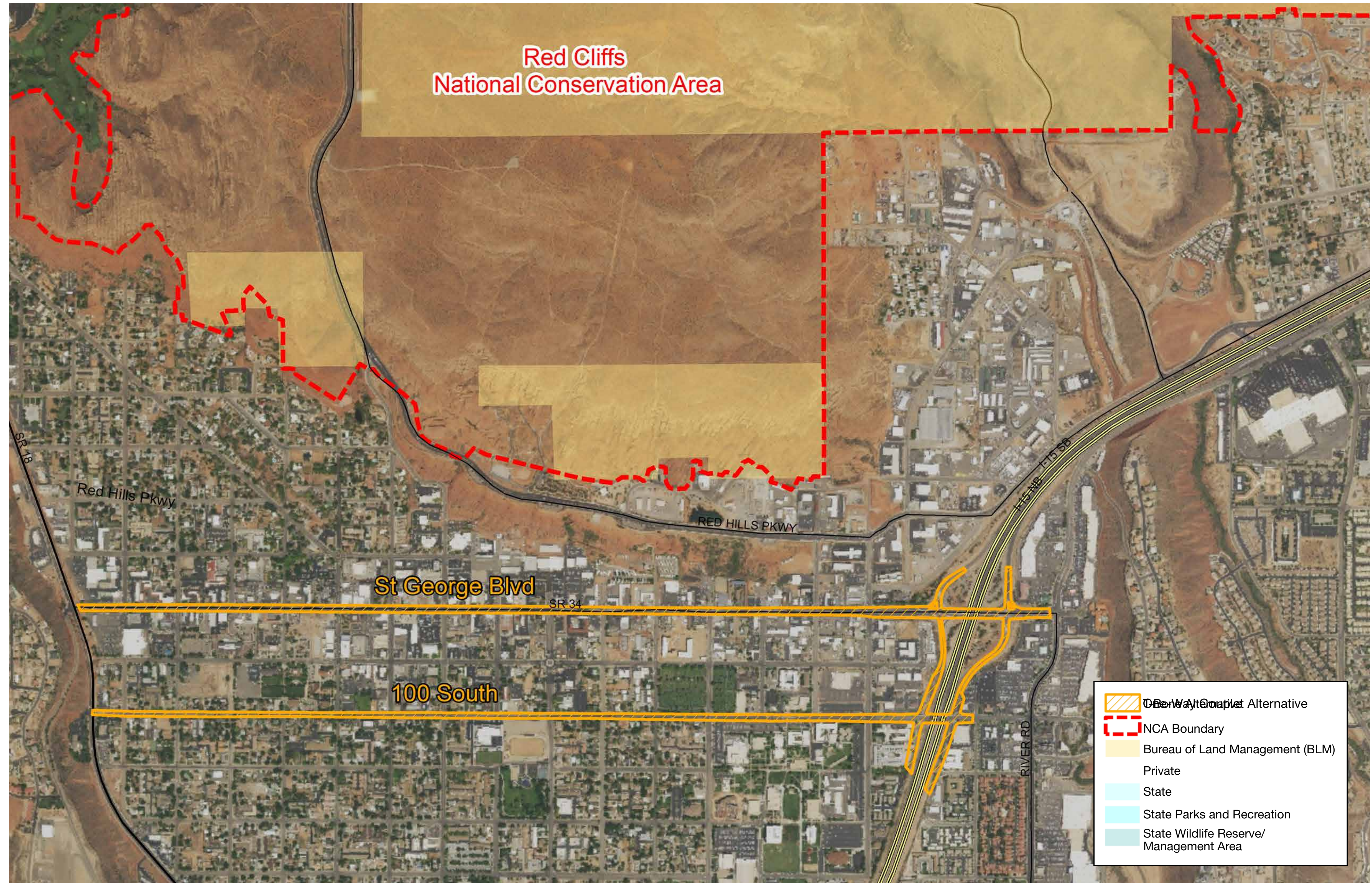
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OFFICE RESOURCE  
MANAGEMENT PLAN  
AMENDMENT**





## ALT. 6: ST. GEORGE BOULEVARD / 100 SOUTH ONE-WAY COUPLER

The One-way Couplet Alternative proposes changes to existing St. George Boulevard and 100 South instead of a new road within the National Conservation Area. This alternative assumes that the BLM would deny UDOT's right-of-way application. Rather, the alternative studies potential modifications to St. George Boulevard and 100 South to convert them into a one-way coupler system between I-15 and Bluff Street, wherein St. George Boulevard would only accommodate westbound traffic and 100 South would only accommodate eastbound traffic. Each would include three travel lanes and modifications to the cross streets between I-15 and Bluff Street would disallow left and right turns from the cross streets that would no longer be consistent with the new traffic pattern. The modifications to St. George Boulevard and 100 South between Bluff Street and the interstate would fall within the existing roadway footprint. In addition, the existing interchange with I-15 at St. George Boulevard would be reconfigured and combined with a new interchange at 100 South to provide a split interchange system between these two roadways connected by one-way ramps. Southbound interstate traffic would exit at St. George Boulevard and enter from 100 South. Speed limits would be 35 miles per hour along St. George Boulevard and 30 to 35 miles per hour along 100 South, depending on location.



NEPA ACTION/DECISION

**DENY ROW**

NEPA ACTION/DECISION

**INCIDENTAL TAKE PERMIT (ITP) ISSUED WITH NO NORTHERN CORRIDOR CHANGED CIRCUMSTANCE IMPLEMENTED**

NEPA ACTION/DECISION

**NO RED CLIFFS NCA RESOURCE MANAGEMENT PLAN AMENDMENT**

NEPA ACTION/DECISION

**NO ST. GEORGE FIELD OFFICE RESOURCE MANAGEMENT PLAN AMENDMENT**





## BACKGROUND

The Red Cliffs NCA RMP (2016) provides direction for the management of the NCA resources and land uses, in accordance with the Federal Land Policy and Management Act of 1976 and Omnibus Public Land Management Act of 2009.

In order to allow consideration of UDOT’s right-of-way application, the BLM must amend portions of the management decisions from the Red Cliffs NCA RMP. In addition to the No Action (Alternative A), two action alternatives were developed for consideration:

### Red Cliffs NCA RMP Amendment Alternative B:

**Lands and Realty:** Allow for a one-time exception to current right-of-way Avoidance Area criteria for the issuance of a Title V ROW for the Northern Corridor project

**Visual Resources:** Modify the Visual Resource Management Class designation within the proposed new right-of-way; and

**Recreation:** Modify the Recreation Management Zone designation immediately surrounding the proposed right-of-way.

### Red Cliffs NCA RMP Amendment Alternative C:

**Lands and Realty:** Designate a new transportation and utility corridor and identify the types of uses that could be authorized within that corridor;

**Visual Resources:** Same as Alternative B

**Recreation:** Same as Alternative B

All other existing resources and uses will be managed consistent with the 2016 Red Cliffs NCA RMP.

### NEPA ACTION/DECISION

## RED CLIFFS NATIONAL CONSERVATION AREA (NCA) RESOURCE MANAGEMENT PLAN (RMP) AMENDMENTS

AGENCY  
RESPONSIBLE FOR  
DECISION



### DESCRIPTION OF ACTION/DECISION

The Red Cliffs NCA RMP currently does not allow for the development of the proposed Northern Corridor and would need to be amended to allow consideration of the right-of-way application. The BLM must evaluate potential impacts to the NCA resource values and land uses, and decide if the RMP can be amended and still comply with OPLMA.



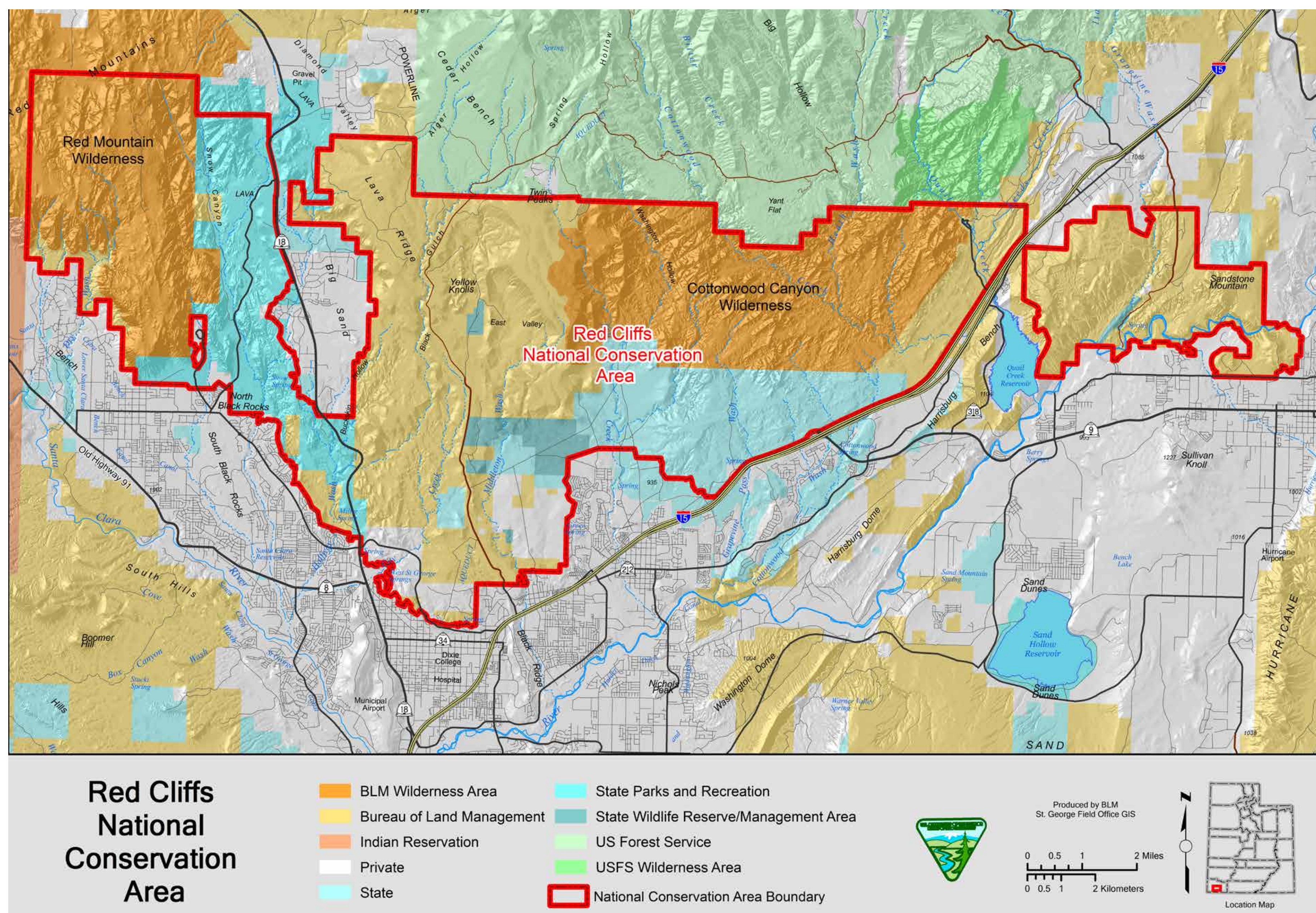


## RED CLIFFS NATIONAL CONSERVATION AREA

Congress designated the Red Cliffs National Conservation Area (NCA) in 2009, through the Omnibus Public Land Management Act of 2009, and defined the following purposes for the NCA:

1. To conserve, protect, and enhance for the benefit and enjoyment of present and future generations the ecological, scenic, wildlife, recreational, cultural, historical, natural, educational and scientific resources of the National Conservation Area;
2. To protect each species that is:
  - A located in the National Conservation Area, and
  - B listed as a threatened or endangered species on the list of threatened species or the list of endangered species published under section 4(c)(1) of the Endangered Species Act of 1973 (16 U.S.C. 1533 (c)(1)).

Through this legislation, Congress directed the Secretary of the Interior to manage the National Conservation Area in a manner that conserves, protects, and enhances the resources of the public lands.



### Red Cliffs NCA Objects and Values and Corresponding Resource Sections in the Draft EIS

OBJECTS AND VALUES	DRAFT EIS RESOURCE SECTION (SECTION NUMBER)
<b>Ecological</b>	Vegetative communities including noxious weeds and invasive species (3.2); special status plants (3.3); general wildlife (3.4); special status wildlife (3.5); wetlands, floodplains, and waters of the U.S. (3.10); water resources (3.11); fire and fuels management (3.22)
<b>Scenic</b>	Visual resources (3.13)
<b>Wildlife</b>	General wildlife (3.4), special status wildlife (3.5)
<b>Recreational</b>	Recreation and visitor services (3.15), BLM transportation and travel management (3.17)
<b>Cultural</b>	Cultural resources and Native American concerns (3.14)
<b>Historical</b>	Cultural resources and Native American concerns (3.14)
<b>Natural</b>	Vegetative communities including noxious weeds and invasive species (3.2); special status plants (3.3); general wildlife (3.4); special status wildlife (3.5); geology, mineral resources, and soils (3.7); paleontology (3.8); wetlands, floodplains, and waters of the U.S. (3.10).; water resources (3.11); fire and fuels management (3.22)
<b>Educational</b>	Educational values are associated with all resources
<b>Scientific</b>	Scientific values are associated with all resources
<b>Species protection including those identified as threatened or endangered under the ESA</b>	Vegetative communities including noxious weeds and invasive species (3.2), special status plants (3.3), general wildlife (3.4), special status wildlife (3.5)





U.S. Department of the Interior  
Bureau of Land Management  
Fish and Wildlife Service

# WASHINGTON COUNTY HCP & ITP

## BACKGROUND

The existing Habitat Conservation Plan (HCP) was developed by Washington County, Federal agencies, local citizens, and other stakeholders after the Mojave desert tortoise was listed as threatened under the Endangered Species Act (ESA) in 1990. The U.S. Fish and Wildlife Service (USFWS) approved the HCP in 1996. The 62,000 acres of habitat protected by the HCP for the Mojave desert tortoise and other wildlife is called the Red Cliffs Desert Reserve (RCDR).

The approval of the HCP allowed the issuance of an incidental take permit for Mojave desert tortoise to the County from the USFWS stipulating required processes that must be followed to develop Mojave desert tortoise habitat located on private property. To date, thousands of acres from Ivins to Springdale have been developed as a result of the HCP, and the partnership between Washington County and USFWS.

The HCP expired in 2016, but continues to operate under a letter of extension until the amended HCP is complete. The effort to develop the new HCP is being led by Washington County and would address the needed changes to the HCP should the UDOT right-of-way application for the Northern Corridor be granted. Approval of the new HCP would come from the USFWS and would support the issuance of a new incidental take permit.

### NEPA ACTION/DECISION

**INCIDENTAL TAKE PERMIT (ITP)  
APPLICATION FOR THE MOJAVE DESERT  
TORTOISE WITH ASSOCIATED HABITAT  
CONSERVATION PLAN (HCP)**

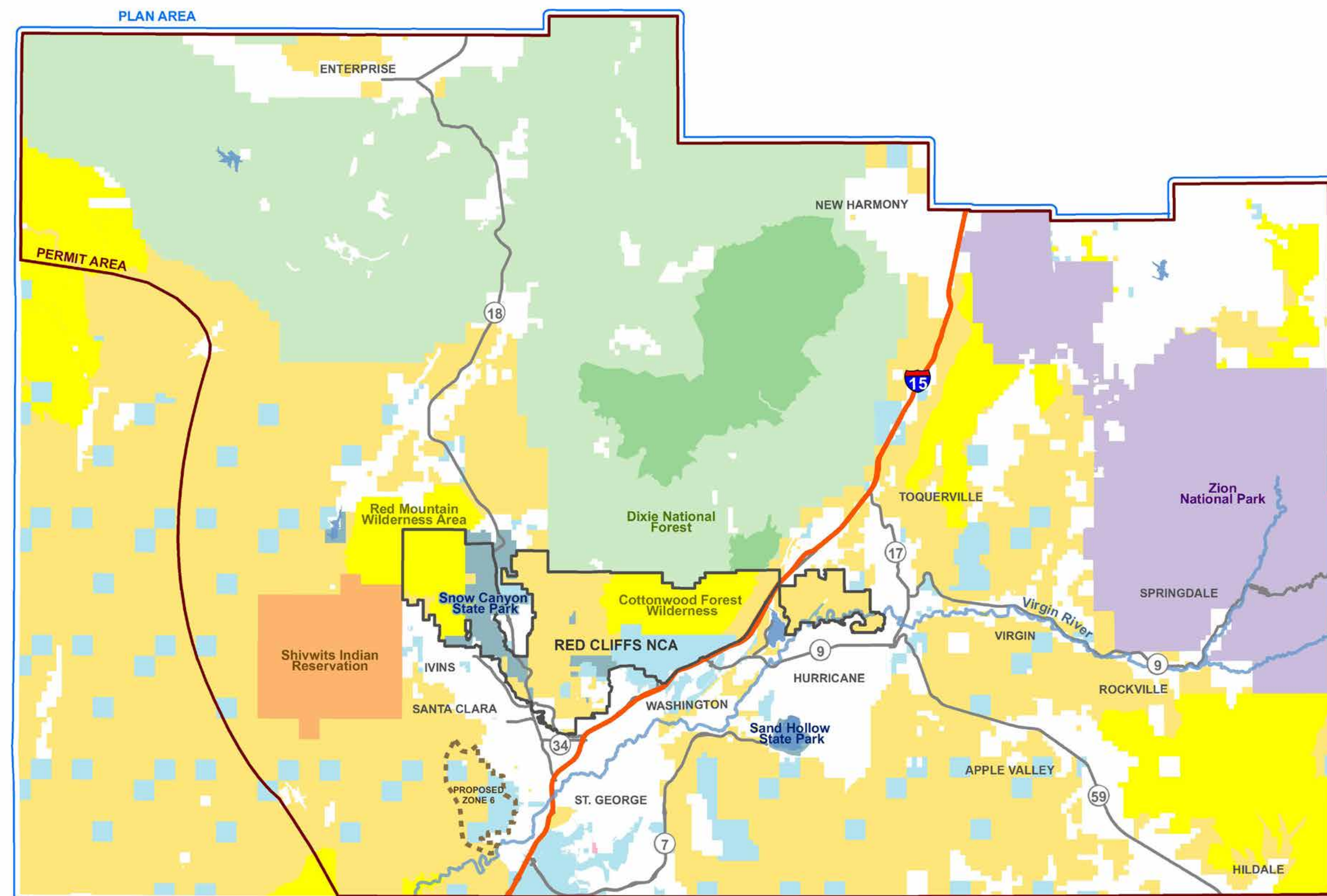
**AGENCY  
RESPONSIBLE FOR  
DECISION**



### DESCRIPTION OF ACTION/DECISION

**WASHINGTON COUNTY'S INCIDENTAL  
TAKE PERMIT THAT ALLOWS FOR  
DEVELOPMENT TO OCCUR ON PRIVATE  
PROPERTIES IN THE COUNTY THAT LIE  
WITHIN DESIGNATED MOJAVE DESERT  
TORTOISE HABITAT EXPIRED IN 2016. THE  
COUNTY HAS APPLIED FOR A 25-YEAR  
RENEWAL OF THIS PERMIT.**





Washington County/HCP Plan Area

HCP Permit Area

Red Cliffs NCA

Proposed Zone 6

**Land Ownership**

- BLM
- BLM Wilderness Area
- USFS
- USFS Wilderness Area
- National Park Service
- Indian Reservation
- Military Reservations
- State
- State, County, Wildlife, Park, and Outdoor Recreation Area
- Private and Municipality



