

RESOLUTION OF THE
NAVAJO NATION COUNCIL

23rd NAVAJO NATION COUNCIL -- Second Year, 2016

AN ACTION

RELATING TO AN EMERGENCY; ENDORSING THE NAVAJO NATION'S APPLICATION FOR A TRANSPORTATION INVESTMENT GENERATING ECONOMIC RECOVERY GRANT ADMINISTERED THROUGH THE UNITED STATES DEPARTMENT OF TRANSPORTATION FOR ROAD IMPROVEMENTS TO NAVAJO ROUTE 12 AND FOR ROAD IMPROVEMENTS TO NAVAJO ROUTE 71 AND FOR ROAD IMPROVEMENTS TO NAVAJO ROUTE 15

WHEREAS:

- A. The Navajo Nation Council is the governing body of the Navajo Nation. 2 N.N.C. §102 (A).
- B. Navajo Nation Council has the authority to create laws, resolutions, and to make statements of policy pursuant to 2 N.N.C. §164 (A).
- C. 2 N.N.C. § 164 (A)(16) provides that an emergency is limited to the cessation of law enforcement services, and disaster relief services, fire protection services or other direct services requirement as an entitlement under Navajo Nation or Federal law matters such as disaster relief services and that such emergency matter must arise due to the pressing public need for such resolution and must be a matter requiring final action by the Council.
- D. The Navajo Nation hereby finds that the imminent deadline of April 25, 2016 for submission of the TIGER (Transportation Investment Generating Economic Recovery) grant application by the Navajo Nation Department of Transportation is a matter constituting an emergency pursuant to 2 N.N.C. § 164(A)(16) because the grant would provide funds for Navajo Nation roads which are an entitlement under Navajo Nation and federal law and are a pressing need.
- E. TIGER Grants allow the federal Department of Transportation to provide capital funding directly to a public entity, such as a tribal government, and its structure and broad

eligibility requirements allow project sponsors to develop projects that may not be eligible for funding through traditional department of transportation programs.

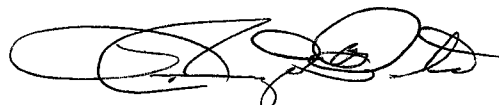
- F. Primary selection criteria for TIGER grants, which are weighed equally, must have a likelihood of long-term benefits based on the following criteria: Safety, State of Good Repair, Economic Competitiveness, Quality of Life, and Environmental Sustainability.
- G. The Navajo Nation plans to submit a final application for a TIGER Grant administered through the United States Department of Transportation for road improvements for Navajo Route 12 (N12), namely for continuing construction enhancements on N12 between Wheatfields Lake and the junction of Navajo Route 64. See the grant application, the N12 Improvements Project Summary and its Appendices attached as Exhibit A., and for road improvements to Navajo Route 71 and Navajo Route 15.

NOW, THEREFORE BE IT RESOLVED:

The Navajo Nation hereby endorses the Navajo Nation's application for a Transportation Investment Generating Economic Recovery (TIGER) Grant for road improvements to Navajo Route 12, Navajo Route 71 and Navajo Route 15.

CERTIFICATION

I hereby certify that the foregoing resolution was duly considered by the Navajo Nation Council at a duly called meeting in Window Rock, Navajo Nation (Arizona) at which a quorum was present and that the same was passed by a vote of 20 in favor and 0 opposed, this 21st day of April 2016.



LoRenzo Bates, Speaker
Navajo Nation Council

4-20-16

Date

Motion: Honorable Davis Filfred
Second: Honorable Jonathan Perry



Grant Application Package

Opportunity Title:	FY 2016 National Infrastructure Investments
Offering Agency:	U.S. Department of Transportation
CFDA Number:	20.933
CFDA Description:	National Infrastructure Investments
Opportunity Number:	DTOS59-16-RA-TIGER8
Competition ID:	TIGER8-FY16
Opportunity Open Date:	02/26/2016
Opportunity Close Date:	04/29/2016
Agency Contact:	Robert Mariner Senior Policy Analyst E-mail: robert.mariner@dot.gov Phone: 202-366-8914

This opportunity is only open to organizations, applicants who are submitting grant applications on behalf of a company, state, local or tribal government, academia, or other type of organization.

Application Filing Name: N12 Improvements Project TIGER Grant

Select Forms to Complete

Mandatory

Application for Federal Assistance (SF-424)

Complete

Attachments

Complete

Optional

Instructions

[Show Instructions >>](#)

This electronic grants application is intended to be used to apply for the specific Federal funding opportunity referenced here.
If the Federal funding opportunity listed is not the opportunity for which you want to apply, close this application package by clicking on the "Cancel" button at the top of this screen. You will then need to locate the correct Federal funding opportunity, download its application and then apply.

Application for Federal Assistance SF-424*** 1. Type of Submission:**

- ☐ Preapplication
☒ Application
☐ Changed/Corrected Application

*** 2. Type of Application:**

- ☒ New
☐ Continuation
☐ Revision

*** If Revision, select appropriate letter(s):***** Other (Specify):***** 3. Date Received:**

Completed by Grants.gov upon submission.

4. Applicant Identifier:**5a. Federal Entity Identifier:**

N/A

5b. Federal Award Identifier:

ajwatson627

State Use Only:**6. Date Received by State:****7. State Application Identifier:****8. APPLICANT INFORMATION:***** a. Legal Name:**

The Navajo Tribal Government

*** b. Employer/Taxpayer Identification Number (EIN/TIN):**

860092335

*** c. Organizational DUNS:**

0090017020000

d. Address:*** Street1:**

2 Miles N of Hwy 264

Street2:*** City:**

Window Rock

County/Parish:

Apache County

*** State:**

AZ: Arizona

Province:*** Country:**

USA: UNITED STATES

*** Zip / Postal Code:**

86515-0000

e. Organizational Unit:**Department Name:**

N/A

Division Name:

Division of Transportation

f. Name and contact information of person to be contacted on matters involving this application:**Prefix:**

Mr.

*** First Name:**

Carl

Middle Name:*** Last Name:**

Slater

Suffix:**Title:**

Senior Public Information Officer

Organizational Affiliation:

Navajo Division of Transportation Executive Section

*** Telephone Number:**

(505) 371-8395

Fax Number:

(505) 371-8399

*** Email:**

cslater@navajodot.org

Application for Federal Assistance SF-424

* 9. Type of Applicant 1: Select Applicant Type:

I: Indian/Native American Tribal Government (Federally Recognized)

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

* 10. Name of Federal Agency:

U.S. Department of Transportation

11. Catalog of Federal Domestic Assistance Number:

20.933

CFDA Title:

National Infrastructure Investments

* 12. Funding Opportunity Number:

DTOS59-16-RA-TIGER8

* Title:

FY 2016 National Infrastructure Investments

13. Competition Identification Number:

TIGER8-FY16

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment

Delete Attachment

View Attachment

* 15. Descriptive Title of Applicant's Project:

The N12 project entails highway re-construction from Wheatfields Lake to the Junction of N64 to include multiple safety enhancements and a new typical section with 12' driving lanes and 8' shoulders.

