[DATE]

Via Online Submission
BLM St. George Field Office
4001 East Aviator Dr.
St. George, UT 84790

Re: Northern Corridor Highway Right-of-Way
DOI-BLM-UT-C030-2025-0041-EA

To Whom It May Concern:

[Municipality Name] strongly supports the UDOT Right-of-Way Alignment that is under consideration as part of the BLM's Environmental Analysis (EA) for the Northern Corridor right-of-way in Red Cliffs Desert Reserve.

Our community supports the UDOT Right-of-Way Alignment because it is the best alternative that both meets our regional transportation needs and puts open space protections back in place in the Moe's Valley and Bear Claw Poppy Trail area (Zone 6). The route is expected to improve east-west traffic movement in the county and would reduce traffic congestion in up to 70 intersections. Adding the 6,800-acre Zone 6 to the Red Cliffs Desert Reserve would protect the mountain biking, rock climbing, hiking, and other non-motorized recreational opportunities in the area. Zone 6 supports approximately ten times the number of tortoises estimated in the right-of-way and many thousands of endangered dwarf-bear poppy plants. It is critical that the BLM recognize the environmental significance of protecting this land and the species that depend on it through selection of the UDOT Right-of-Way Alignment.

The information in the EA demonstrates how technically infeasible and costly the Red Hills Parkway Expressway and the One-Way Couplet alternatives would be. There are also common-sense reasons to reject the Red Hills Expressway alternative. For example, if built, Pioneer Park and all destinations on the Parkway would be right-turn in and right-turn-out only, requiring major detours for visitors returning to St. George or the interstate. The Red Hills Parkway Expressway and the one-way couplet are not reasonable alternatives and should be eliminated from further analysis in the EA.

Finally, we oppose the consideration of the Red Hills Parkway Expressway and the One-Way Couplet alternatives because these routes are not under the jurisdiction of the BLM. They are not viable alternatives that could be selected by BLM. Only a small portion of the Red Hills Parkway crosses BLM land, and the right-of-way is owned entirely by St. George City, not Utah Department of Transportation (UDOT). The One-Way Couplet alternative does not even cross BLM land at all. The final decision should clearly state these legal and jurisdictional problems. Those two alternatives must be clearly removed from BLM consideration.

BLM St. George Field Office
[DATE]

We urge the BLM to select the UDOT Right-of-Way Alignment alternative, which is the only alternative that is supported by our community and by other communities that are most impacted by this decision.

Sincerely,

[MUNICIPALITY NAME]

[SIGNER'S NAME]