Data Sources: AGRC and Washington County

Date: 5/20/2020

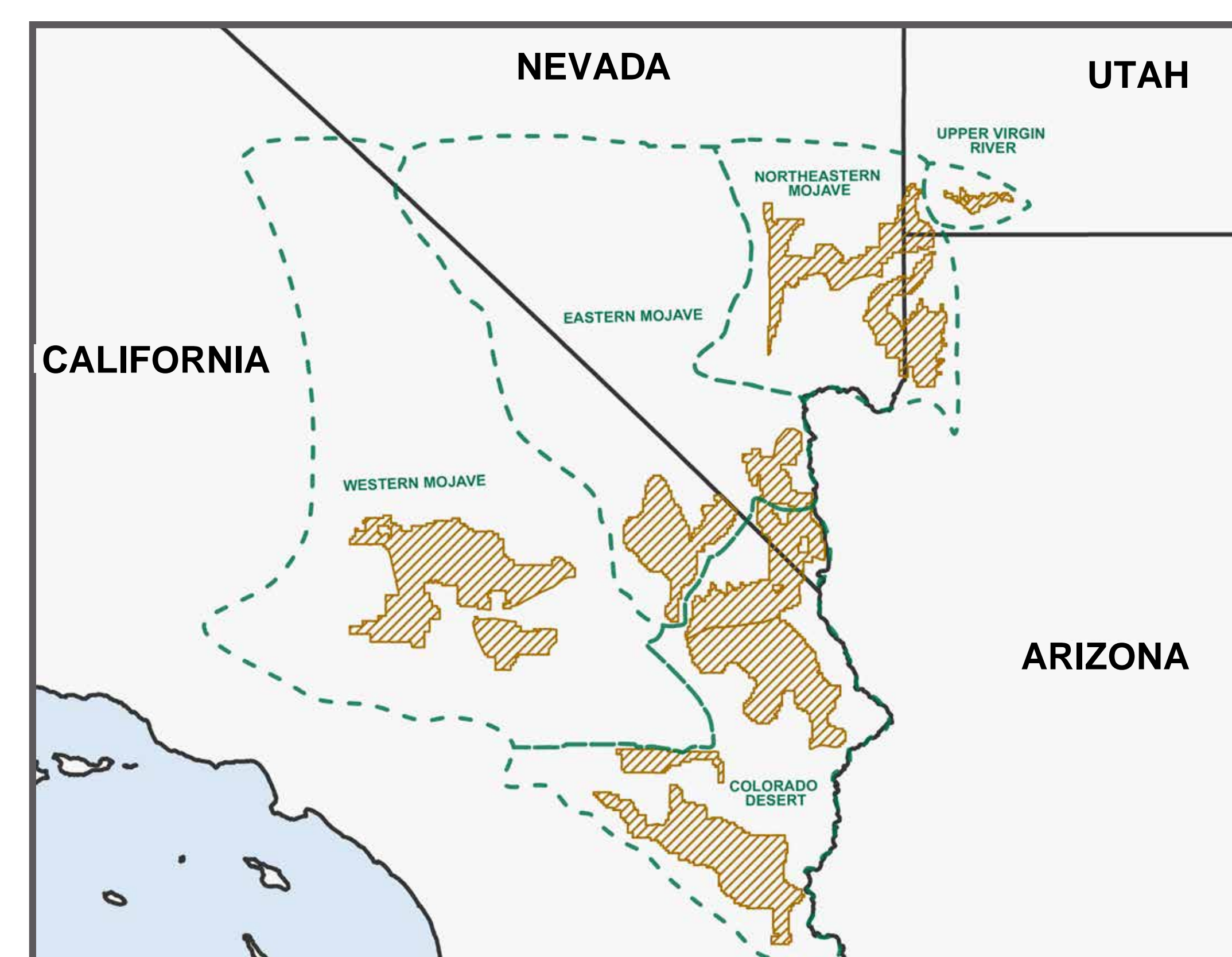
## ISSUANCE CRITERIA

The USFWS will be reviewing the Draft Amended HCP. Whether to issue an ITP is determined by whether permit issuance criteria contained in Section 10(a)(2)(B) of the ESA are met. If the following criteria are met and the HCP and supporting information are statutorily complete, the permit must be issued:

1. The taking will be incidental.
2. The applicant will, to the maximum extent practicable, minimize and mitigate the impacts of such taking.
3. The applicant will ensure that adequate funding for the HCP and procedures to deal with unforeseen circumstances will be provided.
4. The taking will not appreciably reduce the likelihood of survival and recovery of the species in the wild.
5. The applicant will ensure that other measures that the USFWS may require as being necessary or appropriate will be provided.
6. The USFWS has received such other assurances as may be required that the HCP will be implemented.

## RECOVERY UNITS

The USFWS identified five recovery units that encompass the entire range of the Mojave desert tortoise. The Upper Virgin River Recovery Unit (UVRU) overlaps with the analysis area for the HCP and is the most isolated of the recovery units, being situated at the northeast end of the Mojave desert tortoise range and only adjacent to one other

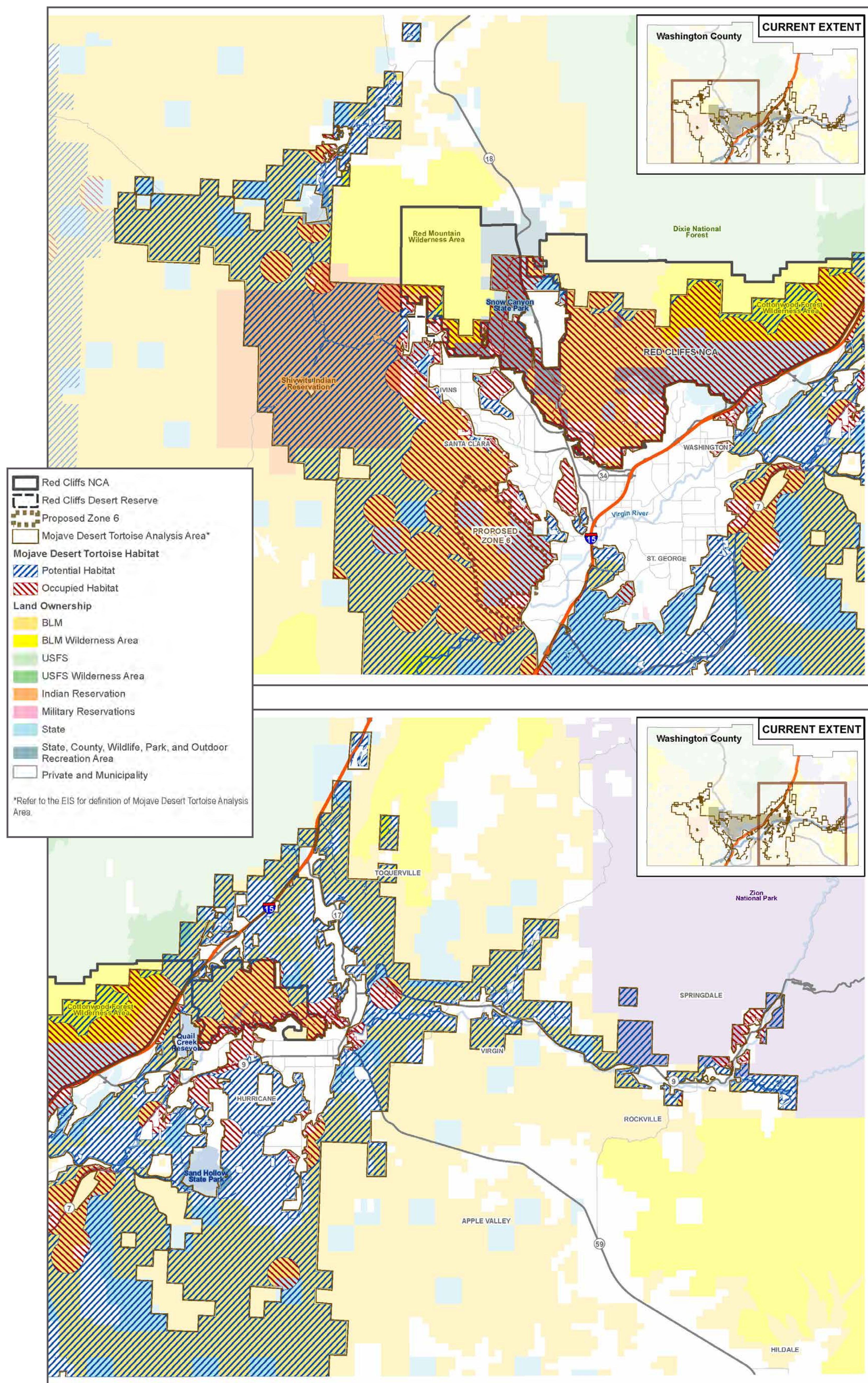


recovery unit. Designated critical habitat within the UVRU totals 54,600 acres, which is less than 1.0 percent of the total acreage of designated critical habitat for the species range-wide. Critical habitat within the UVRU includes 46,849 acres within the Reserve (of which 46,098 acres are within the boundaries of the Red Cliffs NCA); outside the Reserve there are a total of 3,034 acres of designated critical habitat, though most of this has been developed and is no longer suitable habitat.





## OCCUPIED & POTENTIAL HABITATS



## HCP OUTLINE

During early discussions with Washington County and early reviews of Washington County's draft Amended HCP, the USFWS considered and discussed with Washington County alternative ITP permit durations, Permit Areas, Covered Activities, other covered species, and alternative conservation program elements. As a result of these conversations, Washington County ultimately included some components of these alternatives in the Amended HCP.

### Habitat Conservation Plan and Incidental Take Permit No Action Alternative

Under this alternative, the USFWS would not issue an ITP to Washington County authorizing the take of Mojave desert tortoise subject to the conservation measures in the Amended HCP, and the expired ITP would no longer be in effect under the letter of extension.

### Habitat Conservation Plan and Incidental Take Permit Action Alternative— Issue Incidental Take Permit subject to Mojave Desert Tortoise Conservation Measures in Amended HCP

Under the HCP and ITP Action Alternative, the USFWS would issue Washington County an ITP authorizing incidental take of desert tortoises on the occupied or potential Mojave desert tortoise habitat on non-Federal lands, as a result of the otherwise lawful land use and development activities over a 25-year term. The ITP would be issued based on Washington County's Amended HCP and Implementation Agreement.

## WHAT IS A CHANGED CIRCUMSTANCE?

USFWS regulations define changed circumstances as “changes in circumstances affecting a species or geographic area covered by a conservation plan or agreement that can reasonably be anticipated by plan or agreement developers and the Service [USFWS] and that can be planned for (for example, the listing of new species, or a fire or other natural catastrophic event in areas prone to such events).” The Amended HCP identifies nine changed circumstances that may occur over the extended ITP term, including the Northern Corridor, and the responsive actions required to remedy each changed circumstance.





## BACKGROUND

The BLM St. George Field Office Resource Management Plan (SGFO RMP) provides direction for the management of resources and land uses within the SGFO's area of responsibility. It addresses elements such as recreation, grazing, mining, utilities, transportation, visual resources, etc.

To mitigate impacts to the Mojave desert tortoise from the Northern Corridor, Washington County is proposing to expand the Red Cliffs Desert Reserve to add approximately 6,800 new acres of land that would be set aside to protect the tortoise and its habitat. The expansion area is located west of St. George and is referred to as Zone 6.

The addition of Zone 6 to the Reserve would:

- Provide 6,800 acres of habitat and land use protections to a large sub-population of Mojave desert tortoise. Approximately 3,500 acres are managed by the BLM with a large portion (approximately 2,300 acres) occurring in the Red Bluff Area of Critical Environmental Concern. Remaining acres are either owned by the Utah School and Institutional Trust Lands Administration (SITLA) or private land owners.
- Ensure the long-term protection of the area from growth and development and maintain it as an open space and recreational area.

In addition to the No Action, two action alternatives were developed for consideration with varying levels of land use restrictions.

### NEPA ACTION/DECISION

## ST. GEORGE FIELD OFFICE RESOURCE MANAGEMENT PLAN (RMP) AMENDMENTS

AGENCY  
RESPONSIBLE FOR  
DECISION



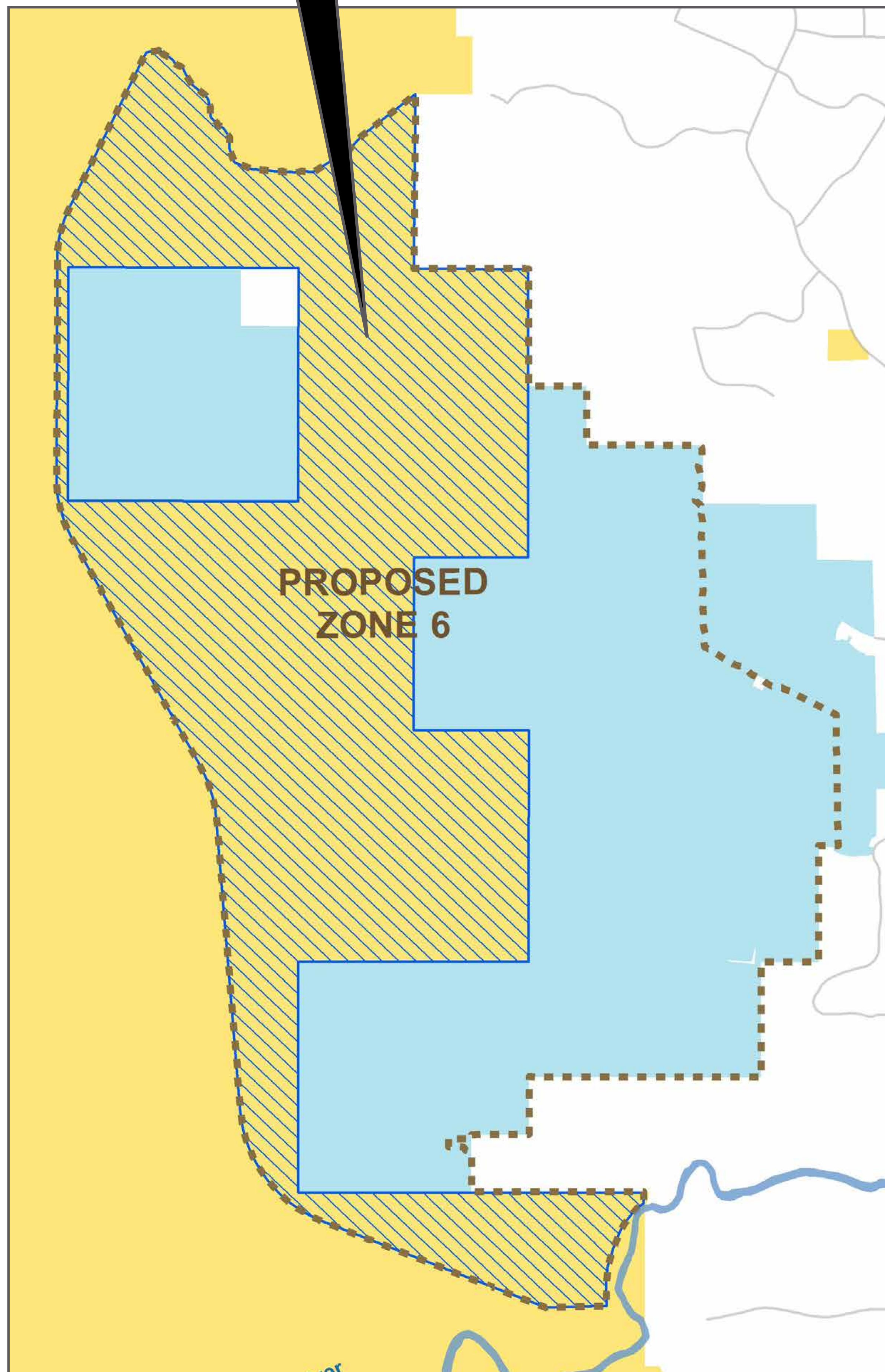
### DESCRIPTION OF ACTION/DECISION

Washington County is proposing to add Zone 6 to the Red Cliffs Desert Reserve to mitigate impacts to the Mojave desert tortoise from the development of the Northern Corridor in the existing Reserve. In order to support adding Zone 6 to the Reserve, the BLM could amend the St. George Field Office RMP. Proposed management actions for BLM-managed lands in Zone 6 would be similar to the existing Reserve. This could include the removal of existing trails, limiting recreation, transportation, grazing, utility development, and other uses.





**BLM-ADMINISTERED  
AREA SUBJECT TO  
RMP AMENDMENT**



**PREFERRED**

ALTERNATIVE B

LANDS AND REALTY			
ROW Designations	76% Avoidance	100% Exclusion	100% Avoidance
Land Acquisitions	None Identified	All Non-federal Lands	All non-federal lands
Land Disposals	176 Acres	0 acres	0 acres
MINERALS			
Recommended Withdrawal	67%	100%	100%
Oil & Gas	17% Open 70% No Surface Occupancy 10% Controlled Surface Use 3% Closed	100% Closed	97% No Surface Occupancy 3% Closed (in city limits)
Mineral Materials	67% Closed	100% Closed	100% Closed
LIVESTOCK GRAZING			
Available Allotments	76% Avoidance	100% Exclusion	100% Avoidance
TRAVEL AND TRANSPORTATION MANAGEMENT			
Travel Management Designations	Limited to Designated Routes (when Travel Management Plan is finalized)	Limited – Maximum 35 Miles Non-Motorized And 4 Miles Motorized	Limited – Maximum 35 Miles Non-Motorized And 4 Miles Motorized
RECREATION			
Dispersed Camping	Open Subject to 14-day Limit and 75-person Group Size	Closed	Designated Sites Only
Target shooting	Silent (open)	Closed	Open, Subject To Safety And Litter Restrictions
Special Recreation Permits	Open (must not impact ACEC values on 76%)	No Motorized Or Equestrian Competitive Events, Limited To Authorized Roads And Trails	Open On Case-By-Case Basis Subject to Design Restrictions
Geocaches	Silent	Closed To Physical Geocaches, Open To Virtual	Closed To Physical Geocaches, Open to Virtual
Aerial Take-off & Landing (unmanned, ultra-light, remote control, etc.)	Silent	Closed	Closed
Pet Leash Requirements	Silent	All Pets Must Be On Leash At All Times	All Pets Must Be On Leash at All Times
Paintball Activities	Silent	Closed	Closed
Solid Waste	Silent	Require Users to Pack Out All Solid Human And Pet Waste	Require Users to Pack Out All Solid Human And Pet Waste