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424**16. Congressional Districts Of:*** a. Applicant * b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:* a. Start Date: * b. End Date: **18. Estimated Funding (\$):**

* a. Federal	<input type="text" value="10,000,000.00"/>
* b. Applicant	<input type="text" value="10,000,000.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="20,000,000.00"/>

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- ☐ a. This application was made available to the State under the Executive Order 12372 Process for review on
- ☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- ☒ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**☐ Yes ☒ No

If "Yes", provide explanation and attach

21. *By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title: * Telephone Number: Fax Number: * Email: * Signature of Authorized Representative: * Date Signed:

Navajo Nation | Apache County

Application Type: Rural Road

Applicant Organization: Navajo Nation

Type of Eligible Applicant: Indian/Native American Tribal Government (Federally Recognized)

Project Need (Amount Being Applied For) / Amount of TTGFR Grant funds requested: \$10,000,000

Project



Phase 1

N12

Project

Project Summary

PROJECT NAME

N12 Improvements Project

UNIQUE TIGER ID

ajwatson627

LOCATION

Navajo Nation, Apache County, Arizona

TYPE OF APPLICATION

Rural Road Application

CONTACT INFORMATION

Primary Contact: Ashley Watson

P.O. Box 4620

Window Rock, AZ 86515

P: (505) 371-8375 E: awatson@navajodot.org

Secondary Contact: Zane James

President, Tsaile/Wheatfields Chapter

Navajo Nation

Tsaile, AZ 86556

P: (928) 724-2220 E: zjames23@hotmail.com

TYPE OF ELIGIBLE APPLICANT

Indian/Native American Tribal Government (Federally Recognized)

PROJECT NEED (AMOUNT BEING APPLIED FOR)

Amount of TIGER Grant funds requested:

\$10,000,000.00

Navajo Division of Transportation Match (FHWA TTP):

10,000,000.00

“

As the Chapter President for the Tsaile/Wheatfields Chapter of the Navajo Nation it is with great honor that we are submitting this N12 TIGER Grant application. N12 is designated as one of Arizona's Northern Scenic Roads that careens tourists through one of the most surreal landscapes and is a main arterial for access to local, historic parks and attractions. In addition, N12 is the only road for hundreds of families to gain access to work, school, and healthcare services. Due to hazardous road conditions, this stretch of highway has demonstrated to be one of the most dangerous roads within my jurisdiction. I strongly urge your consideration of this important project to help improve this road for the safety of both pedestrian and vehicle traffic.”



Zane James

*Chapter President for the
Tsaile/Wheatfields Chapter*

PROJECT OVERVIEW

The FY 2016 TIGER funds will be used for construction enhancements on Navajo Route 12 between Wheatfields Lake and the Junction of N64. The scope of work will address safety concerns for a 10.2 mile stretch of this highway as outlined in a Road Safety Audit (RSA) conducted in May 2012. The proposed design will widen the road with a more modern typical section to include a new 5" asphalt surface, 12' driving lanes, 8' shoulders, bridge replacement, slope cuts to improve line of sight distances, new guardrails, culvert replacements / upgrades, new right-of-way fencing, and sign/stripping enhancements.



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Partnership

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1.0 Project Description

1.1 PROJECT LOCATION

Navajo Route 12 (N12) is a two-lane rural major collector route located at some of the highest elevations (7,000 feet) on the Navajo Nation. The entire N12 corridor runs north and south between Interstate 40 (I-40) and the intersection of N191. The focus of the N12 study area is between Wheatfields Lake and N191 and is being designed in multiple phases as shown in **Figure 1**. This grant application will focus on N12 – Phase 1 as shown in **Figure 2**.

The annual average daily traffic (AADT) volume in 2010 ranged from 1,400 to 2,800 vehicles per day (vpd) over the 30+ miles of the study area with an average speed limit of 55 MPH as shown in **Appendix A**. N12 serves a large local population of over 29,000 in the central part of the Navajo Nation, near Chinle, Arizona (Chinle Agency). The Chinle Agency area is referred to as the “Heart of the Navajo Nation” and provides jobs, education, healthcare prevention, and wellness services to the tribal members in the surrounding communities.

Parts of the area are remote and isolated, accessibly only by dirt roads that extend for miles. Accessibility to this area by long-distance transportation trucks is only available along the main highways of N12 and N64. **All major medical services in the area are serviced by the Chinle Agency as shown in Figure 5.**

Tourism and Regional Significance

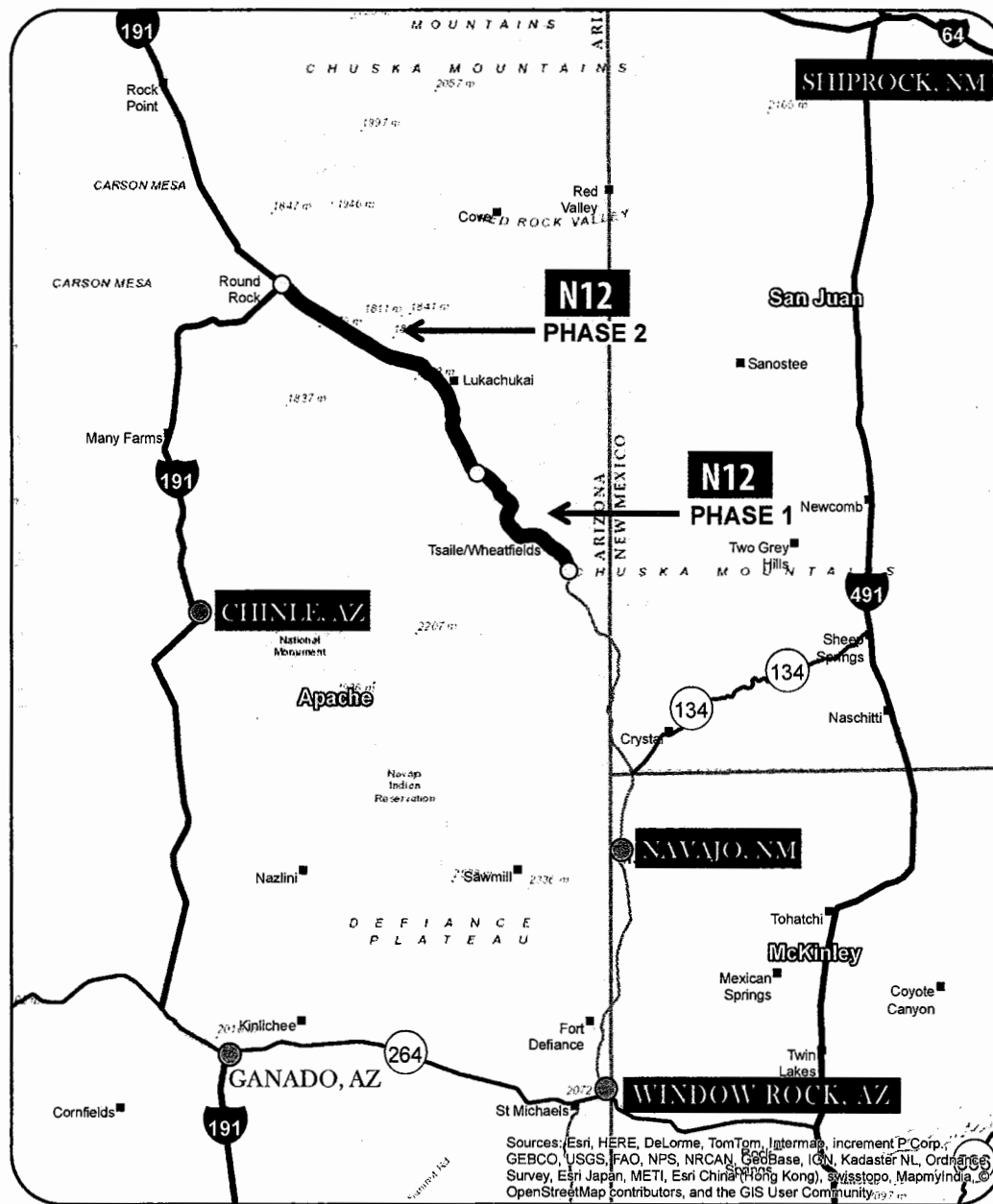
Starting at I-40 going north to the N64 intersection, this section of N12 is one of Arizona’s designated scenic roads and serves a growing tourist base visiting the local attractions and National Parks as shown in **Figure 4**.