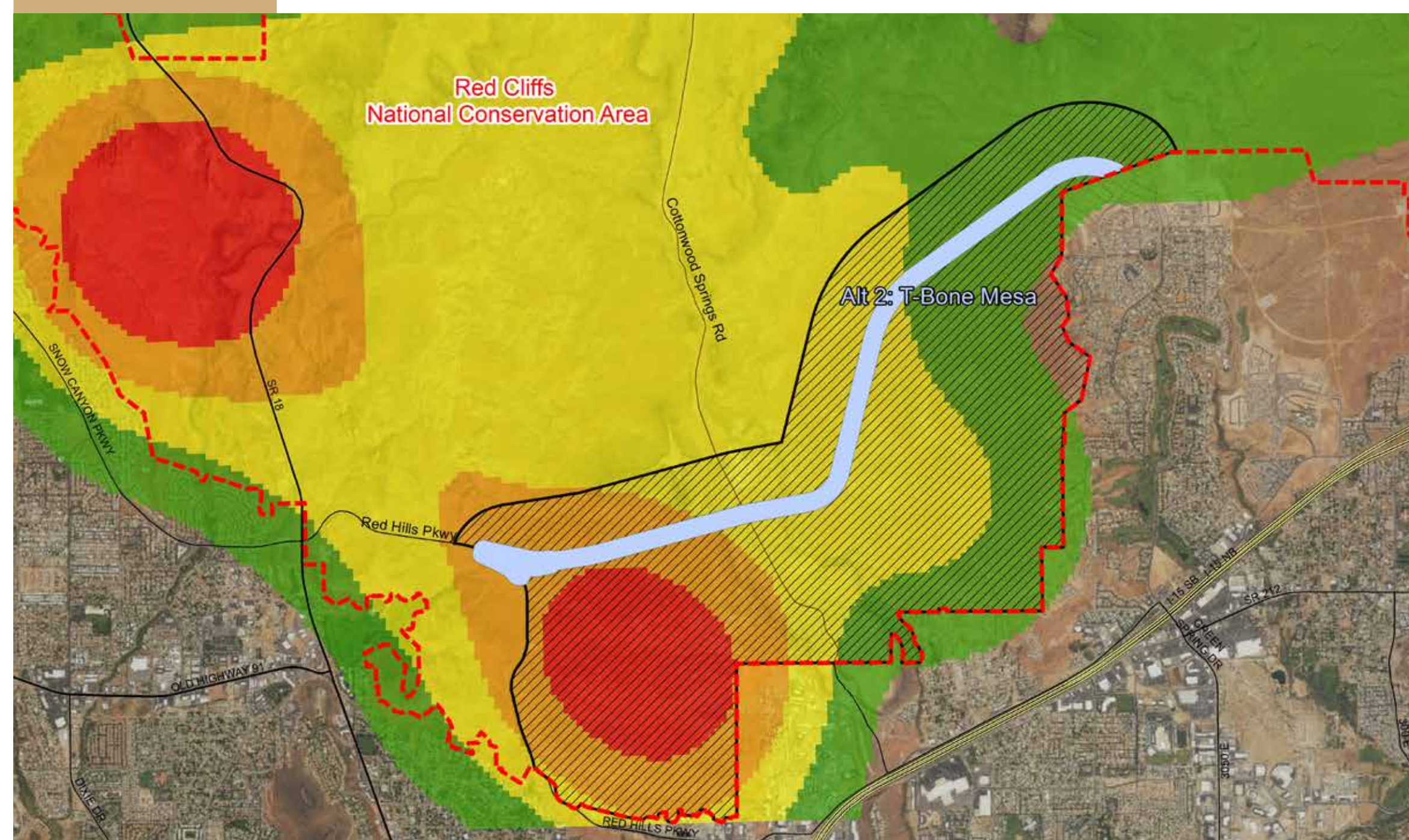




## MOJAVE DESERT TORTOISE

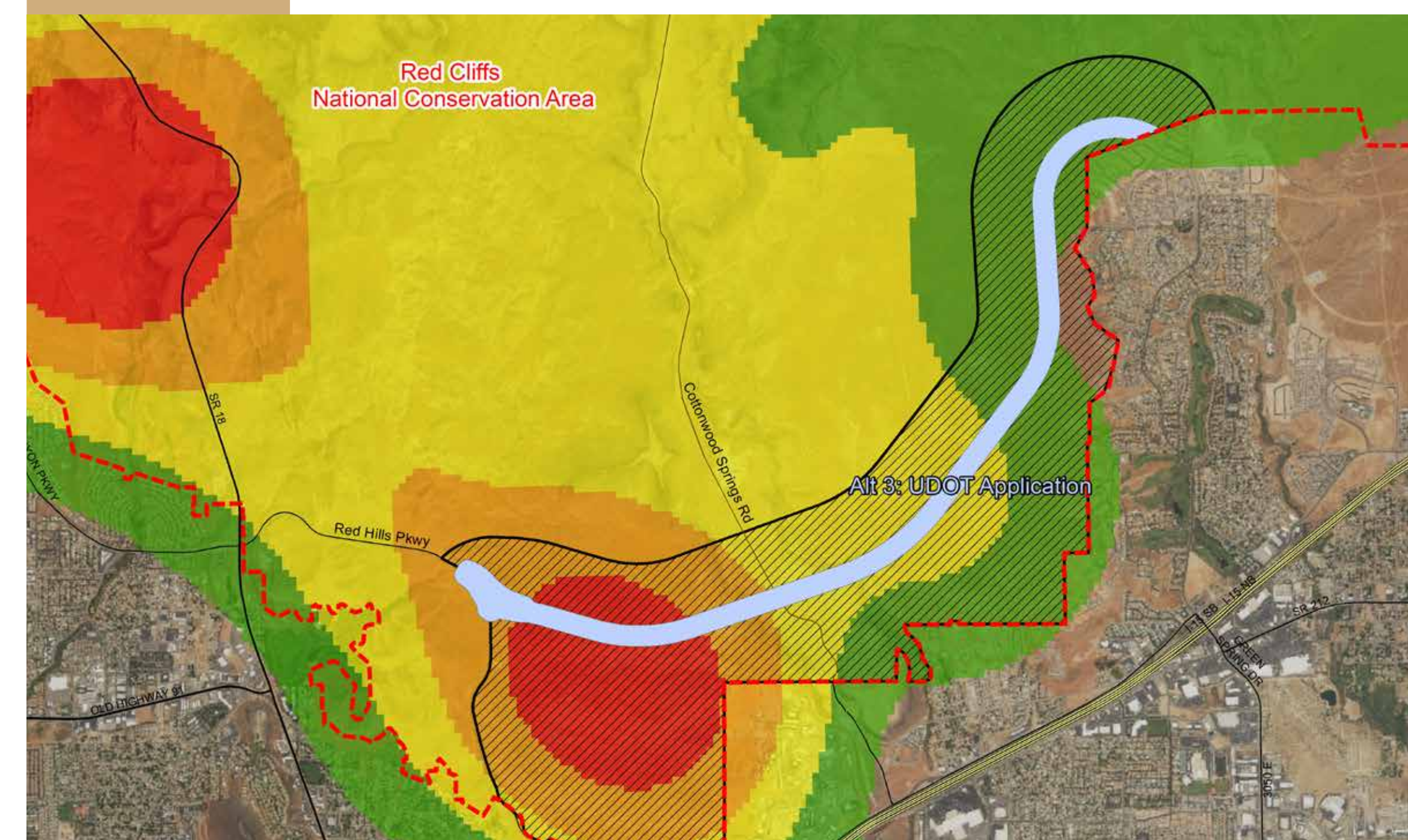
Under Alternatives 2, 3, and 4, the USFWS would consider approving the Amended Washington County HCP, granting an ITP effective for 25 years, and working with partners to implement the Northern Corridor Changed Circumstance if the ROW is issued. Approval of the ROW and construction of a proposed highway would cause direct loss to tortoise habitat, habitat fragmentation disrupting home range and landscape movement patterns, displacement and short distance translocation to appropriate locations, and destruction of burrows. Indirect effects include disturbance from noise and vibrations associated with construction and use of the highway, spreading of trash and toxins, increasing probability of fire ignition.

ALT 2



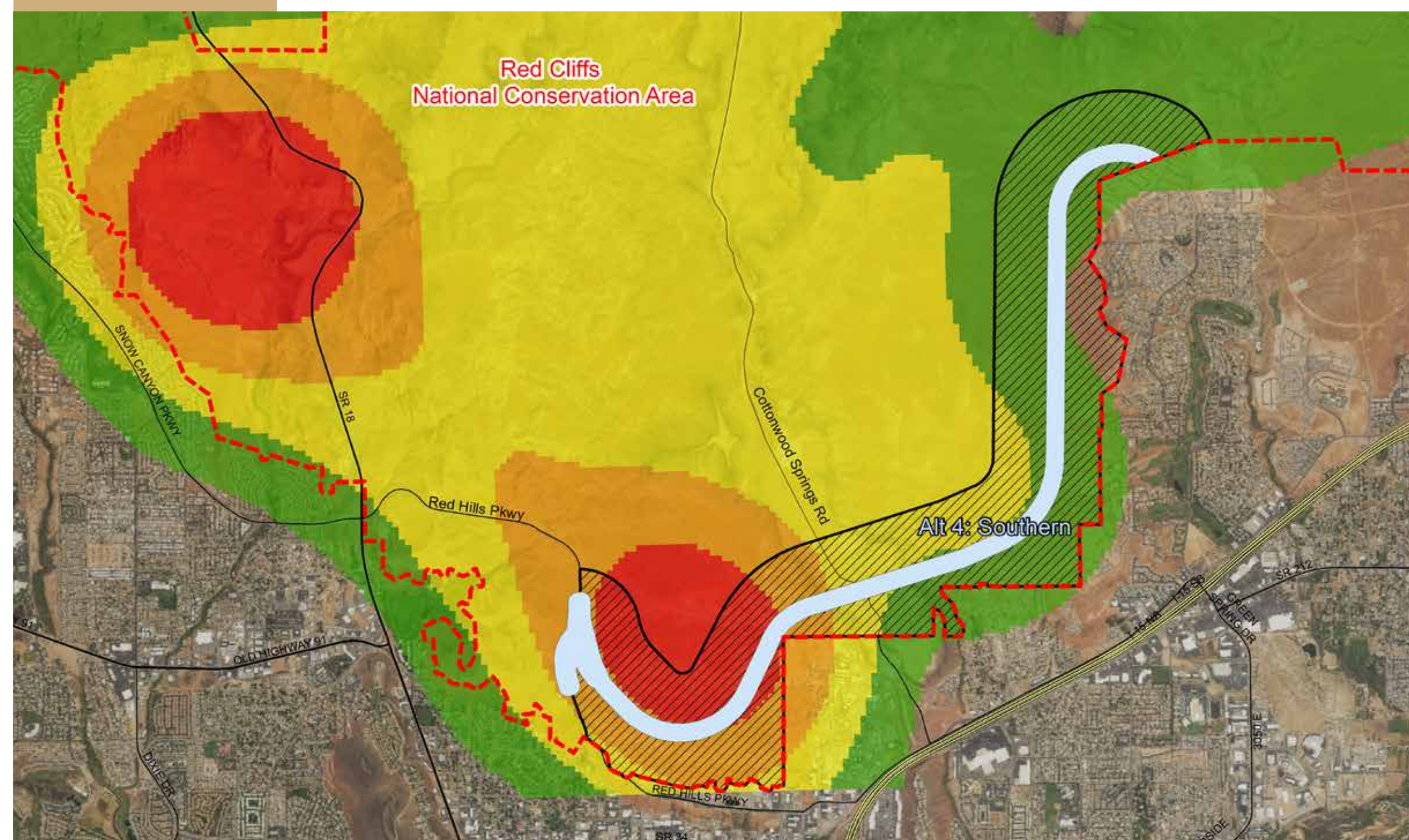
Fragmented habitat inside Red Cliffs Desert Reserve: 2,652 acres south of the alignment and 934 acres north of alignment.

ALT 3 (PREFERRED)



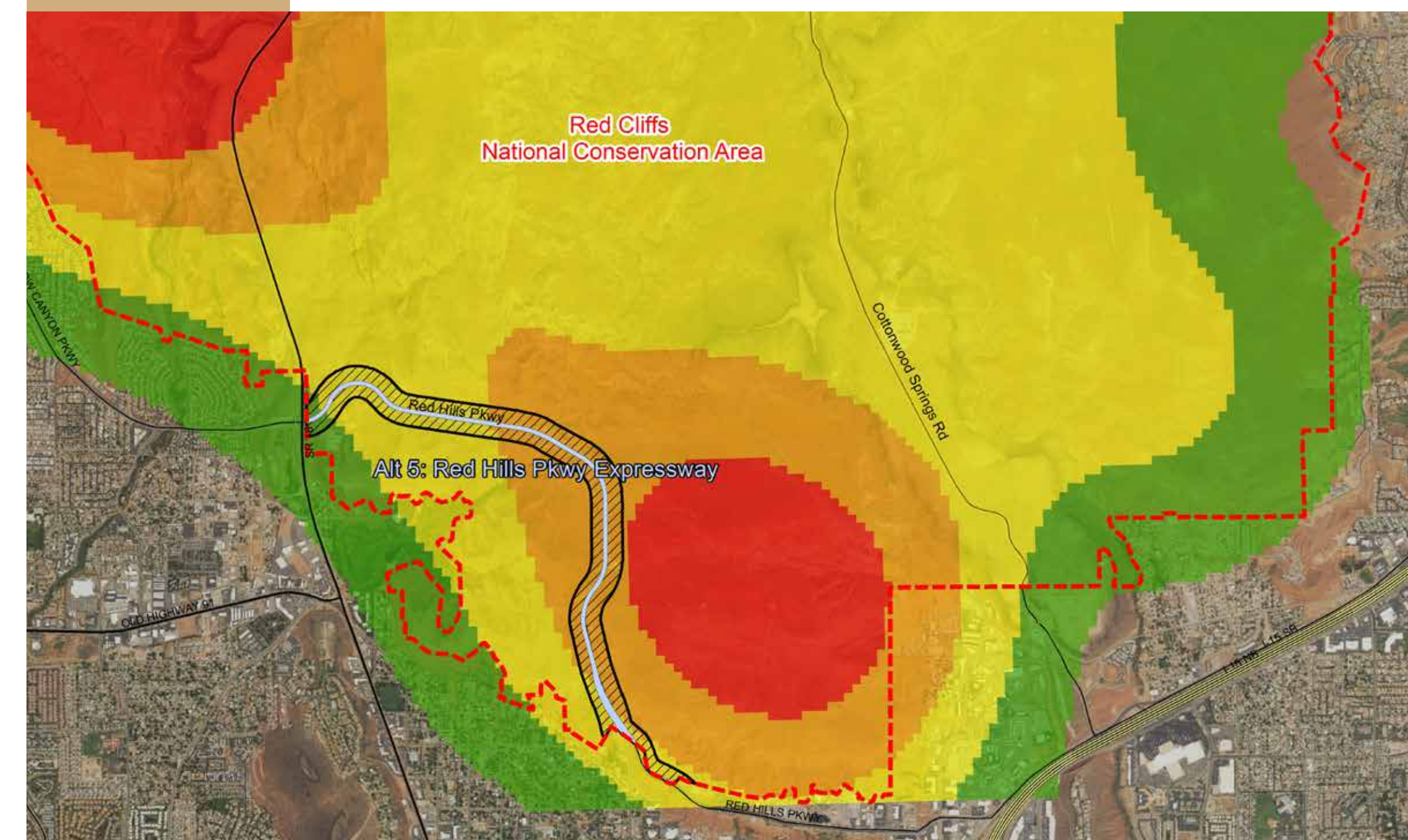
Fragmented habitat inside Red Cliffs Desert Reserve: 1,654 acres south of the alignment and 998 acres north of alignment

ALT 4



Fragmented habitat inside Red Cliffs Desert Reserve: 881 acres south of the alignment and 1,140 acres north of alignment

ALT 5



Affected habitat inside Red Cliffs Desert Reserve: 77 acres south of the alignment and 93 acres north of alignment

- NCA and Reserve Boundary
- Alt 3: UDOT Application - Habitat Loss Area
- Habitat Fragmentation Area
- Low
- Medium
- Medium-High
- High

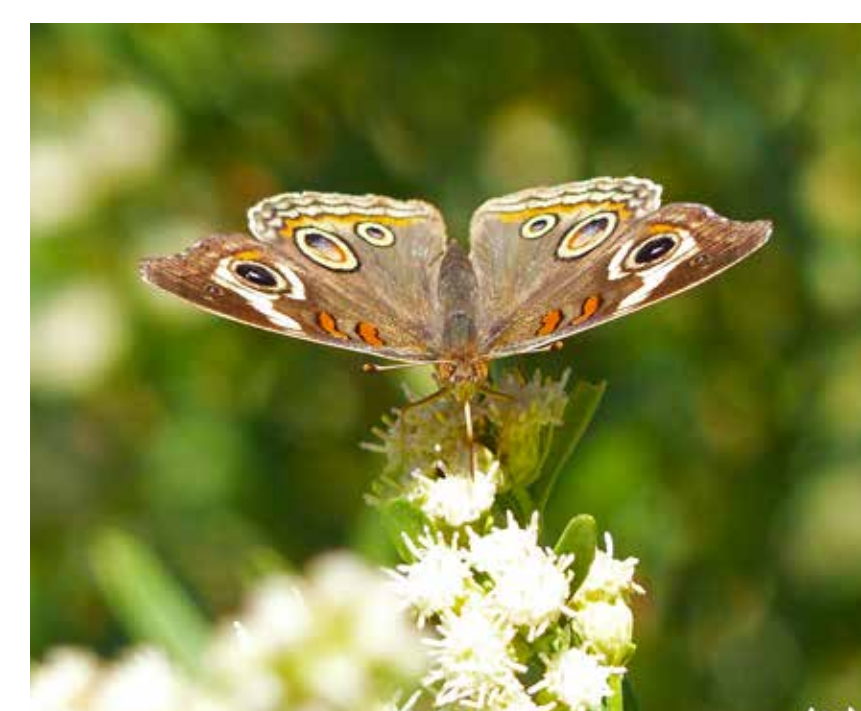
The number of acres within the Reserve that would be impacted by Alt 5 (Red Hills Parkway Expressway) would be much less than Alts 2, 3, and 4. This alternative would not result in additional fragmentation of Mojave desert tortoise habitat in the Reserve. Under this alternative, proposed Zone 6 would not be designated as part of the Reserve.





## WILDLIFE IN THE NCA

A variety of wildlife inhabit the NCA during all or a portion of the year. Species present include badgers; black-tailed jackrabbits; desert cottontails; white-tailed antelope squirrels; Ord's kangaroo rats; deer mice; desert wood rats; various bats, such as Mexican free-tailed bats, little brown myotis, pallid bats, and Townsend's big-eared bats; Gambel's quail; mourning doves; common ravens; canyon wrens; side-blotched lizards; and western whiptails. Larger animals include coyotes, gray fox, mountain lion, and mule deer.





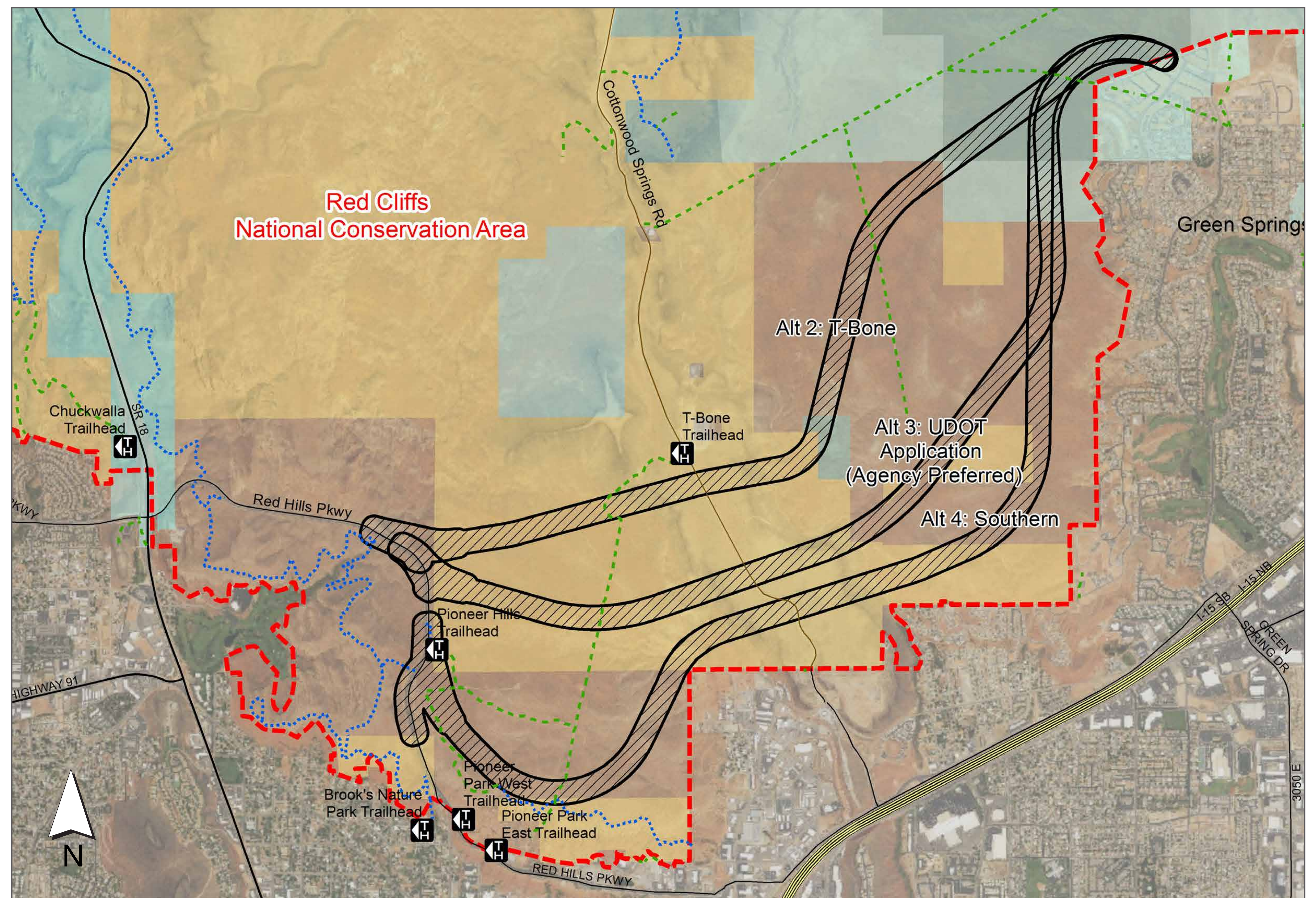


## RECREATION RESOURCES

A large portion of the alternatives traverse the NCA, where users would experience a more dramatic change to the recreation setting. Within the Frontcountry Recreation Management Zone (RMZ), there would be an obvious visual change to the natural setting as a result of constructing a new roadway and users would experience more frequent highway noise and, with potentially easier access to trails from the new highway, are likely to experience increased contact with people on trails.

The proposed roadway itself may provide new recreational opportunities through construction of bike and pedestrian trails adjacent to the road, and these features are likely to be used by those who would not use the area otherwise. The proposed roadway would cross numerous existing designated trails within the Red Cliffs NCA and the Reserve. The majority of these impacts are within the City Creek trail network, although the Cottontail trail would be impacted in the Mill Creek area. In addition, the Pioneer Hills trailhead is within the Alternative 4 Southern Alignment; none of the other alternatives impact trailheads.

All alternatives would require alteration or closure of portions of the existing trails and consideration during design on how to, or if to, accommodate trail crossings. The final design would need to consider trailhead impacts and the need for relocation or, if the size of parking at the trailhead would be reduced because of road encroachment, how to accommodate capacity demands and evaluate the safety of recreation users.



- Two Track
- Singletrack
- Trailhead
- Northern Corridor Alternatives within the NCA
- Red Cliffs Boundary
- Bureau of Land Management (BLM)
- Private
- State
- State Parks and Recreation
- State Wildlife Reserve/Management Area





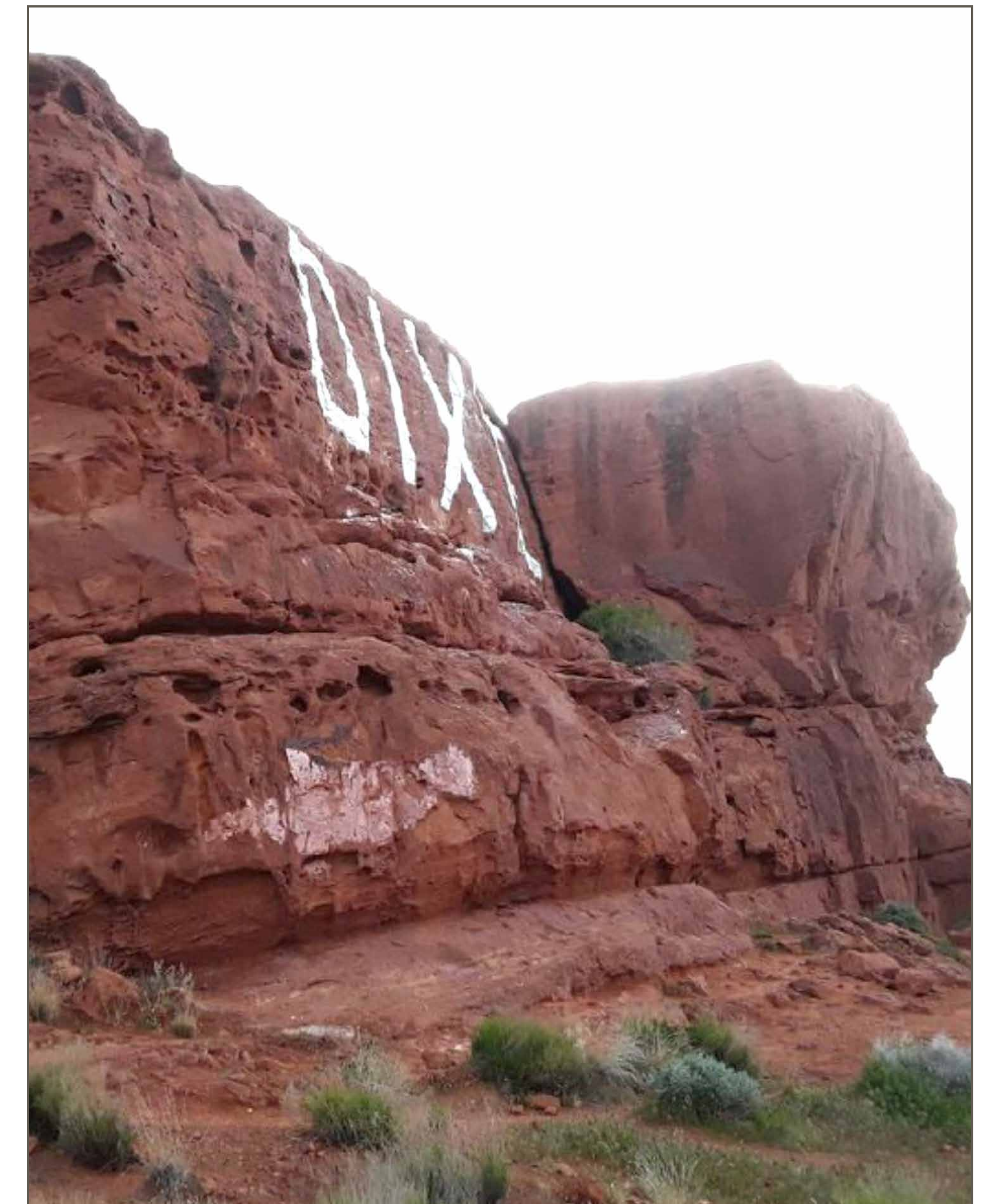
## CULTURAL RESOURCES

### WHAT ARE CULTURAL RESOURCES?

Cultural resources can be defined as physical evidence or place of past human activity: site, object, landscape, structure; or a site, structure, landscape, object or natural feature of significance to a group of people traditionally associated with it. Cultural and historical resources are classified as prehistoric (Beginning to 1850 AD), multi-component (contains prehistoric and archaeological resources), historic (1852 to Present) and historic structure.

### EFFORTS TAKEN TO IDENTIFY IMPORTANT RESOURCES:

- |                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                        |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>• Consultation with American Indian Tribes</li> <li>• Historical and archaeological records search</li> <li>• Class III cultural resource survey within the proposed project Area of</li> </ul> | <p>Potential Effect (APE)</p> <ul style="list-style-type: none"> <li>• Historic structures reconnaissance-level survey for Alternatives 5 &amp; 6</li> <li>• Class I inventory of known historic properties in the APE for the Incidental Take Permit (ITP)</li> </ul> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



### CULTURAL AND HISTORICAL RESOURCES FOUND IN EACH ALIGNMENT

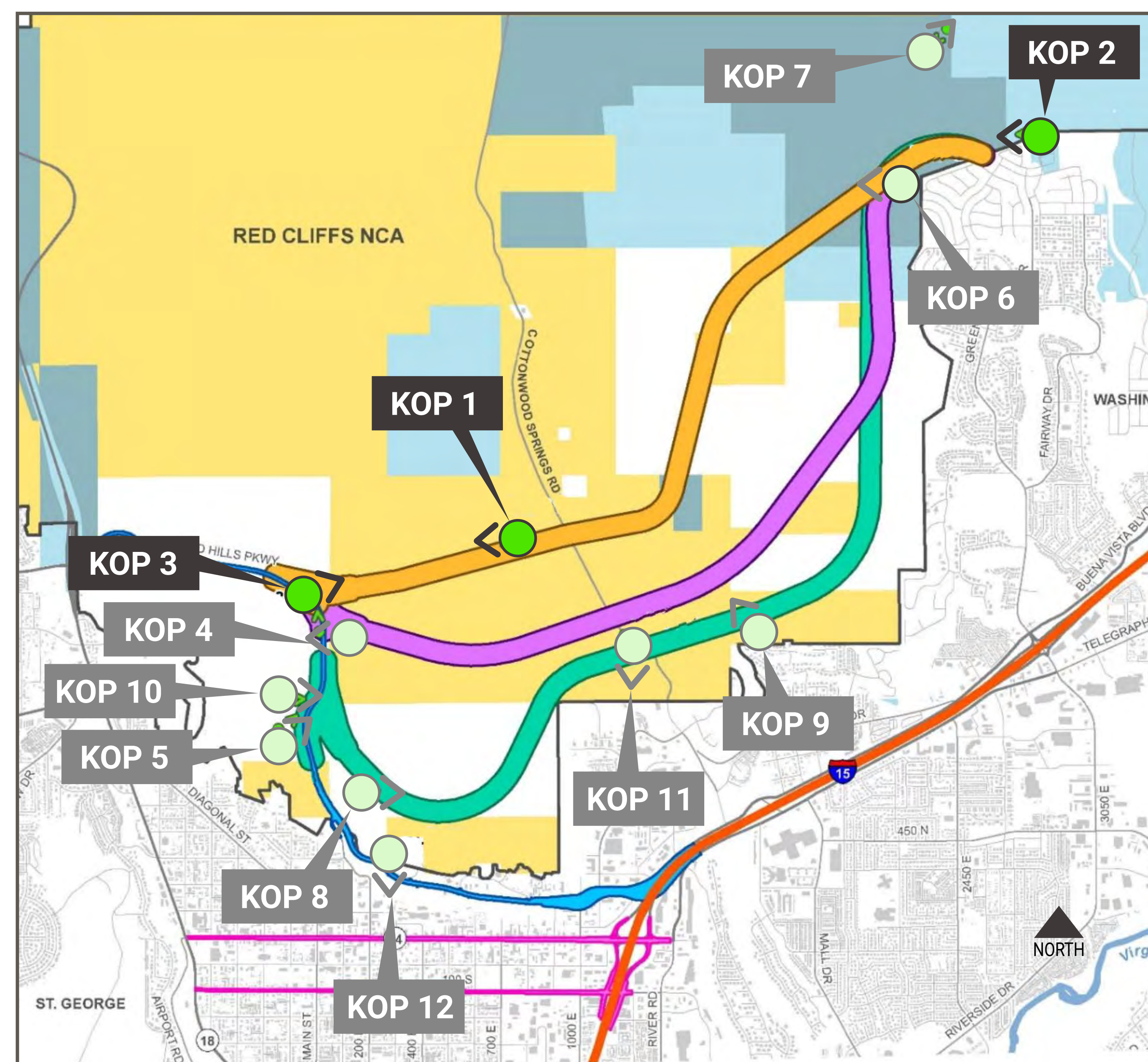
NORTHERN CORRIDOR ALTERNATIVE ROUTE	PREHISTORIC	MULTI-COMPONENT	HISTORIC	HISTORIC STRUCTURE
<b>Alt 2: T-Bone Mesa Alignment</b>	4	1	6	0
<b>Alt 3: UDOT Application Alignment (Preferred)</b>	5	2	9	0
<b>Alt 4: Southern Alignment</b>	3	1	4	0
<b>Alt 5: Red Hills Parkway Expressway</b>	0	4	3	6
<b>Alt 6: St. George Boulevard/100 South One-way Couplet</b>	0	0	0	133





## ALT. 2: T-BONE MESA ALIGNMENT VISUAL RESOURCES

### ORIENTATION MAP



- Red Cliffs NCA
- Key Observation Point (KOP)
- Northern Corridor Alternatives**
- Alt 2: T-Bone Mesa Alignment
- Alt 5: Red Hills Parkway Expressway
- Alt 3: UDOT Application Alignment
- Alt 4: Southern Alignment
- Alt 6: St. George Boulevard/100 South One-way Couplet
- Land Ownership**
- BLM
- State
- State, County, Wildlife, Park, and Outdoor Recreation Area
- Private and Municipality

These figures attempt to illustrate how the proposed highway would alter the surrounding landscape and what viewers standing at the indicated Key observation points (KOPs) and looking out across the landscape in the direction indicated by the arrows on the map would see.

### KOP 1



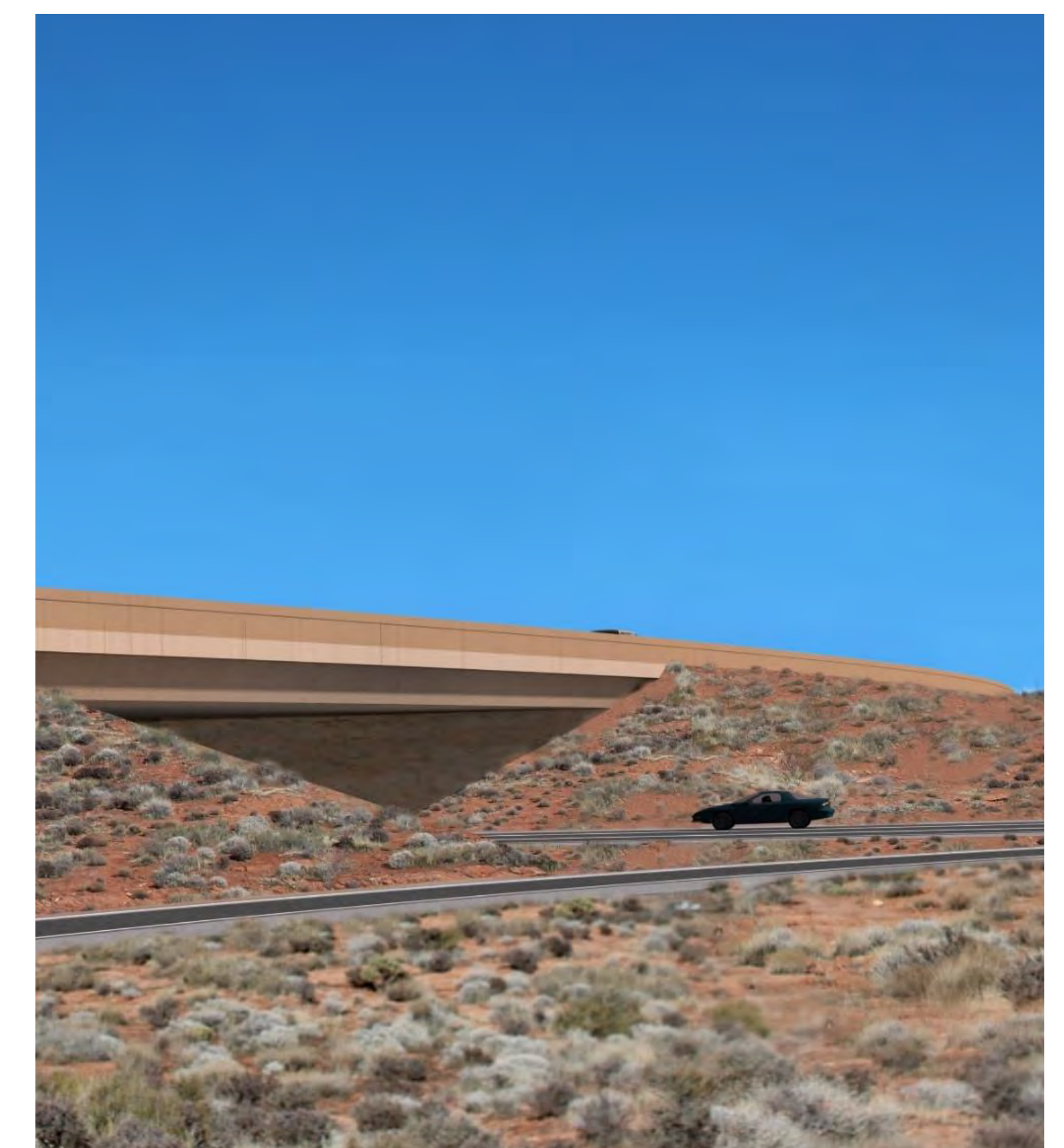
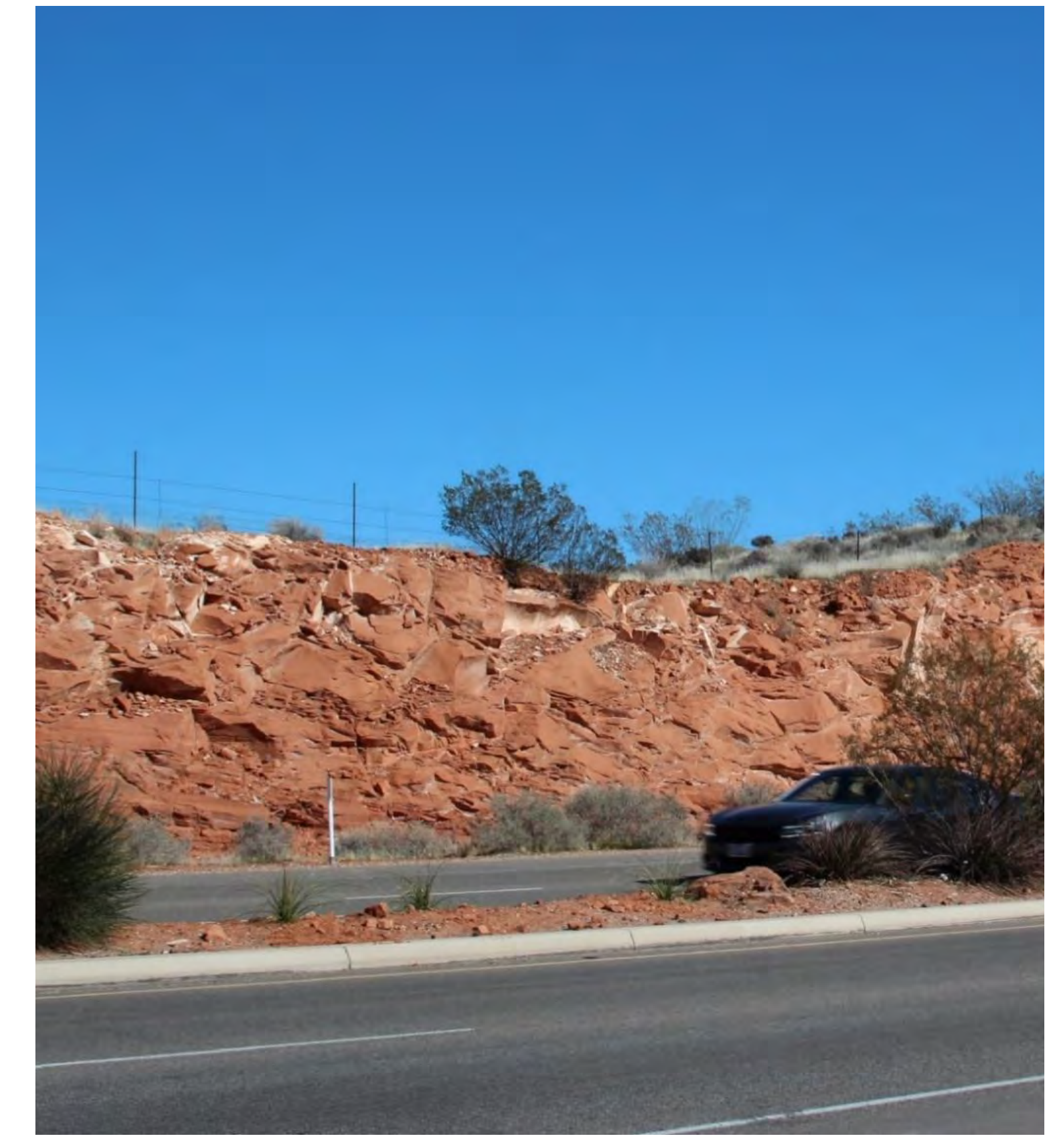
T-Bone Trail West of Cottonwood Springs Road Looking West

### KOP 2



Green Springs Residential Area at Mustang Pass Trailhead Looking West

### KOP 3



Red Hills Parkway East of Bluff Street Looking Northeast

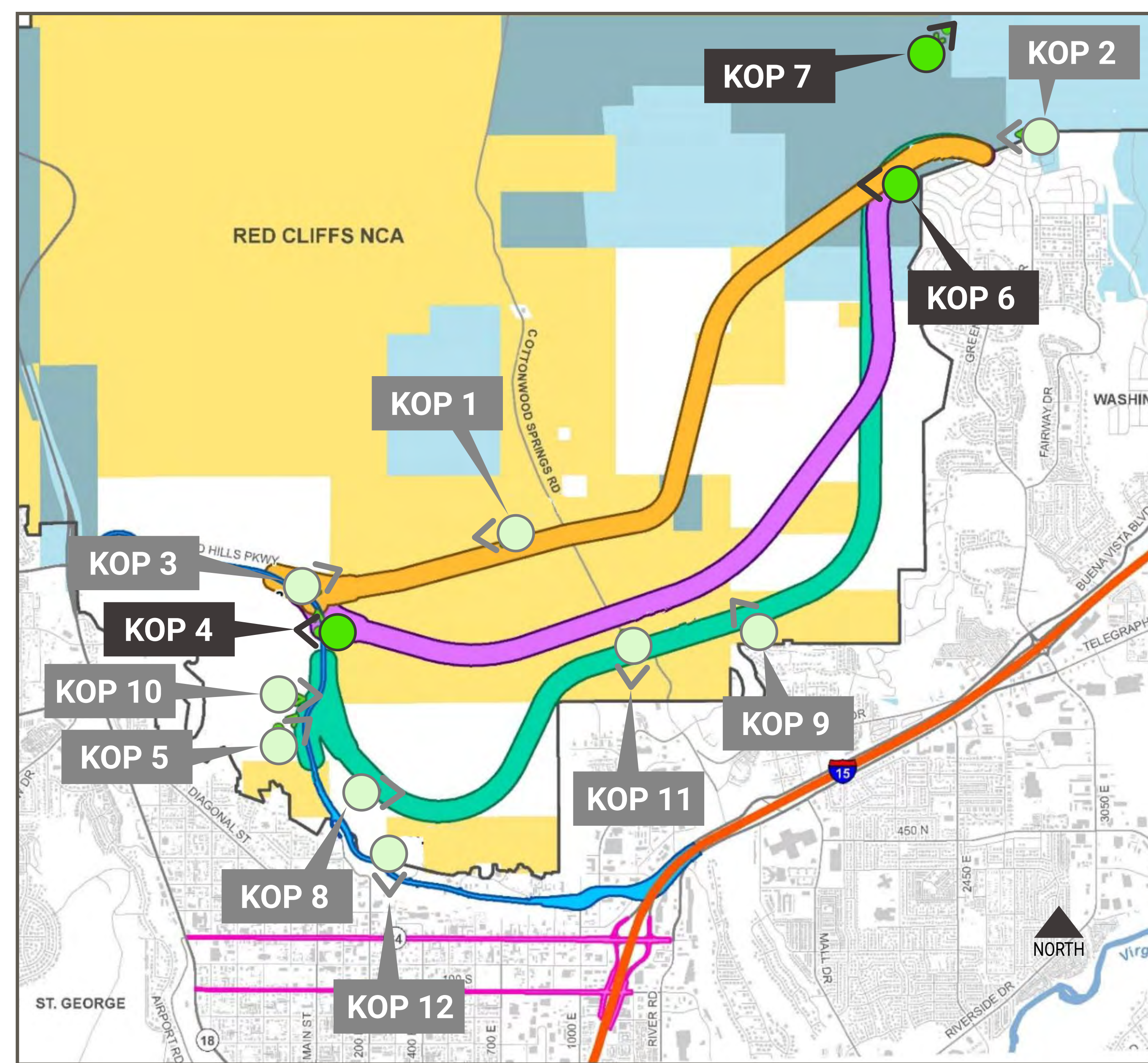




## ALT. 3: UDOT APPLICATION ALIGNMENT (PREFERRED)

# VISUAL RESOURCES

### ORIENTATION MAP



- Red Cliffs NCA
- Key Observation Point (KOP)
- Northern Corridor Alternatives**
- Alt 2: T-Bone Mesa Alignment
- Alt 5: Red Hills Parkway Expressway
- Alt 3: UDOT Application Alignment
- Alt 4: Southern Alignment
- BLM
- State
- State, County, Wildlife, Park, and Outdoor Recreation Area
- Private and Municipality

These figures attempt to illustrate how the proposed highway would alter the surrounding landscape and what viewers standing at the indicated Key observation points (KOPs) and looking out across the landscape in the direction indicated by the arrows on the map would see.