Canyon de Chelly is an international attraction with tourists that come from all over the world via I-40 along the N12 corridor. With its towering wind-carved red rocks, Anasazi



Top | Canyon de Chelly
Bottom and Right | Wheatfields Lake





Legend

- Phase
- Chapter House Locations
- N12
- XX Workforce Centers
- State Hwys
- US Hwys
- BIA Roads
- County Boundaries

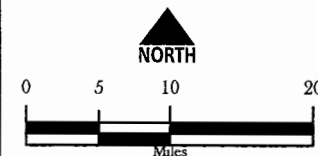
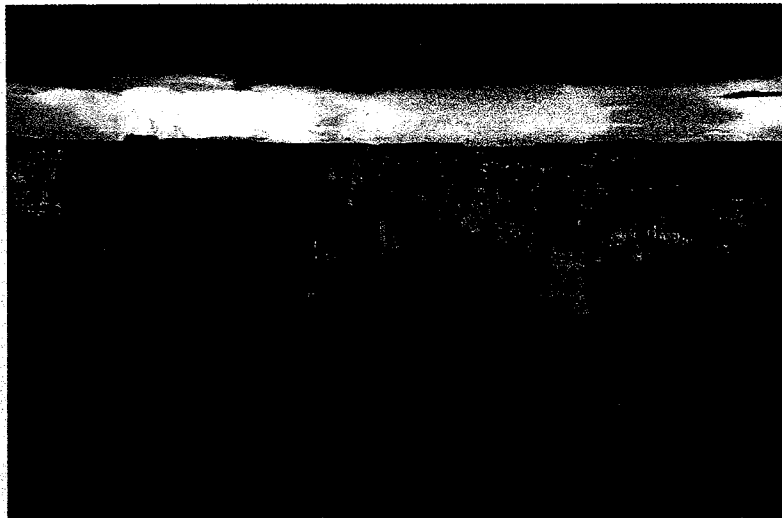


Figure 1 | N12 Project Corridor





Above | Spider Rock, Canyon de Chelly
photo credit: Tsaiproject, www.flickr.com/photos/tsaiproject

ruins, and local Navajo history, it is a great location to learn about Navajo people as well as visit with local artists and craftspeople.

As shown by the Arizona's Office of Tourism, Wheatfields Lake, located east of Chinle, is also one of the most popular destination for fishing and boating enthusiasts in Navajo Country for both Tribal and Non-Tribal members. The lake is monitored by the Navajo Nation Department of Fish & Wildlife.

1.2 PROJECT SCOPE

The focus of this project is N12 – Phase 1 between Wheatfields Lake and N191 as shown in **Figure 2**. The N12 corridor is currently divided for construction into multiple phases with the southern-most 10 miles (Phase 1) being the priority due to its existing quickly-deteriorating conditions as well as its location between a highly used recreational site- Wheatfields Lake, and the major N64 intersection leading to Chinle, Arizona.

The FY 2016 TIGER funds, if awarded, would be used for the construction enhancements of Phase 1 in the amount of \$16,000,000 as outlined in more detail in Section 3.