### KOP 4

### KOP 6

### KOP 7



Red Hills Parkway  
North of Pioneer Hills  
Trailhead

Cottontail Trail  
Looking West

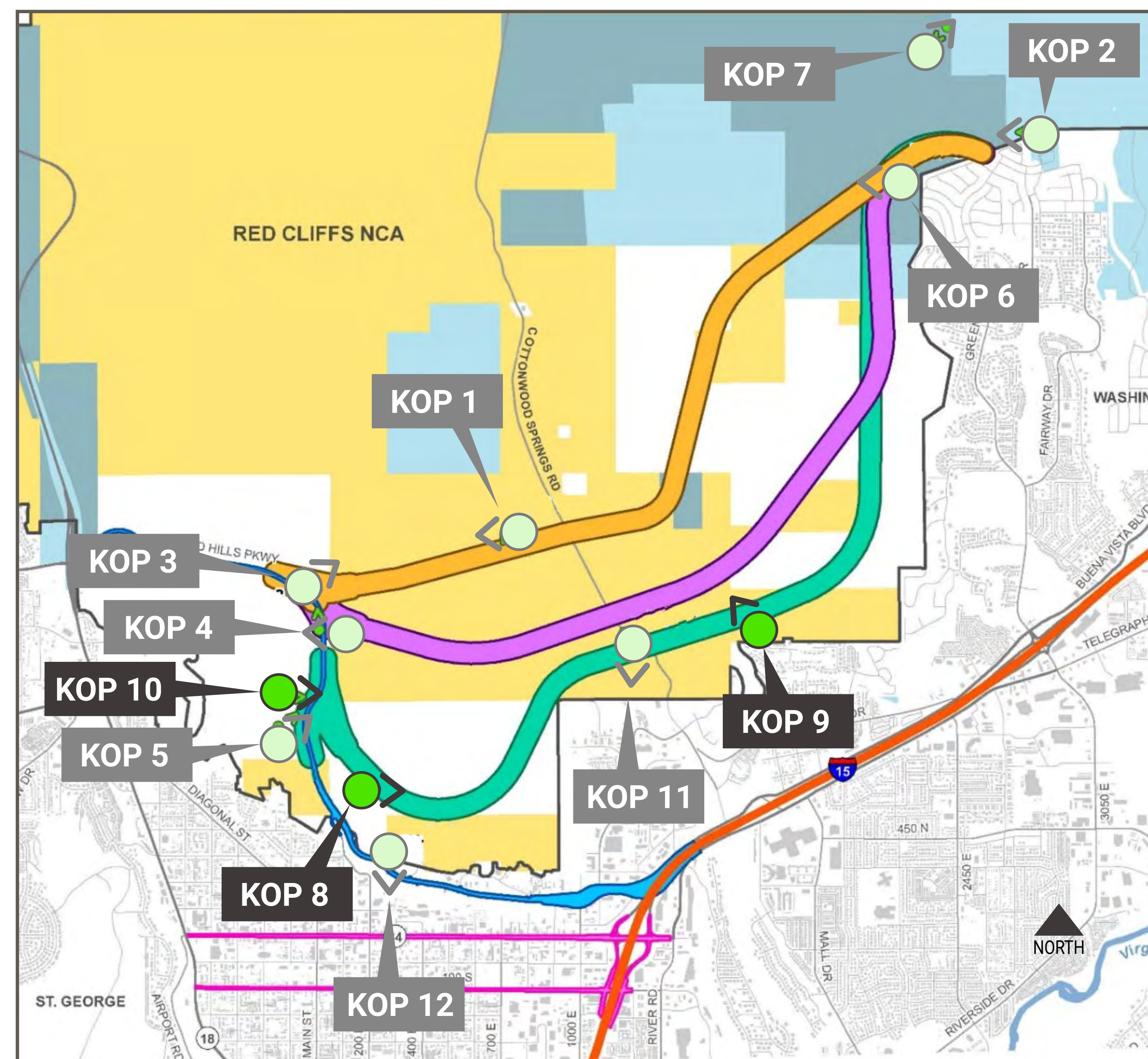
Icehouse Trail Looking  
Southwest





## ALT. 4: SOUTHERN ALIGNMENT VISUAL RESOURCES

### ORIENTATION MAP



- Red Cliffs NCA
- Key Observation Point (KOP)
- Northern Corridor Alternatives**
- Alt 2: T-Bone Mesa Alignment
- Alt 5: Red Hills Parkway Expressway
- Alt 3: UDOT Application Alignment
- Alt 4: Southern Alignment
- Alt 6: St. George Boulevard/100 South One-way Couplet
- Land Ownership**
- BLM
- State
- State, County, Wildlife, Park, and Outdoor Recreation Area
- Private and Municipality

These figures attempt to illustrate how the proposed highway would alter the surrounding landscape and what viewers standing at the indicated Key observation points (KOPs) and looking out across the landscape in the direction indicated by the arrows on the map would see.

### KOP 8



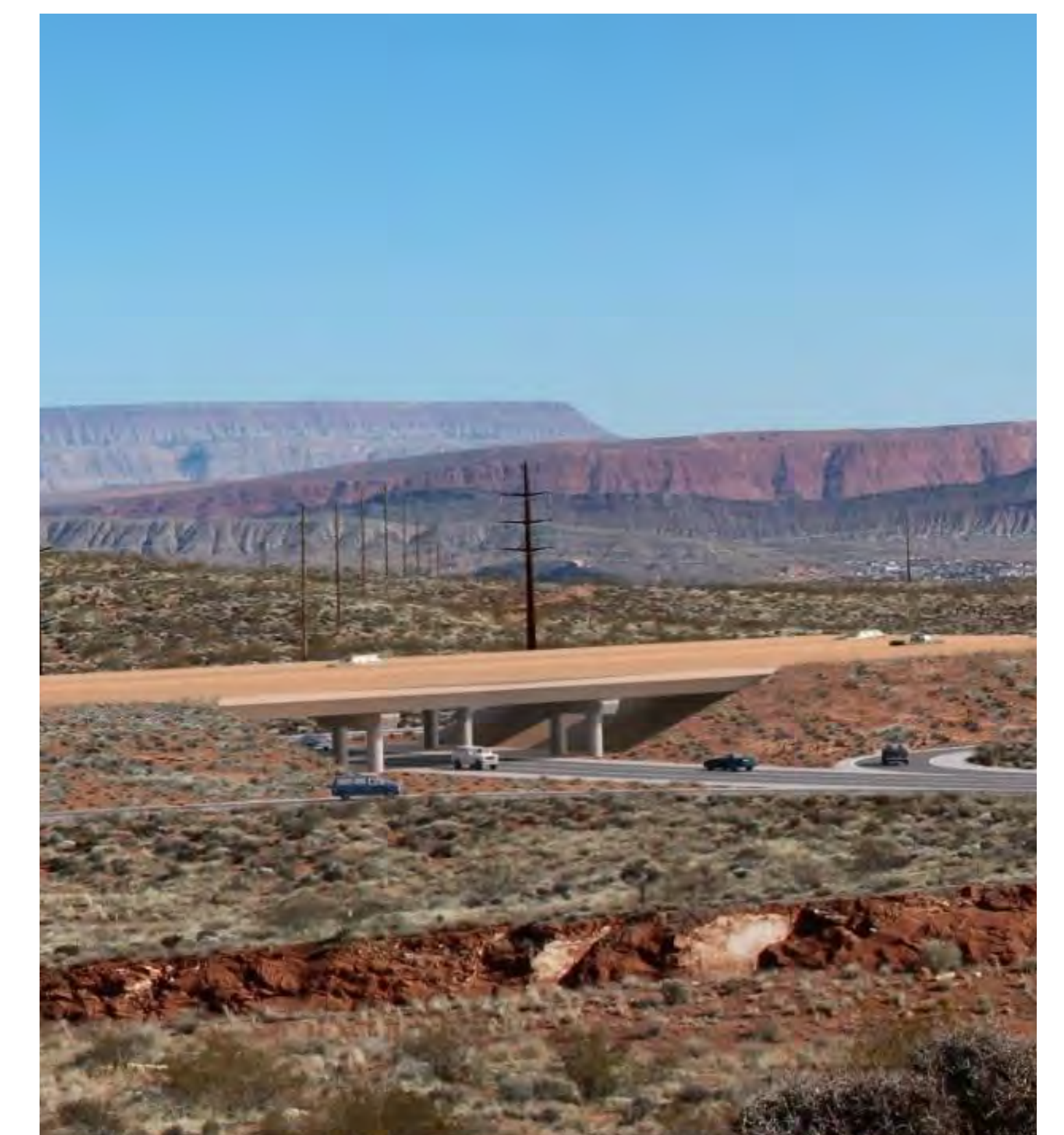
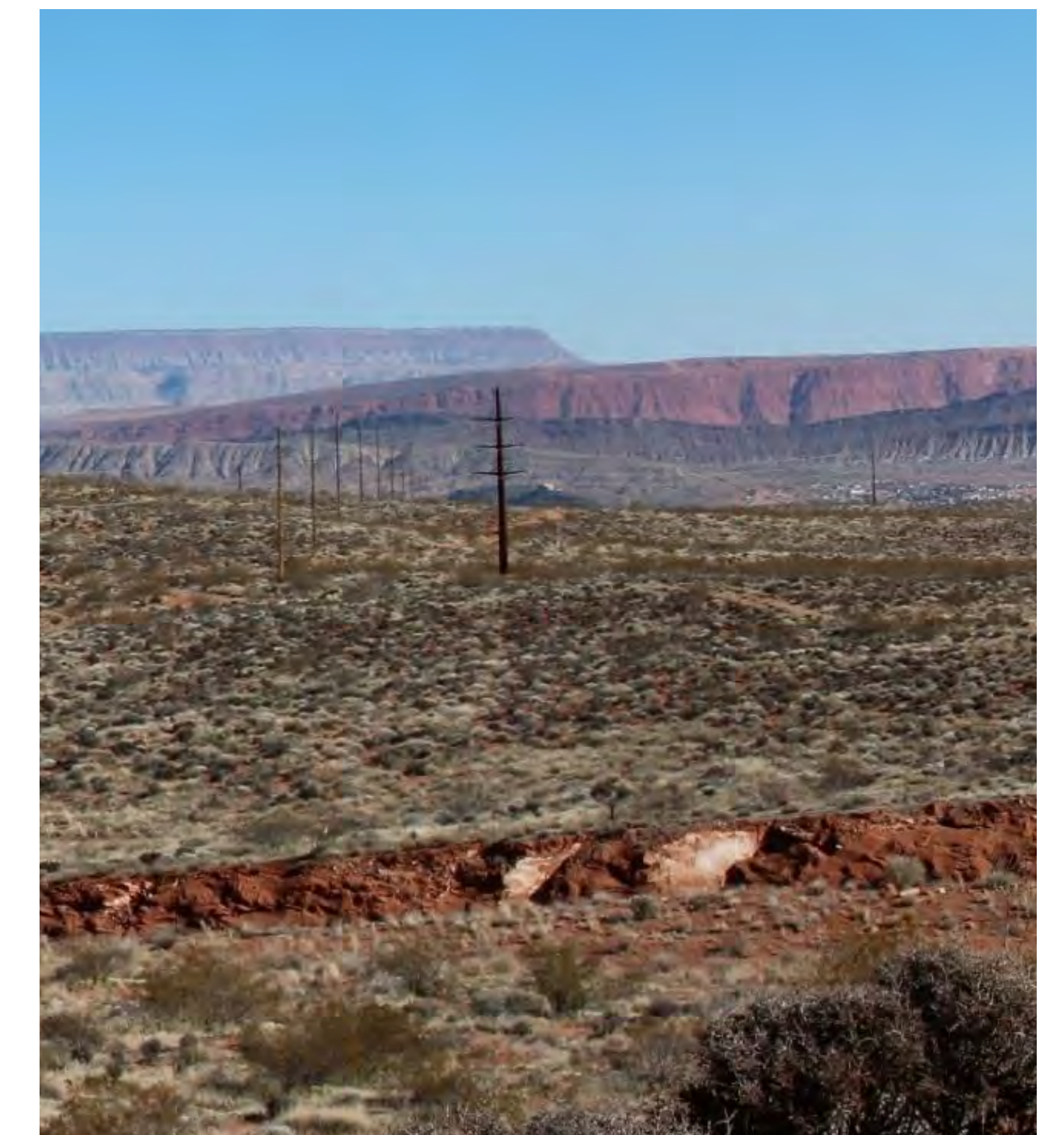
Pioneer Rim Trail  
Looking East

### KOP 9



Middleton Residential  
Area Looking  
Northwest

### KOP 10



City Creek Trail  
Looking East

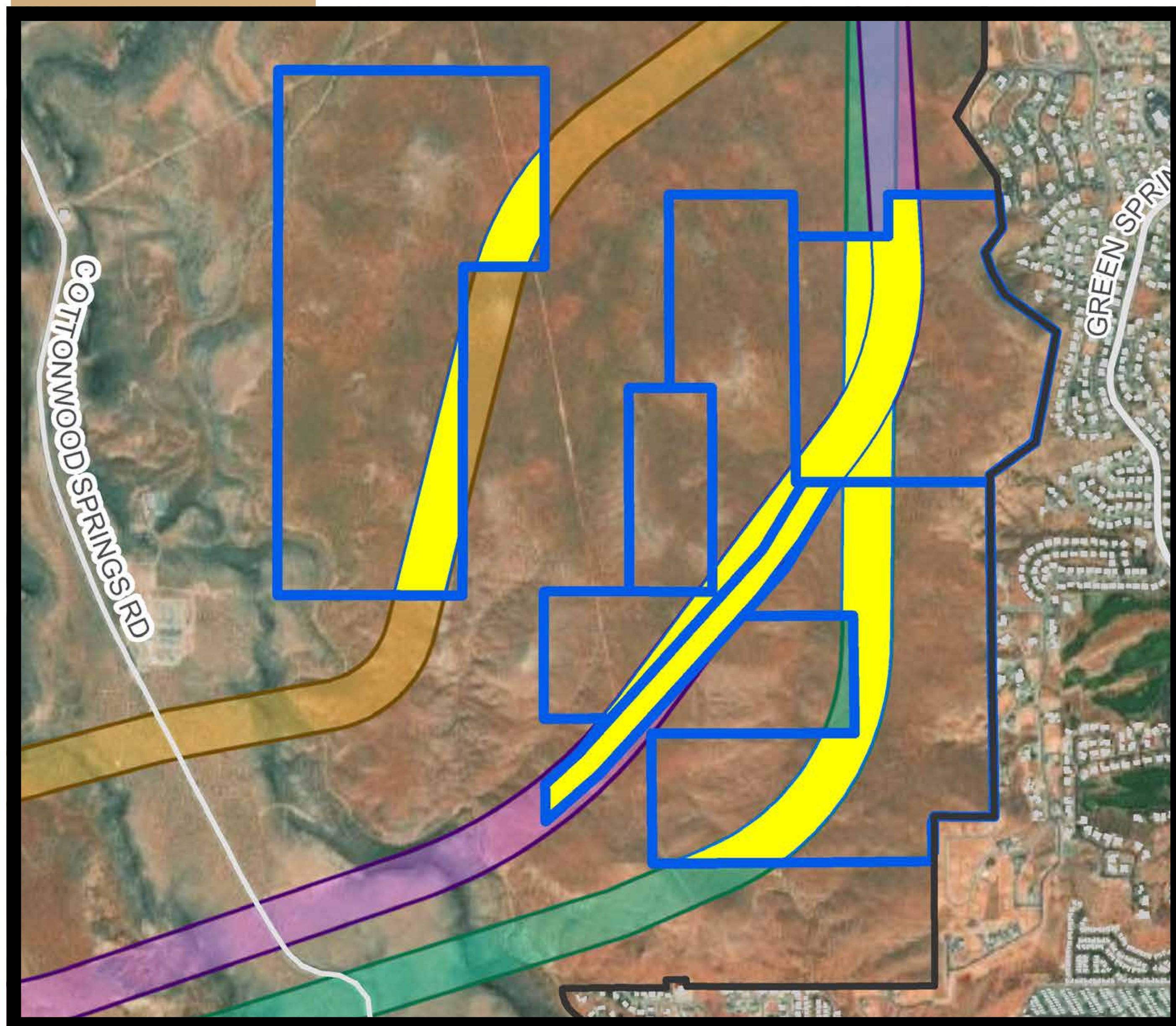




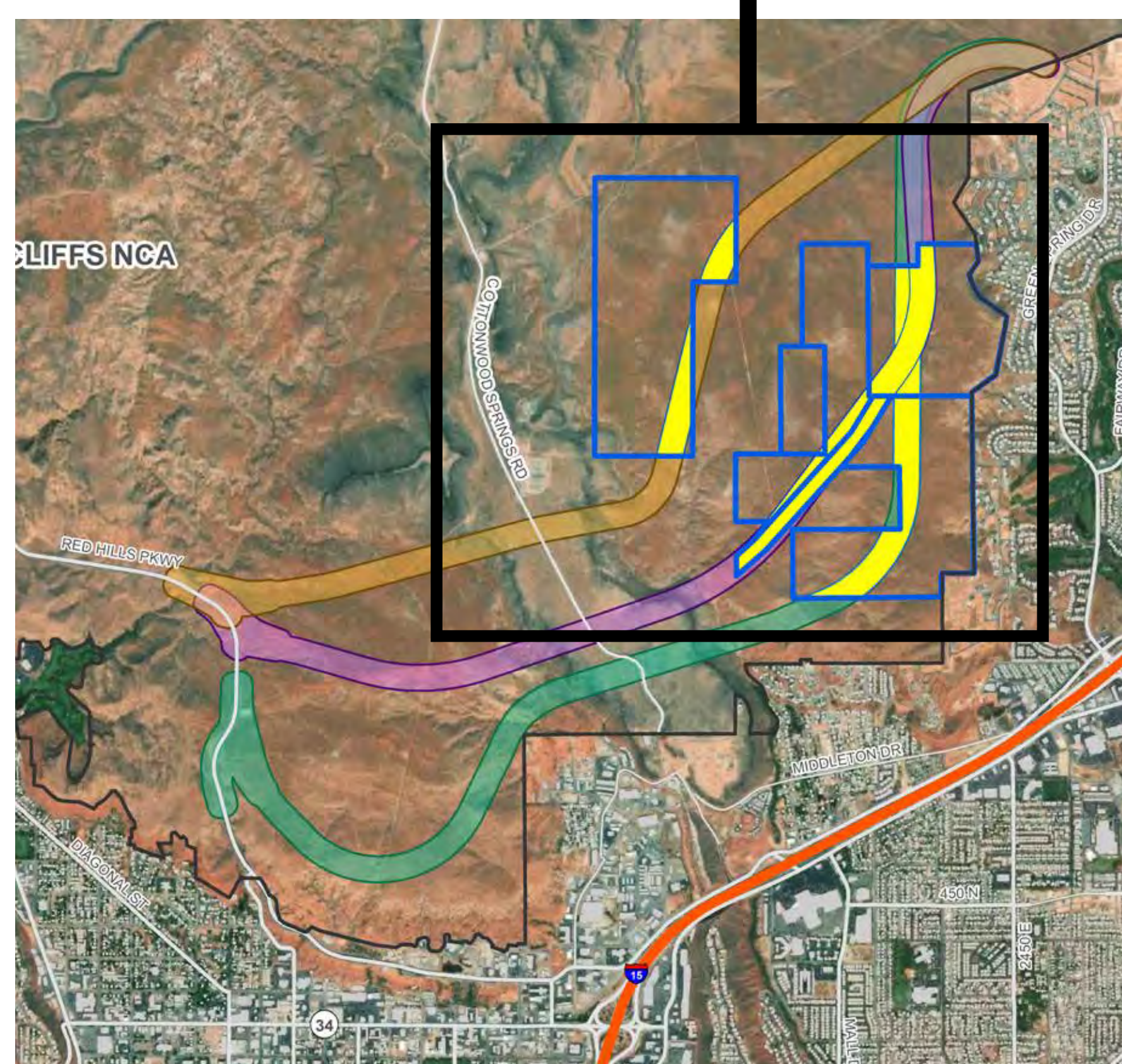
## ALT. 2,3 & 4

# SOCIOECONOMICS

### DETAIL

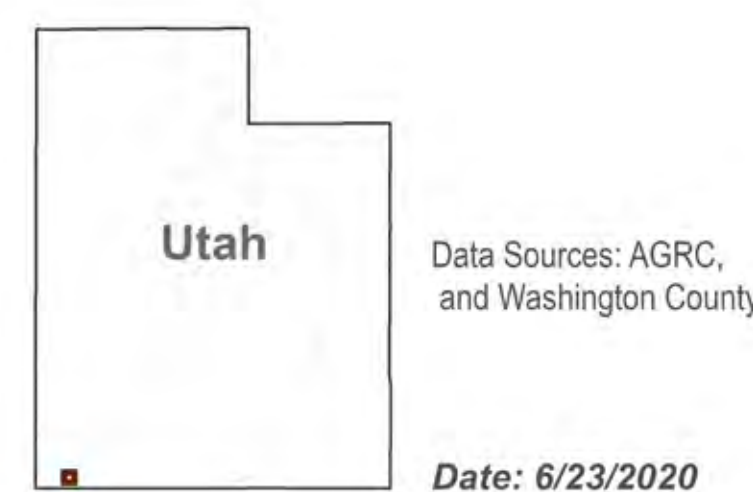


Alternatives 2, 3, and 4, which include highway alignments through the Red Cliffs NCA, would provide minimal or no opportunities for additional business development in the areas that would be affected, though properties would be encumbered. Relocations would not be required as a result of these impacts. Because this area of the NCA is undeveloped, no impacts to neighborhoods or community cohesion would occur, although existing housing developments where the highway would tie into other infrastructure would experience increases in traffic and noise compared to the No Action Alternative. No businesses are located within the proposed ROW for these alternatives. The NCA alternatives would serve as an alternative transportation route to mitigate increased traffic expected with the projected population growth.



- Red Cliffs NCA
- Private Property
- Partial Acquisition
- Northern Corridor Alternatives**
- T-Bone Mesa Alignment
- UDOT Application Alignment
- Southern Alignment

0 0.25 0.5 Miles



## ALT 2, 3 & 4: PROPERTY IMPACTS

Total number of parcels crossed by the alternative	1	4	2
Total acreage that would be encumbered	32.2	75.7	75.2

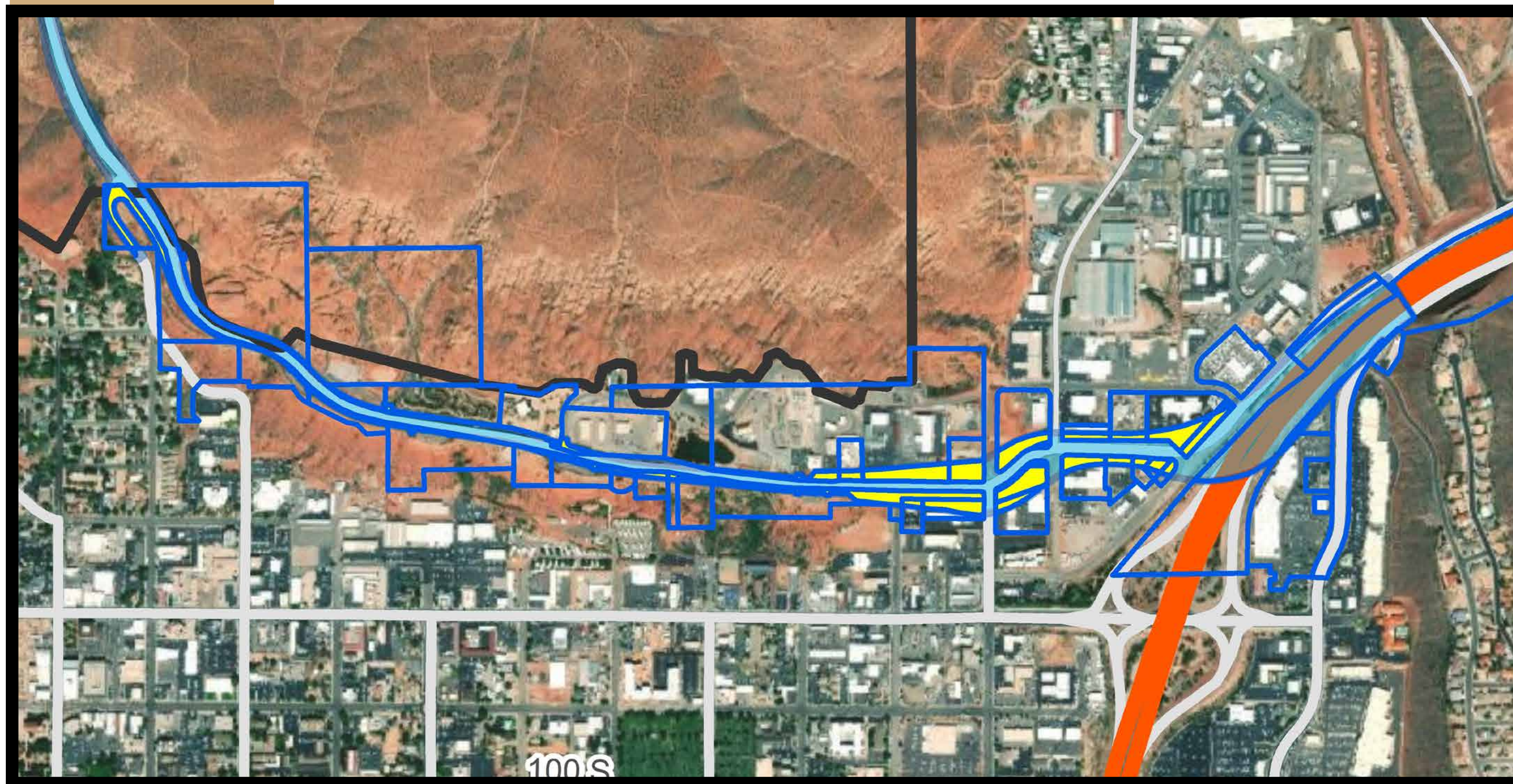




## ALT. 5: RED HILLS PARKWAY EXPRESSWAY ALIGNMENT

### SOCIOECONOMICS

#### DETAIL



The Red Hills Parkway Expressway alternative would widen portions of the roadway to accommodate higher traffic volumes. Outside the NCA, adjacent properties are mostly developed leaving minimal to no opportunities for additional business development; however, the road widening proposed in this alternative would result in the need for structure relocations and property acquisitions. Partial acquisitions are defined as portions of a parcel that would be acquired for the roadway, but would still allow for current use on the property to continue. Full Acquisitions are defined as entire parcels that would be purchased for the roadway. Nearly every property along RHP between 200 E and I-15 would have some type of impact under this alternative, whether through a direct impact to the property itself or through changes to accesses, driveways, intersections and the way people would get to and leave the property.

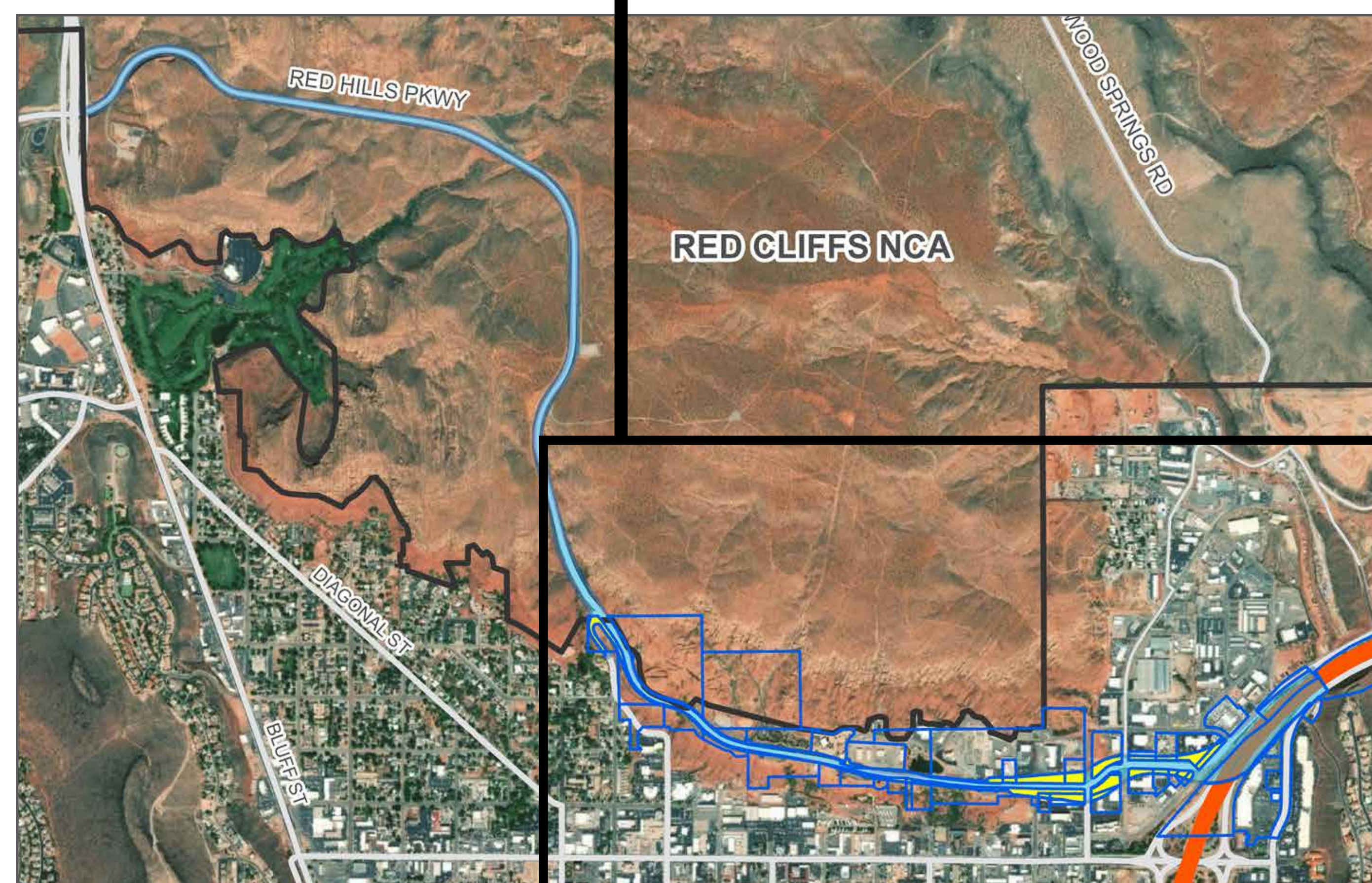
- Red Cliffs NCA
- Private Property
- Partial Acquisition
- Northern Corridor Alternatives**
- Red Hills Parkway Expressway

0 0.25 0.5 Miles



Data Sources: AGRC, and Washington County

Date: 6/23/2020



#### ALT. 5 PROPERTY IMPACTS

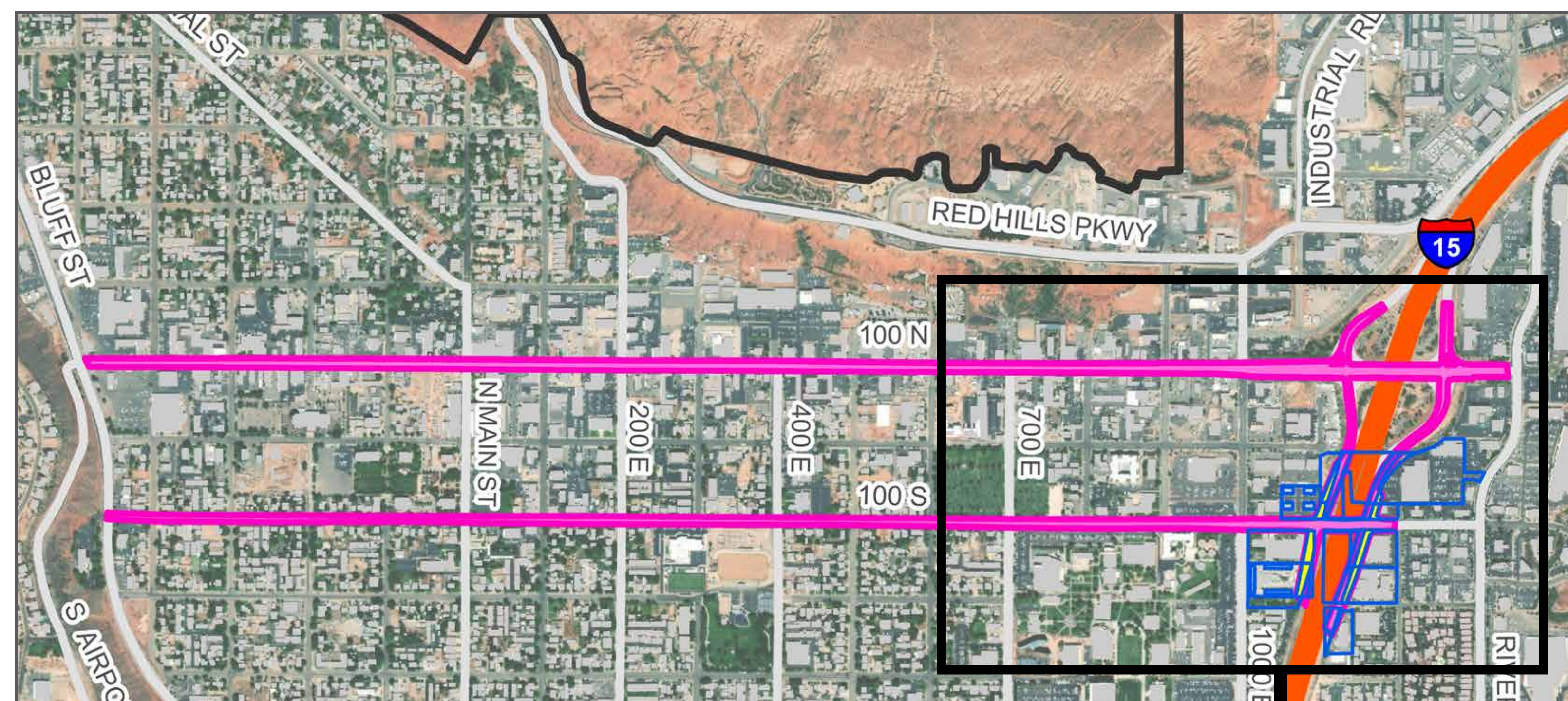
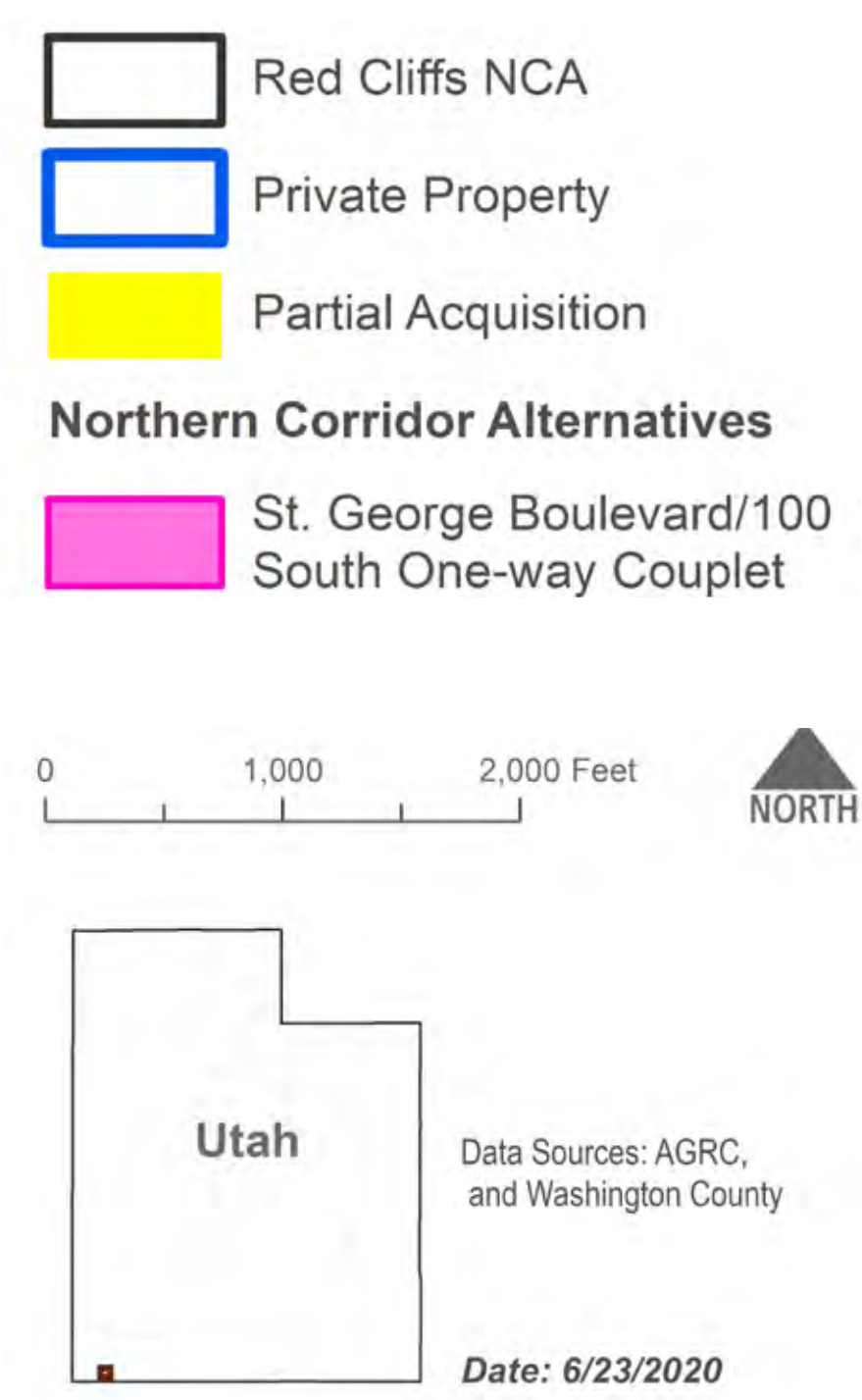
Commercial	6.4	10.7	11
Vacant	0	0.4	0
Existing Road	0.1	22	0
City Offices	0	3.7	2
<b>TOTAL</b>	<b>6.5</b>	<b>19.9</b>	<b>13</b>



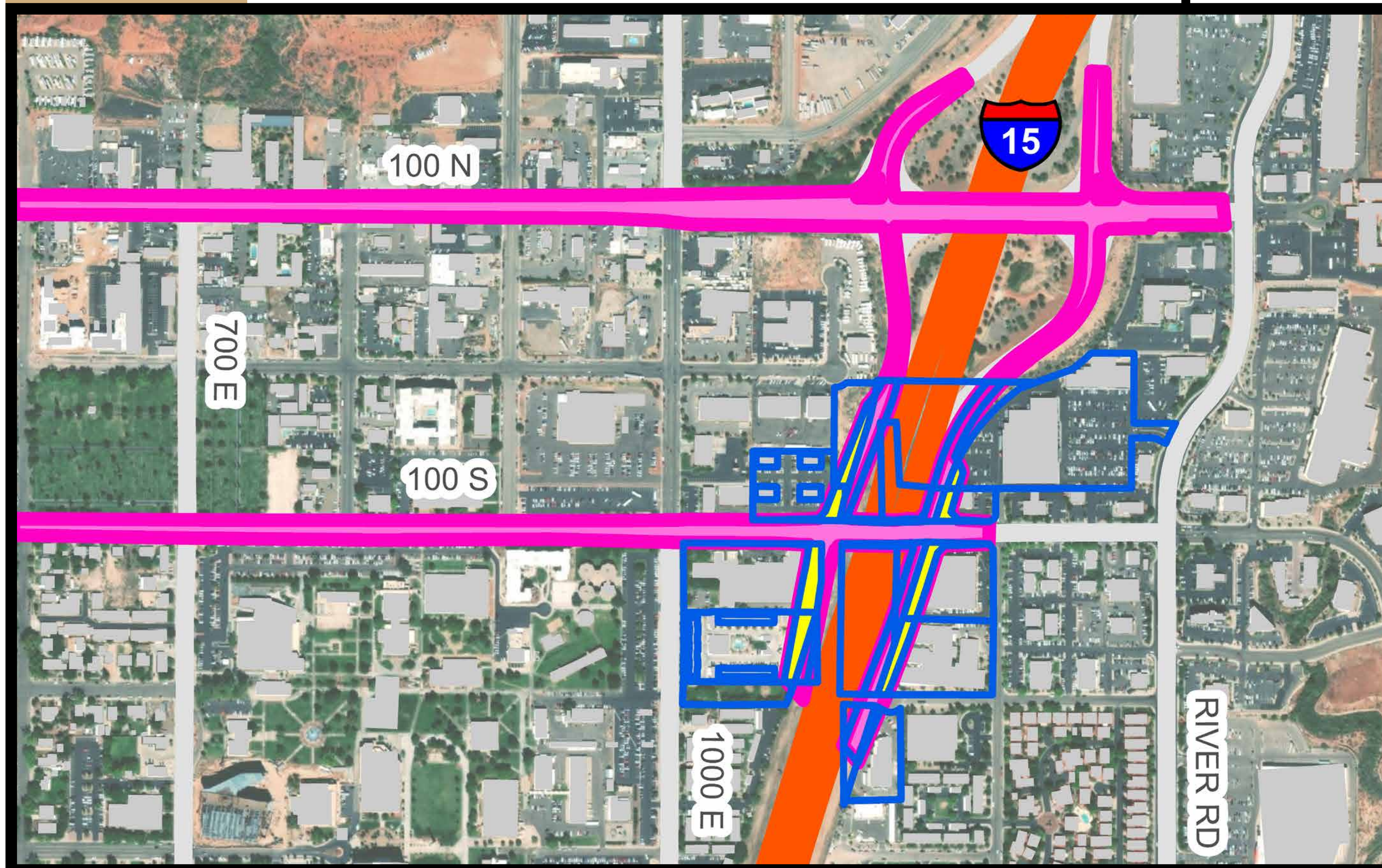


## ALT. 6: ST. GEORGE BOULEVARD/ 100 SOUTH ONE-WAY COUPLET

### SOCIOECONOMICS



#### DETAIL



The One-way Couplet alternative could result in social or economic impacts, or both, to the areas within one-quarter mile of both St. George Boulevard and 100 South. St. George Boulevard is already fully developed, and this alternative would not be expected to change the characteristics of adjacent land uses. However, the one-way couplet may impact the quality, walkability and social aspects of downtown St. George. Implementation of this alternative could lead to an increase in commercial property values along 100 South as traffic volumes increase, bringing more shoppers and visibility to the area. This, however, would likely decrease residential property values as traffic and noise take away from the livability of the area. Partial land acquisitions would be needed with the eastern portion of this alternative where St. George Boulevard and 100 South tie in with I-15.