1.3 LADDERS OF OPPORTUNITY

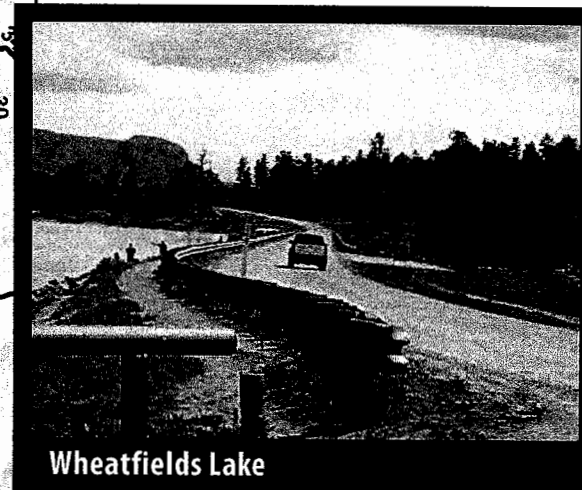
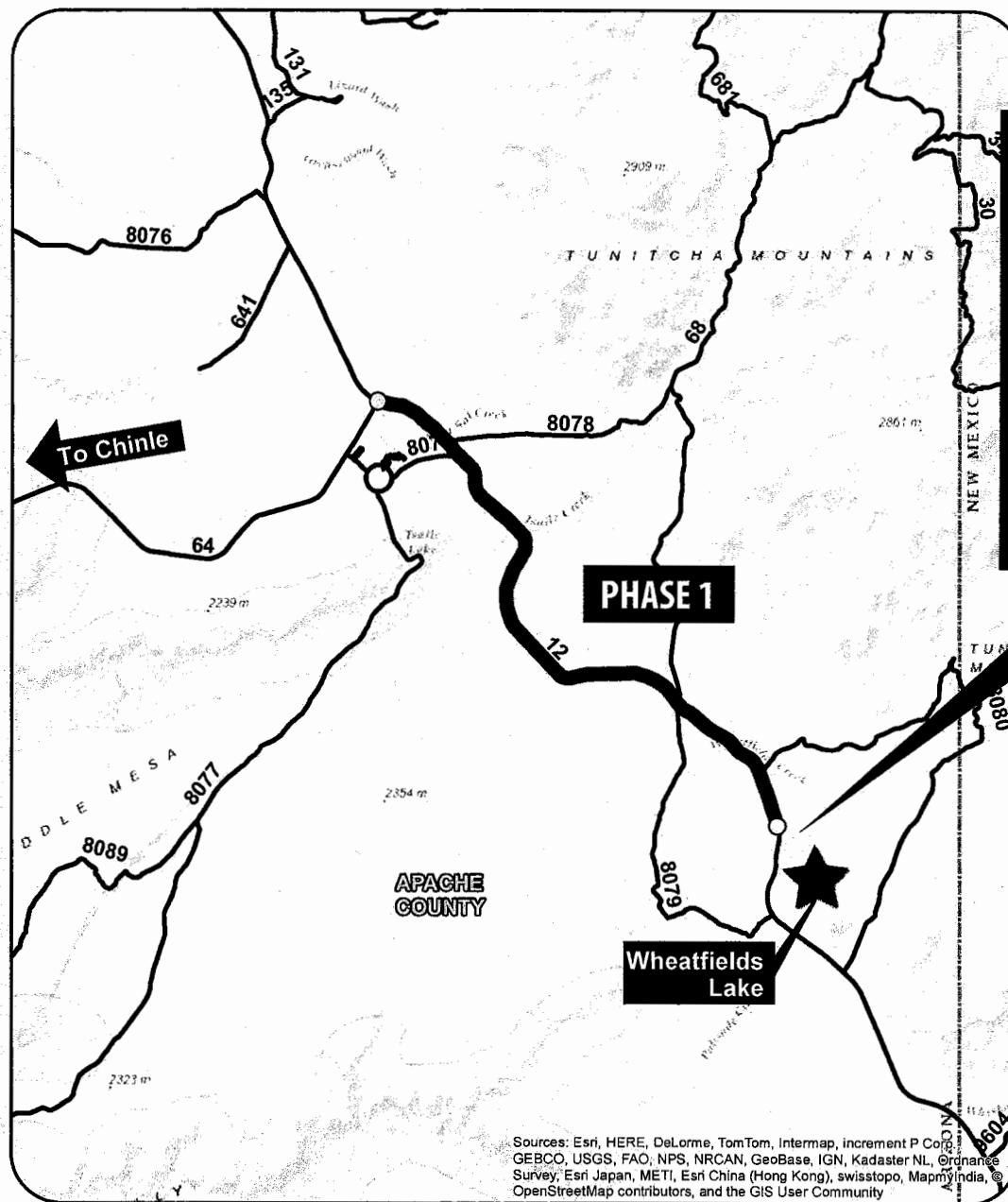
The Navajo Nation is the most populous Native American Tribe in the United States and has a geographic area that encompasses 27,000 square miles in three states (Arizona, Utah, New Mexico), an area larger than West Virginia. The Navajo Nation is subdivided into 110 political units referred to as “Chapters”. Local governance is highly supported with local Chapters often taking the lead for infrastructure and services needed for their communities.

With an estimated population of 250,000 people, there is widespread poverty, unemployment, low graduation rates, and health issues such as Type 2 diabetes that plague the region. With isolated access and unimproved dirt roads, families travel miles to get access to basic services and jobs.

The Tsaile/Wheatfield Chapter and Chinle Area is serviced by N12 as one of the primary rural major collector roads. This project is key in supporting the ladders of opportunity for the Navajo Nation. N12 provides thousands of under-served families with their only reliable and affordable connection to employment, education, and other critical services, including bus transit service that is provided on N12 (see **Figure 4**). **The U.S. Census Bureau recorded the following 2010 population figures for the immediate surrounding Chapters:**

CHAPTER	2010 POPULATION
Tsaile/Wheatfield	
Crystal	
Lukachukai	
Chinle	
Many Farms	





Legend

- Phase
- State Hwys
- N12
- US Hwys
- BIA Roads
- County Boundaries

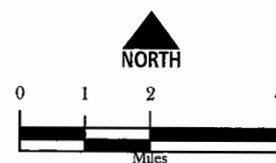


Figure 2 | N12 Phase 1 Corridor

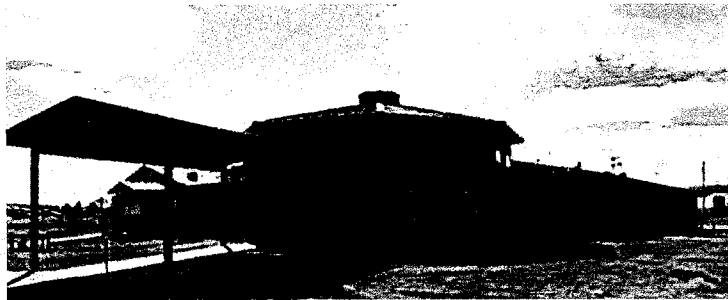


Education

Schools that are located in the region bus children to and from school on a daily basis along N12. The location of schools within proximity to N12 – Phase 1 project are identified in **Figure 5** and include the following:

- Round Rock Day School
- Saint Isabel Mission
- Lukachukai Boarding School
- Chinle Junior High School
- Tsaile Elementary School
- Canyon Del Muerto School
- Dine College

Aside from the regional K-12 schools, the Chinle Area offers a unique experience for community members to attend college at the Diné College located a half-mile from N12 – Phase 1. This allows the working age adults to earn additional education from home while tending to their family obligations. Over 30 students graduate each spring semester and this campus has shown some of the highest graduation rates of all eight Diné campuses. Many of their graduates are employed and hold prestigious positions in their local, prospective communities such as principals, certified teachers, directors, hospital staff, and law enforcement.



Top | Diné College at the intersection of N12 and N64

Congestion/Passenger Volumes

With current AADT counts averaging 2,400 vpd, it is estimated that the Chinle/Wheatfields area is one of the fastest growing areas in Navajo Nation with future AADT counts projected to increase to over 3,000 by 2020.

The current road was constructed over 40 years ago and is showing significant signs of distress throughout the corridor. Addressing the safety concerns as identified in the May 2012 Road Safety Audit (RSA) will significantly enhance the experience for travelers.