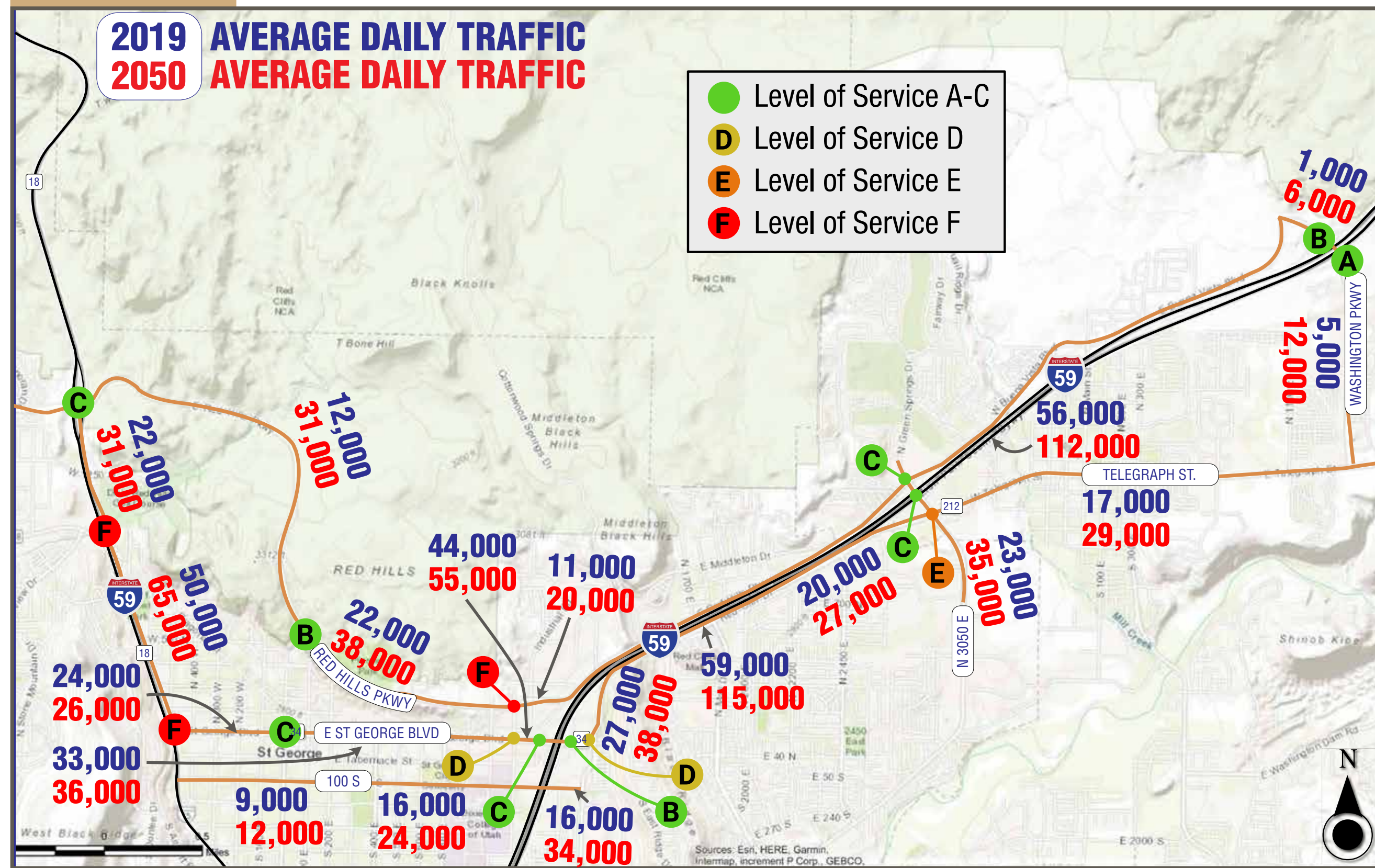
#### ALT. 6 PROPERTY IMPACTS

Commercial	1.91
Vacant	0.29
<b>TOTAL</b>	<b>2.20</b>



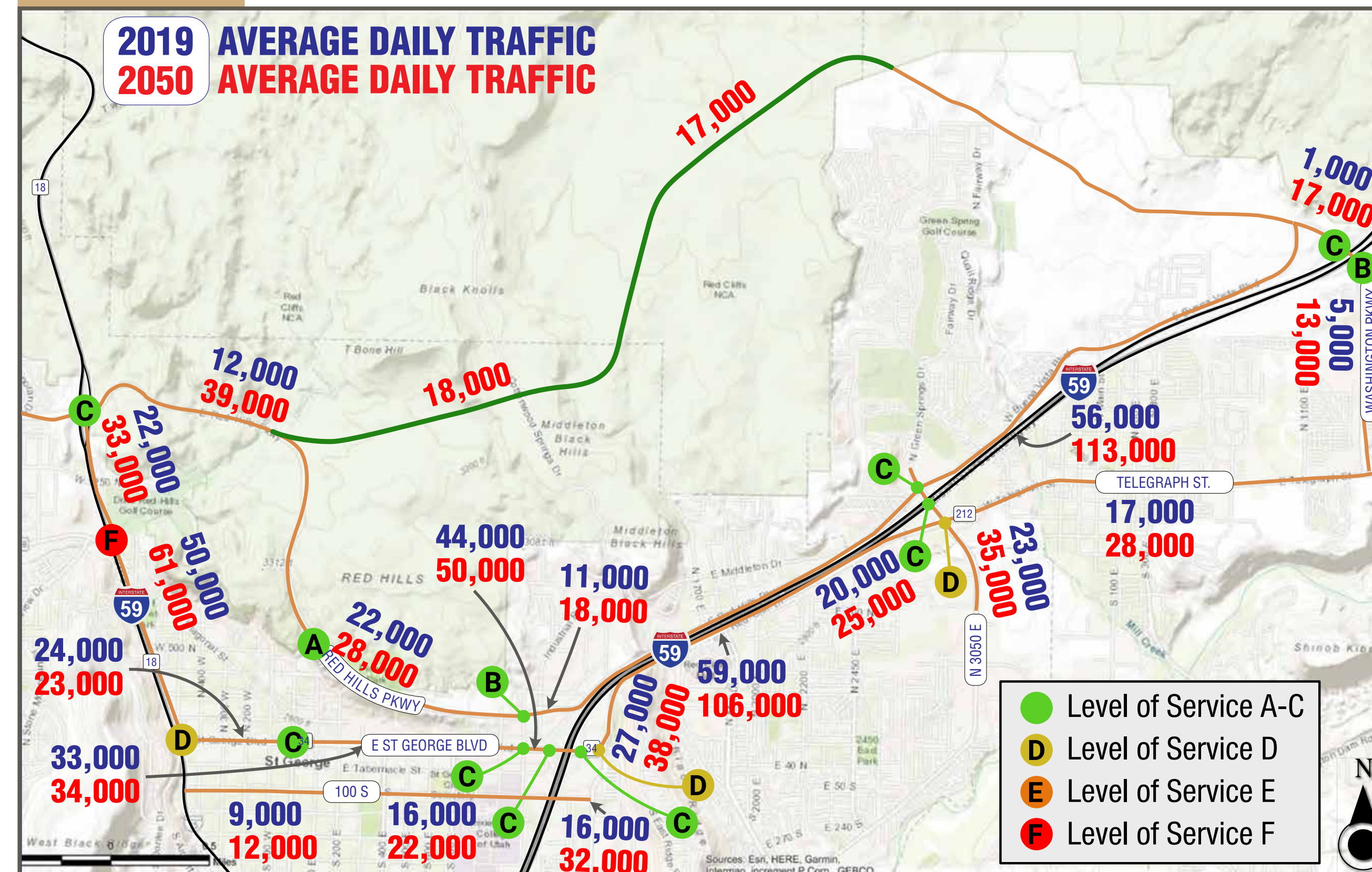


## ALT 1 No Action



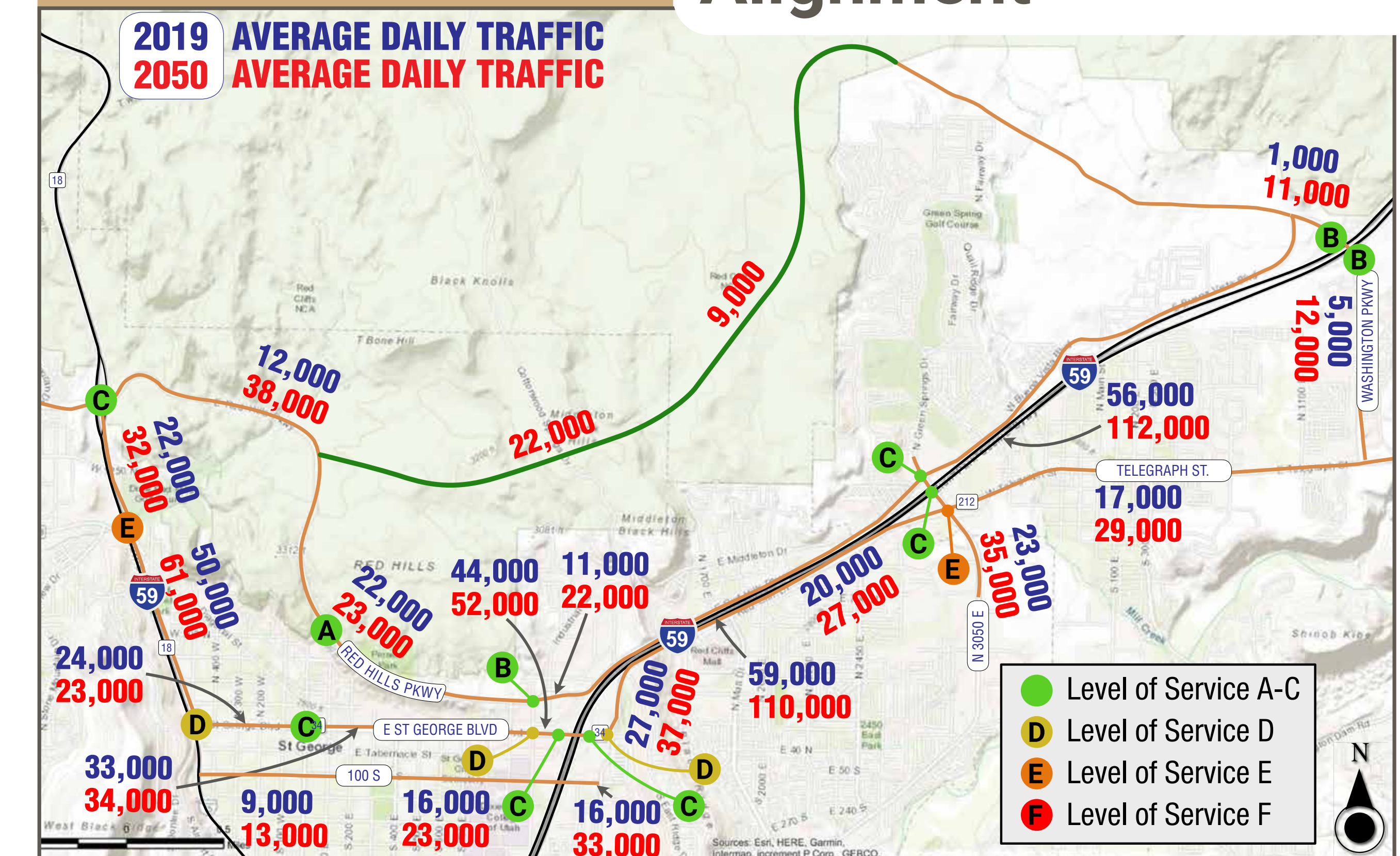
Projected increase in traffic and congestion in the St. George urbanized area.

## ALT 2 T-Bone Mesa Alignment



Projected to reduce traffic on Bluff Street by 6%, Red Hills Parkway by 28%, St. George Boulevard by 12%, 1000 East by 16%, 100 South by 0% and I-15 by 8%.

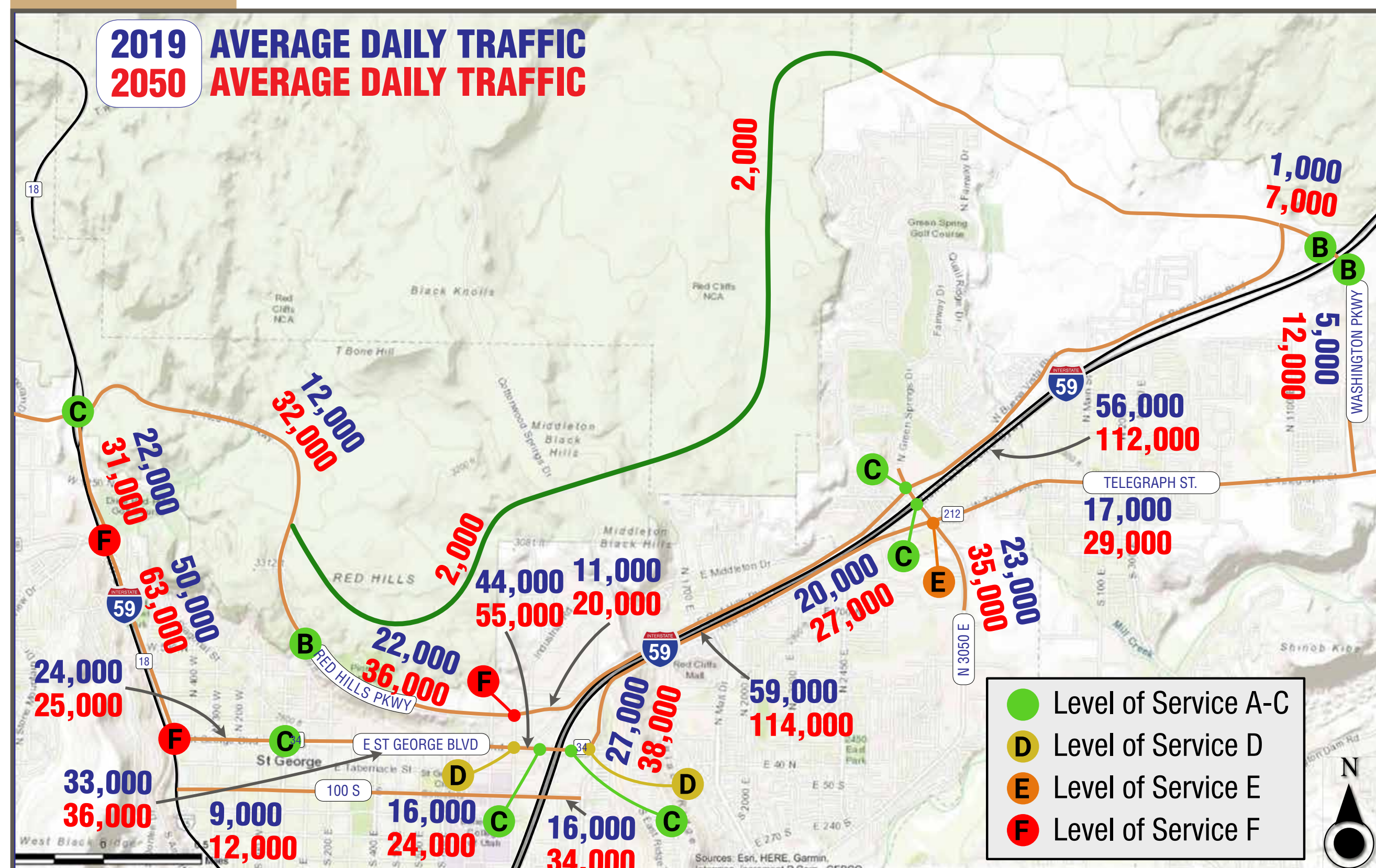
## ALT 3 (PREFERRED) UDOT Application Alignment



Projected to reduce traffic on Bluff Street by 5%, Red Hills Parkway by 41%, St. George Boulevard by 7%, 1000 East by 5%, 100 South by 7% and I-15 by 4%.

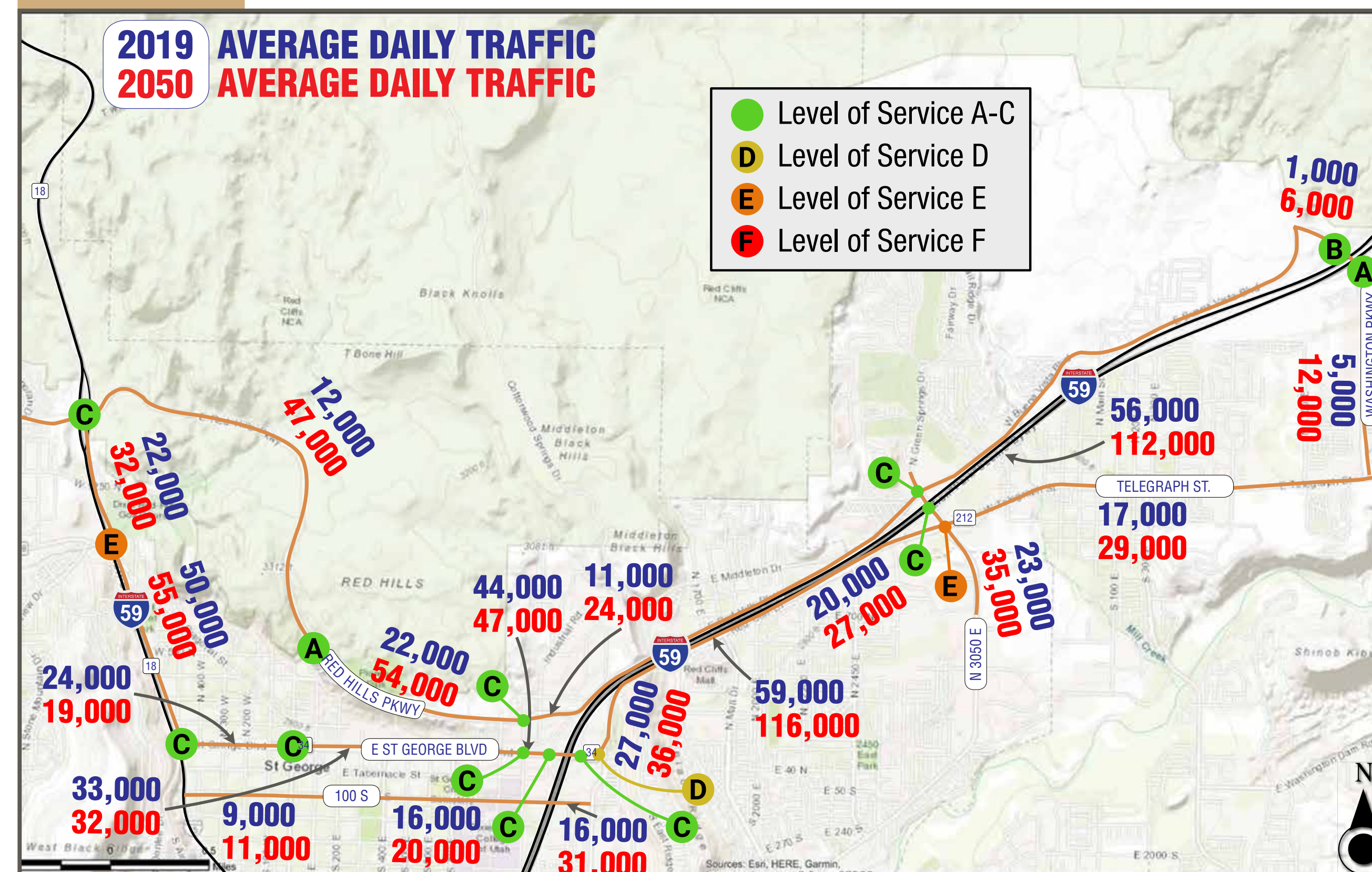
# SOCIOECONOMICS: TRAFFIC

## ALT 4 Southern Alignment



Projected to reduce traffic on Bluff Street by 2%, Red Hills Parkway by 3%, St. George Boulevard by 1%, 1000 East by 0%, 100 South by 9% and I-15 by 0%.

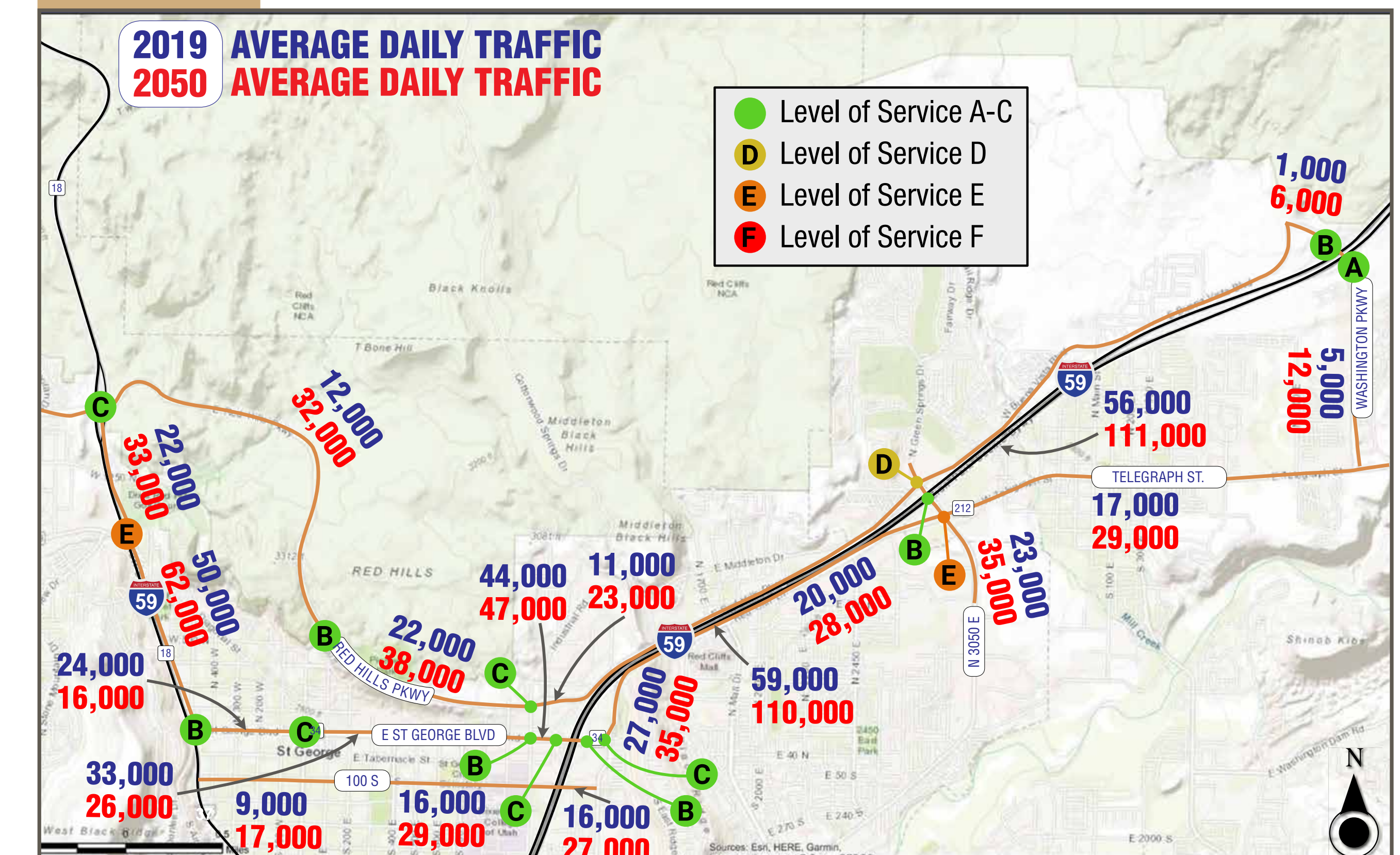
## ALT 5 Red Hills Parkway Expressway



Projected to reduce traffic on Bluff Street by 15%, St. George Boulevard by 17%, 1000 East by 20%, 100 South by 2%.

Projected to increase traffic on I-15 by 1% and Red Hills Parkway by 46%.

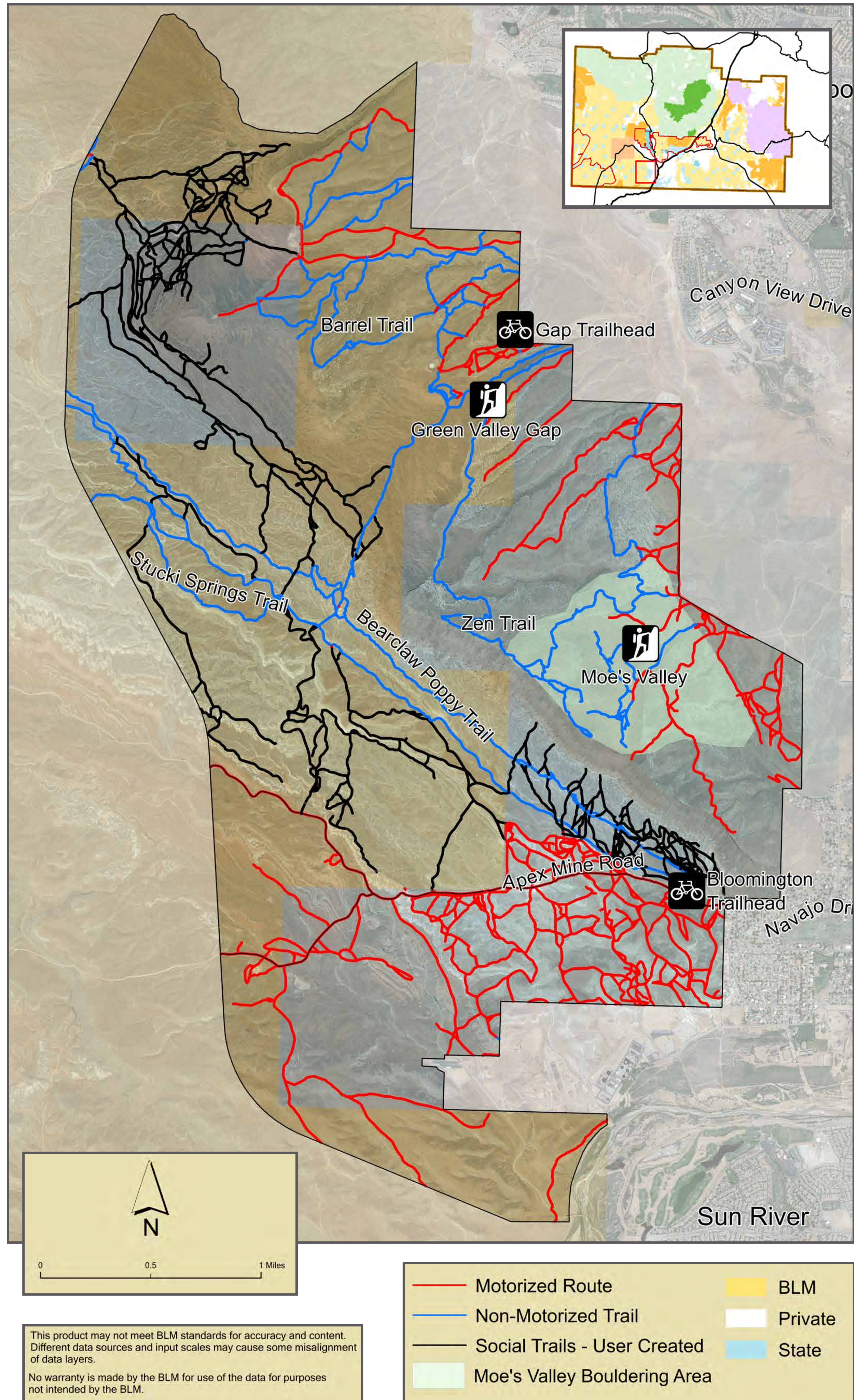
## ALT 6 St. George Blvd/100 S One-way Couplet



Projected to reduce traffic on Bluff Street by 5%, St. George Boulevard by 17%, 1000 East by 16% and I-15 by 4%.

Projected to increase traffic on Red Hills Parkway by 1% and 100 South by 30%.





## BLM-ADMINISTERED LANDS:

- Roads and trails would be reduced from approximately 48 miles to 39 miles.
- Dispersed camping may be reduced or eliminated.
- Recreational target shooting may be prohibited.
- Competitive recreational events may be limited.
- Washington County would fund the installation of signs, trail maintenance or enhancement, parking improvements, and similar actions.

### Other uses affecting recreation:

- Future development of utilities, minerals, and other uses may be limited and may be subject to similar development protocols as the existing Red Cliffs Desert Reserve.
- Livestock grazing may be reduced or eliminated

## SITLA LANDS

- Roads and trails would be reduced from approximately 74 miles to less than 30 miles.
- Washington County would install fencing along the eastern boundary and along the Navajo Road corridor to prevent motorized access outside the road ROW. Fencing may be installed in other areas to enhance protections for listed plant species within Zone 6.
- Washington County would fund the installation of signs, trail maintenance or enhancement, parking improvements, and similar actions.
- Washington County would contribute to habitat restoration and fire management.

### Other activities affecting recreation:

- Future development of utilities and other uses may be subject to similar development protocols as the existing Red Cliffs Desert Reserve.
- All non-federal lands, including the area owned by SITLA, may be acquired by the BLM and managed consistent with other BLM-administered lands within Zone 6.





## RECREATIONAL TARGET SHOOTING

The BLM's multiple use and sustained yield mission mandates management of public land resources for a variety of uses, such as energy development, livestock grazing, recreation, and timber harvesting, while protecting a wide array of natural, cultural and historical resources. Hunting, fishing, and shooting sports activities are legitimate uses of those lands, except where specifically prohibited for safety or other reasons. The BLM is considering closing BLM-administered lands within Zone 6 to recreational target shooting to support conservation efforts for the Mojave desert tortoise.

**In order to consider this potential closure, the John D. Dingell Jr. Conservation, Management, and Recreation Act of 2019 requires:**

- A Notice of Intent published in the Federal Register, on the BLM website, and in the local newspaper.
- Outreach to partner organizations and sporting groups potentially affected by the closure.
- Minimum 60-day public comment period (the BLM extended to run through the entire 90-day comment period for the Draft EIS)

- Comments regarding the proposed target shooting closure can be submitted with comment on the Draft EIS through the following methods:

- Email: [BLM\\_UT\\_NorthernCorridor@blm.gov](mailto:BLM_UT_NorthernCorridor@blm.gov)
- Mail: Bureau of Land Management, Attn: Northern Corridor, 345 East Riverside Drive, St. George, UT 84790







## CONSERVATION MEASURES

The overarching intent of the Washington County HCP is to create a conservation program, compatible with the County's community goals and objectives, for conserving the Upper Virgin River population of Mojave desert tortoise in its native habitat in perpetuity.

### PROTECT EXISTING POPULATIONS AND HABITAT

- Conserve intact desert tortoise habitat.
- Minimize factors contributing to disease (particularly Upper Respiratory Tract Disease).
- Establish/continue environmental education programs.
- Increase law enforcement.
- Restrict, designate, close, and fence roads.
- Restore desert tortoise habitat.
- Install and maintain urban or other barriers.
- Sign and fence boundaries of sensitive or impacted areas.
- Secure lands/habitat for conservation.
- Restrict off-highway vehicle events within desert tortoise habitat.
- Connect functional habitat.
- Limit mining and minimize its effects.
- Limit landfills and minimize their effects.
- Minimize excessive predation on tortoises.
- Minimize impacts to tortoises from horses and burros.
- Minimize impacts to tortoises from livestock grazing.

### DEVELOP, SUPPORT, AND BUILD PARTNERSHIPS TO FACILITATE RECOVERY

Establish regional, interorganizational Recovery Implementation Teams to prioritize and coordinate implementation of recovery actions.

### AUGMENT DEPLETED POPULATIONS THROUGH A STRATEGIC PROGRAM

Develop protocols and guidelines for the population augmentation program, including those specific to head-starting and translocation.

Identify sites at which to implement population augmentation efforts.

Secure facilities and obtain tortoises for use in augmentation efforts.

Implement translocations in target areas to augment populations using a scientifically rigorous, research-based approach.

### MONITOR PROGRESS TOWARD RECOVERY

Monitor desert tortoise population growth.

Monitor the extent of tortoise distribution in each Recovery Unit.

Track changes in the quantity and quality of desert tortoise habitat.

Quantify the presence and intensity of threats to the desert tortoise across the landscape.

### CONDUCT APPLIED RESEARCH AND MODELING IN SUPPORT OF RECOVERY EFFORTS WITHIN A STRATEGIC FRAMEWORK

Determine factors that influence the distribution of desert tortoises.

Conduct research on the restoration of desert tortoise habitat.

Improve models of threats, threat mitigation, and desert tortoise demographics.

Conduct research on desert tortoise diseases and their effects on tortoise populations.

Determine the importance of corridors and physical barriers to desert tortoise distribution and gene flow.

### IMPLEMENT AN ADAPTIVE MANAGEMENT PROGRAM

Revise and continue development of a recovery decision support system.

Develop/revise recovery action plans.

Amend land use plans, habitat management plans, and other plans as needed to implement recovery actions.

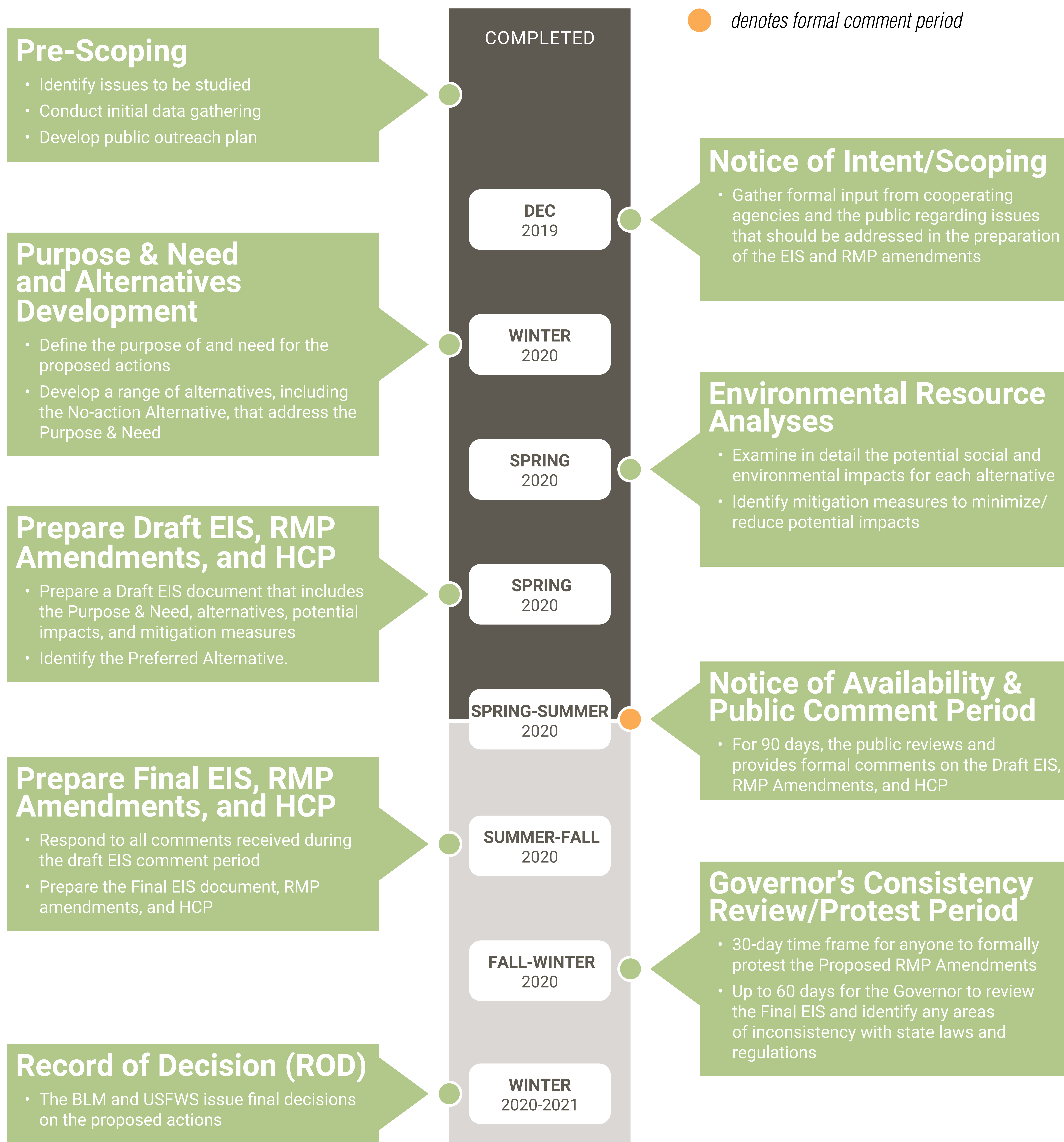
Incorporate scientific advice for recovery through the Science Advisory Committee.





# THE NEPA PROCESS AND SCHEDULE

The National Environmental Policy Act (NEPA) requires all Federal agencies to evaluate the potential effects of their actions and decisions on the human, natural, and built environment. As co-lead agencies, the BLM and USFWS are working together to prepare a detailed Environmental Impact Statement (EIS) that will respond to each of the actions/decisions being considered. The EIS process and schedule are outlined below.







## How to Comment

- Comments should be clear, concise, and relevant to the issues at hand and actions/decisions being considered.
- Feedback that is solution-oriented and provides specific examples of concerns and ideas is the most helpful in reviewing the Draft EIS.
- Comments provided to the study team will be reviewed and evaluated as part of the EIS process.
- Please remember that commenting is not a form of “voting.” The outcome of the EIS will be based on technically sound and objective analyses, not on how many people like or dislike what is being studied.

### COMMENT MUST BE SUBMITTED BY SEPTEMBER 10, 2020



EMAIL: [BLM\\_UT\\_NorthernCorridor@blm.gov](mailto:BLM_UT_NorthernCorridor@blm.gov)



MAIL:  
Bureau of Land Management  
Attn: Northern Corridor  
345 East Riverside Drive  
St. George, UT 84790

Persons who use a telecommunications device for the deaf (TDD) may call the Federal Relay Service (FRS) at 1-800-877-8339 to contact the above individual during normal business hours. The FRS is available 24 hours a day, 7 days a week, to leave a message or question with the above individual. You will receive a reply during normal business hours.

For further information concerning the BLM land use planning process, visit <https://go.usa.gov/xw8TX>, or contact Gloria Tibbetts, District Planning and Environmental Coordinator at (435) 865-3063 or email [BLM\\_UT\\_NorthernCorridor@blm.gov](mailto:BLM_UT_NorthernCorridor@blm.gov).