Work Force

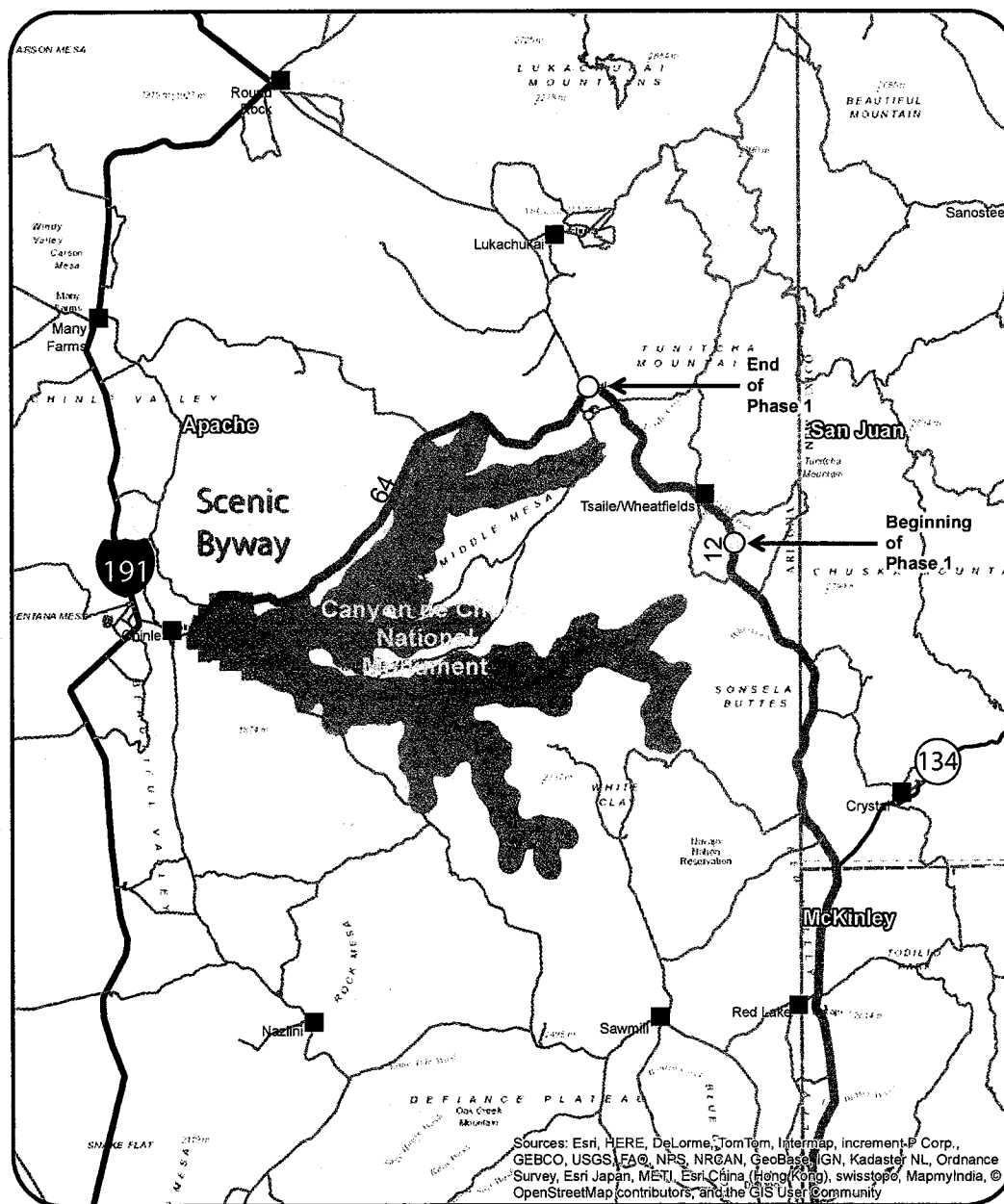
The primary employers for the Tsaile/Wheatfield and surrounding Chapters are Diné College, Tsaile Elementary School, Navajo Nation (Window Rock), local convenience stores, and Apache County. The greater Chinle area has employment spanning an area from Window Rock, Arizona to Shiprock, New Mexico as shown in **Figure 1**. N12 provides one of the primary routes to major arterial highways for employment and is considered a lifeline for employment in this region.

1.4 TRANSPORTATION CHALLENGES AND SOLUTIONS

Due to the associated transportation problems with N12 and the demographics and users on this highway, this project has been designated as one of the top road construction priorities of the Navajo DOT – Chinle Agency. Safety concerns determined through RSAs, consultant evaluations, and public involvement have discovered the following major contributor to both accidents and fatalities:

- *snow and ice-covered roads with inadequate snow removal facilitation*
- *wildlife and livestock on/along the road due to the lack of right-of-way fences*
- *heavy pedestrian traffic at the Wheatfields Lake Recreational Area*
- *trees in the ROW*
- *rough pavement and major heaving conditions*
- *sight restrictions at some intersections*
- *speeding*
- *poorly maintained pavement markings*





Legend

- Phase
- Chapter House
- N12
- Scenic Road
- BIA Roads
- State Hwys
- == US Hwys
- County Boundaries



Figure 3 | N12 Scenic Byway



The design team and stakeholders have evaluated the existing conditions and the design is currently at the 30% design phase for N12 - Phase 1. The design takes into account and addresses the safety issues as outlined in Section 4.1 of this application.

2.0 Project Parties

2.1 NAVAJO DIVISION OF TRANSPORTATION



Navajo Division of Transportation Vision Statement

"To preserve and enhance transportation throughout Diné Bii Keyah."



NAVAJO D.Q.T.

Mission Statement:

"Serve the Navajo Nation by providing safe transportation infrastructure through innovation and partnership."

Navajo DOT is a recognized Division under the Executive Branch of the Navajo Nation and has over 120 employees. Historically, the Navajo DOT's annual Federal Highway Administration (FHWA) Tribal Transportation (TTP) funds have been managed by the Bureau of Indian Affairs (BIA). In 2011, Navajo DOT initiated discussions with FHWA and soon after signed a funding agreement with FHWA to directly receive their annual TTP funds. Navajo DOT will be the lead agency for this project during the construction phase and has the dedicated, qualified staff to manage this project from beginning to end. The N12 - Phase 1 Project will be led by Navajo DOT's Principal Engineer, Darryl Bradley, P.E.



Darryl Bradley, P.E.

Darryl is a member of the Navajo Nation and is the Principal Civil Engineer at Navajo DOT in Window Rock, AZ. Darryl serves as technical advisor to the Division Director regarding planning, design, construction, and maintenance of roads on the Navajo Nation. Prior to Navajo DOT, Darryl spent 24 years working for consulting firms in Phoenix, Arizona working on transportation projects for State, County and Municipalities. He is a registered professional engineer in Arizona and holds a Bachelors and Masters Degree in Civil Engineering from Arizona State University. He is a member of the Arizona Chapter of the American Council of Engineering Companies, American Public Works Association, American Indian Science and Engineering Society, and the American Society of Civil Engineers.

2.2 FEDERAL PARTNERS

Federal Highway

As a direct recipient of FHWA-TTP funds, Navajo DOT's primary oversight is FHWA who is responsible for overseeing the overall compliance of Navajo DOT to include project design review, TTP programming, NEPA compliance review/concurrence, reporting compliance review, and final construction inspection concurrence and sign-off for construction projects.



Bureau of Indian Affairs - Department of Transportation (BIA-DOT)

Prior to Navajo DOT signing their direct funding agreement with FHWA, BIA was the lead agency for all Navajo Nation regional road design and construction projects. N12's design started with BIA before the FHWA agreement was signed and the BIA is currently assigned to complete the N12 - Phase 1



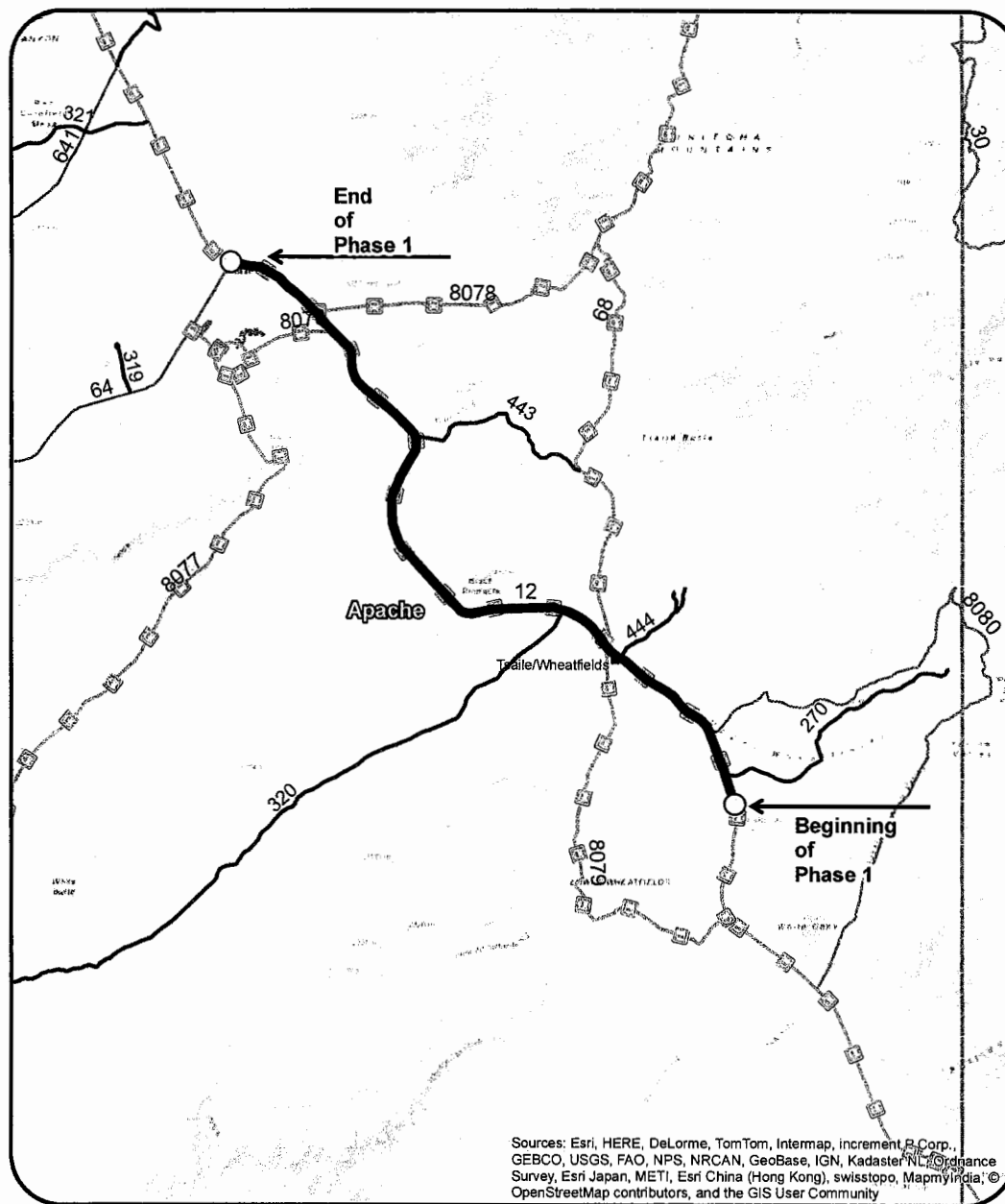


Figure 4 | N12 County Roads & Bus Routes



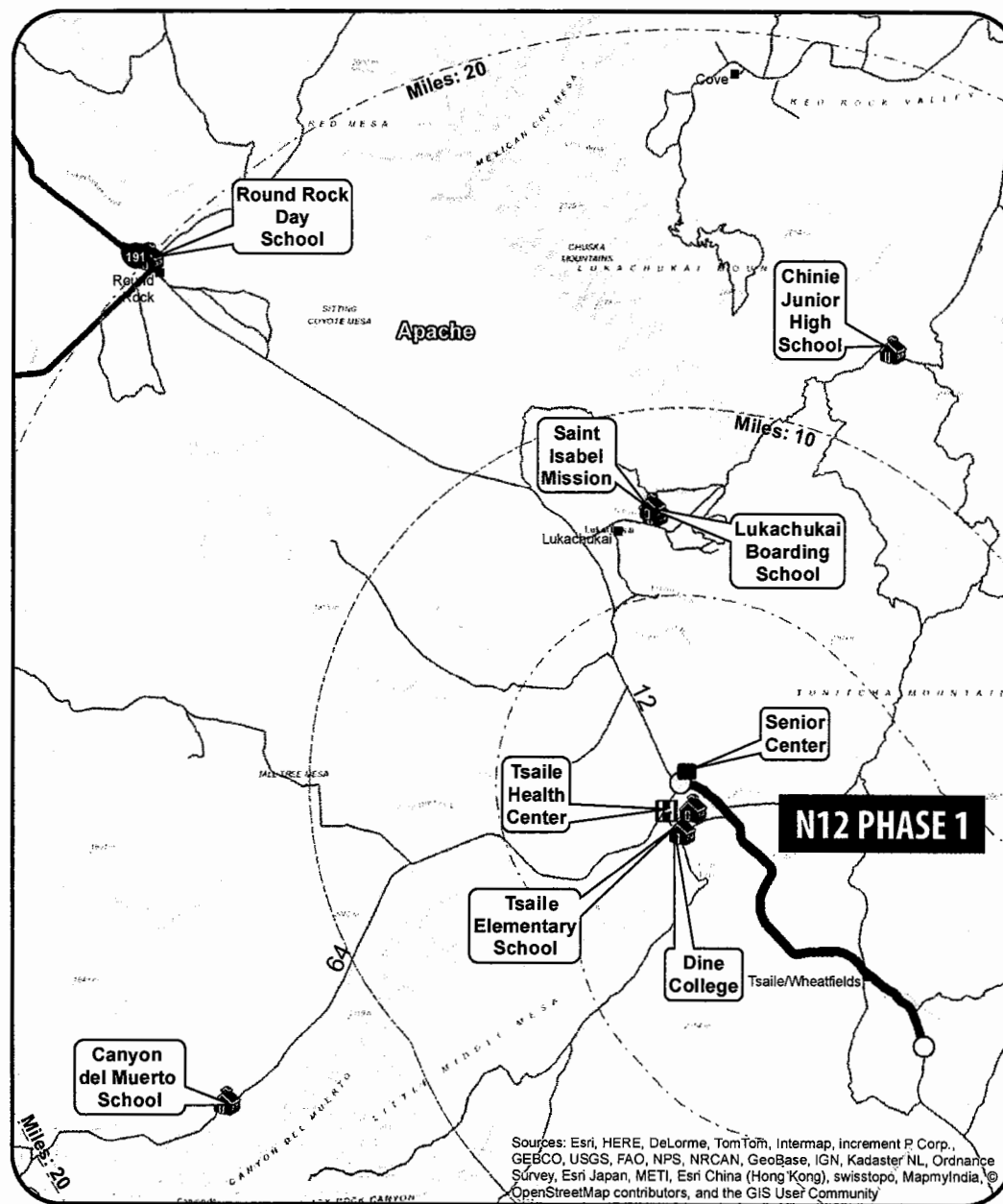


Figure 5 | N12 Regional Schools & Health Centers



PS&E package. BIA will retain trust responsibilities for the road project upon completion and will be required to conduct on-going contract administration throughout the project to include reviewing and approving the project during the substantial and final inspections.

2.4 REGIONAL STAKEHOLDERS

Stakeholders that have an interest in this project include the Navajo Nation Department of Fish and Wildlife, Navajo Nation Division of Economic Development, Apache County, Arizona Department of Transportation (ADOT), Chinle Service Area, Tsailé/Wheatfields Chapter, Lukachukai Chapter, National Park Service, Indian Health Service, Chinle Unified School District, and hundreds of Navajo Community Members.

Apache County maintains five unpaved country roads that intersect N12, all of which are bus routes (see **Figure 4**). Often these roads are impassable during the winter and accessibility is not always available leading the families to transport their children miles to the main N12 corridor for easier access and pick up.

3.0 Grants Funds and Sources/ Uses of Project Funds

As discussed in Section 1.2 the TIGER Grant amount being requested for this project is \$ **10,000,000** with a 50% match programmed in the Navajo DOT's Tribal Transportation Project Funding (TTP) in the amount of **\$10,000,000** (See Appendix E for Navajo DOT N12 TTIP).

Currently Phase 1 from Wheatfields Lake to the N64 junction is programmed in FY 2016 with the additional phases from the intersection of N64 to N191 programmed for FY 2023 & 2025.

N12 PHASE 1 PROJECT COSTS

Phase 1 (Wheatfields Lake to N64) Project Cost Estimates	\$20,000,000.00
--	-----------------

Previously Invested in Project

Preliminary Engineering (on TTP)	\$350,000.00
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NEPA & ROW Coordination (NDOT General Funds)	\$50,000.00
--	-------------

Total Funds Programmed for Pre-Construction	\$400,000.00
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Proposed TIGER/Navajo DOT Construction Budget

TIGER Award 50%	\$10,000,000.00
-----------------	-----------------

Programmed FY 2016 Navajo DOT TTP Match 50%	\$10,000,000.00
---	-----------------

Total Project Cost	\$20,000,000.00
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All funding awarded for this project will be utilized for construction activities to include construction administration, quality assurance/control, and construction management.

The construction proposed for this project includes grading & drainage improvements, aggregate base course, and hot asphaltic concrete pavement. The bid unit items are included in the table below.

ITEM NO.	ITEM DESCRIPTION	UNIT	QUANT
1	CLEARING AND GRUBBING	LPSM	1
2	SWPPP MANAGEMENT	LPSM	1
3	TEMPORARY TRAFFIC CONTROL PLAN	LPSM	1
4	MOBILIZATION	LPSM	1
5	CONSTRUCTION SURVEY AND STAKING	LPSM	1
6	CONTRACTOR PROCESS QUALITY CONTROL	LPSM	1
8	ROADWAY EXCAVATION	CUYD	104,850
9	BORROW	CUYD	3,000
10	SUBGRADE PREPARATION	SQYD	290,800
11	BASE COURSE	TON	108,250



ITEM NO.	ITEM DESCRIPTION	UNIT	QUANT
13	ASPHALT MATERIAL FOR TACK COAT	TON	40
16	HAC SP-III COMPLETE	TON	51,700
17	36" CULVERT PIPE	LNFT	1,371
18	36" CULVERT PIPE END SECTION	EACH	16
19	24" CULVERT PIPE	LNFT	1,824
20	24" CULVERT PIPE END SECTION	EACH	19
21	30" CULVERT PIPE END SECTION	EACH	7
22	30" CULVERT PIPE	LNFT	538
23	42" CULVERT PIPE	LNFT	710
24	42" CULVERT PIPE END SECTION	EACH	9
25	48" CULVERT PIPE	LNFT	432
26	48" CULVERT PIPE END SECTION	EACH	5
27	54" CULVERT PIPE	LNFT	284
28	54" CULVERT PIPE END SECTION	EACH	2
29	60" CULVERT PIPE	LNFT	648
30	60" CULVERT PIPE END SECTION	EACH	0
31	64" CULVERT PIPE	LNFT	1,140
32	64" CULVERT PIPE END SECTION	EACH	5
33	66" CULVERT PIPE	LNFT	530
34	66" CULVERT PIPE END SECTION	EACH	0
35	112" CULVERT PIPE	LNFT	1,280
36	112" CULVERT PIPE END SECTION	EACH	0
37	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LPSM	1
38	REMOVAL OF SURFACING, 4" DEPTH	SQYD	166,200
41	CLASS A SEEDING	ACRE	10
42	SIGNING AND STRIPING	LPSM	1
43	N504 PRECAST CULVERT INSTALLED	LPSM	1

4.0 Selection Criteria

4.1 PRIMARY SELECTION CRITERIA

State of Good Repair

Under current conditions, N12 is deteriorating at a fast pace and given the age of the road, standard pavement preservation practices (fog seals, crack seals, thin overlays) are no longer effective to keep up with the maintenance needs of this important highway. If left unimproved, the general public's safety is a concern and accident statistics may increase over the years.

The project's long term performance and cost structure will benefit from a more modern typical section that includes 8 foot wide paved/unpaved shoulders. The new design will increase recoverability and diminish run-offs and rollover crashes. The overall reliability of the regional transportation system is contingent on the condition and safety of N12.

N12 is listed on the Navajo DOT's Indian Reservation Road (IRR) Inventory and will be accounted for in the annual funding formula for on-going maintenance funds currently received at an annual appropriation of approximately \$6M.

In addition to the annual IRR maintenance allocation, Navajo DOT sets aside an additional \$500,000 of funds out of their annual TTP allocation specifically for maintenance needs to include pavement preservation, signing, and other needs for regional routes.

A sustainable source of revenue is available for the long-term operation and maintenance of the project and once constructed, the project will be monitored and funds budgeted to keep the operation of the facility at peak level.

Economic Competitiveness

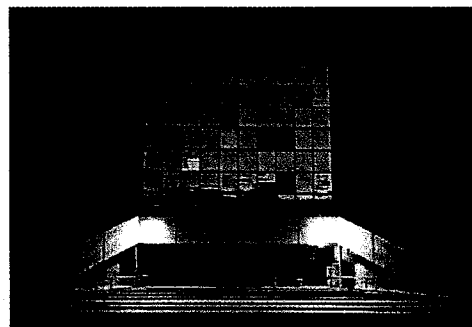
The Navajo Nation is an economically distressed Native



American Reservation. In 2010 the U.S. Census Bureau indicated that the median household income in the Navajo Nation was \$25,166, which is approximately half of the U.S. household median income (\$51,371). According to the U.S. Census in 2010, 43.6% of the population lived in poverty. The N12 project addresses safety and travel conditions on this economically significant highway within an Economically Distressed Region.

Located in the Navajo Nation in northeastern Arizona, the N12 project is focused on the corridor limits from the community of Tsaile to the community of Wheatfields. Tsaile-Wheatfield has a population of 2,250. At the southern end of the project limits is Wheatfields Lake, a regional recreational attraction. At the northern end of the project limits is the intersection of N64 which serves Diné College, Chinle Arizona (population 8,005), and Canyon de Chelly. Located further north, outside the project limits, is the community of Lukachukai (population 2,154). This region is home to a good amount of economic activity for the Navajo Nation.

Chinle is one of nine Primary Growth Centers and Tsaile-Wheatfields is one of 12 Secondary Growth Centers. Tsaile-Wheatfields is home to the main campus of Diné College, Tsaile Elementary School (K-8th grade), and Tsaile Indian Health Center. Recognized as an Arizona Scenic Road, N12 is also known as Diné Tah meaning "Among the People". Within the project limits are scenic views of the Chuska Mountains and the Tsaile Butte.



Above | Diné College Main Campus

Both Wheatfields Lake and Tsaile Lake provide boating, hiking, and fishing in the warmer months and ice-hole fishing during the winter.

Diné College is a tribally controlled community college with seven additional campuses across the Navajo Nation. In addition to being the largest employer in the region (270 jobs), the main campus, Diné College is an important resource in job training for the Navajo people. In addition to their student population, Diné College offers a valuable resources and an outlet for education, recreation, and entertainment for the Navajo people and the surrounding communities. Several special events are sponsored on campus, including seminars, conferences, music festivals, plays, concerts, sports tournaments, and rodeos.

Directly west of the N12 corridor is the Canyon de Chelly, which is both a National Monument and a National Park Service site. Canyon de Chelly is a significant tourist attraction that spurs a significant amount of economic activity, in turn creating critical jobs. N12 provides an important connection to Canyon de Chelly. Additionally, N12 is the corridor used for Navajo Transit Route 3 connecting the communities of Fort Defiance (Arizona), Crystal (New Mexico), Tsaile-Wheatfields (Arizona), Chinle (Arizona), Many Farms (Arizona), and Kayenta (Arizona).

The improvements to the N12 project area will directly relate to economic connectedness including:

- *The community will benefit from improved circulation and safety connecting to existing community destinations and employment centers in the project area and improving access to a larger regional network of attractions and employment centers via additional Navajo routes.*
- *Tourists and visitors will benefit from improved access to tourist destinations and commercial services in the area.*
- *The project will improve vehicular connection to employment, education, and public services both within*



the project area and in the surrounding vicinity.

- *The project will improve the movement of residents, tourists, students, and workers in a safer facility including movement of personal vehicles and commercial trucks.*

Quality of Life

As previously discussed in the Economic Competitiveness section of this application, there are many jobs and public services offered within the communities of Tsale-Wheatfields and Chinle, all of which are accessed via N12. The project design focuses largely on safety improvements for all users. Given that the Navajo Nation is within a rural, Economically Distressed Area with high poverty and unemployment rates, the provision of safe and convenient transportation is paramount in this project. The proposed facility focuses on roadway improvements that would improve regionally significant vehicular connections in the Navajo Nation community and beyond. Additionally, an important component of this project is improving quality of life locally. This is accomplished by alleviating safety issues related to lane departure crashes, animal crashes, activity generated by Wheatfields Lake, the N64 intersection, the N12 intersection, the US 191 intersection, speeding, signage, and drainage.



Above | N12 Along Wheatfields Lake

Recommended improvements along the full N12 corridor include addressing pavement heaving problems and widening and rehabilitating the highway to include an eight-

foot wide shoulder, site distance improvements, and replacement of a bridge. All of which would improve access and circulation of residents, students, workers, and tourists to the numerous destinations in the project area. Additionally, this project furthers existing federal investments including transportation projects in adjacent jurisdictions.

Environmental Sustainability

In addition to improving transportation safety and circulation in the region several improvements target issues related to environmental conditions in the project area.

At several locations the corrugated metal drainage pipes are clogged or crushed, often resulting in poor handling of water flows during rain storms or melting snow. This project will including the replacement of the damaged and clogged pipes.

In summary, the proposed project addresses drainage and wildlife conditions that lead to unsafe travel conditions for a route that is an important community and economic connection.

Safety

Navajo DOT requested the ADOT to support a joint effort in conducting an RSA for the entire N12 corridor between Wheatfields Lake and Intersection 191 as shown in **Figure 2**.

Crash data from January 2000 through November 2011 was collected from ADOT's Information Technology Group's Safety Data Mart as shown on **Figure 6**. Crashes on tribal lands are typically under-reported to ADOT's crash database and data provided by the Indian Health Service (IHS) showed that only 3 out of 23 motor vehicle crashes resulting in hospitalization were in ADOT's database concluding that the accident statistics could be three to five times higher than what was discovered for the purposes of the RSA conducted in May 2012.



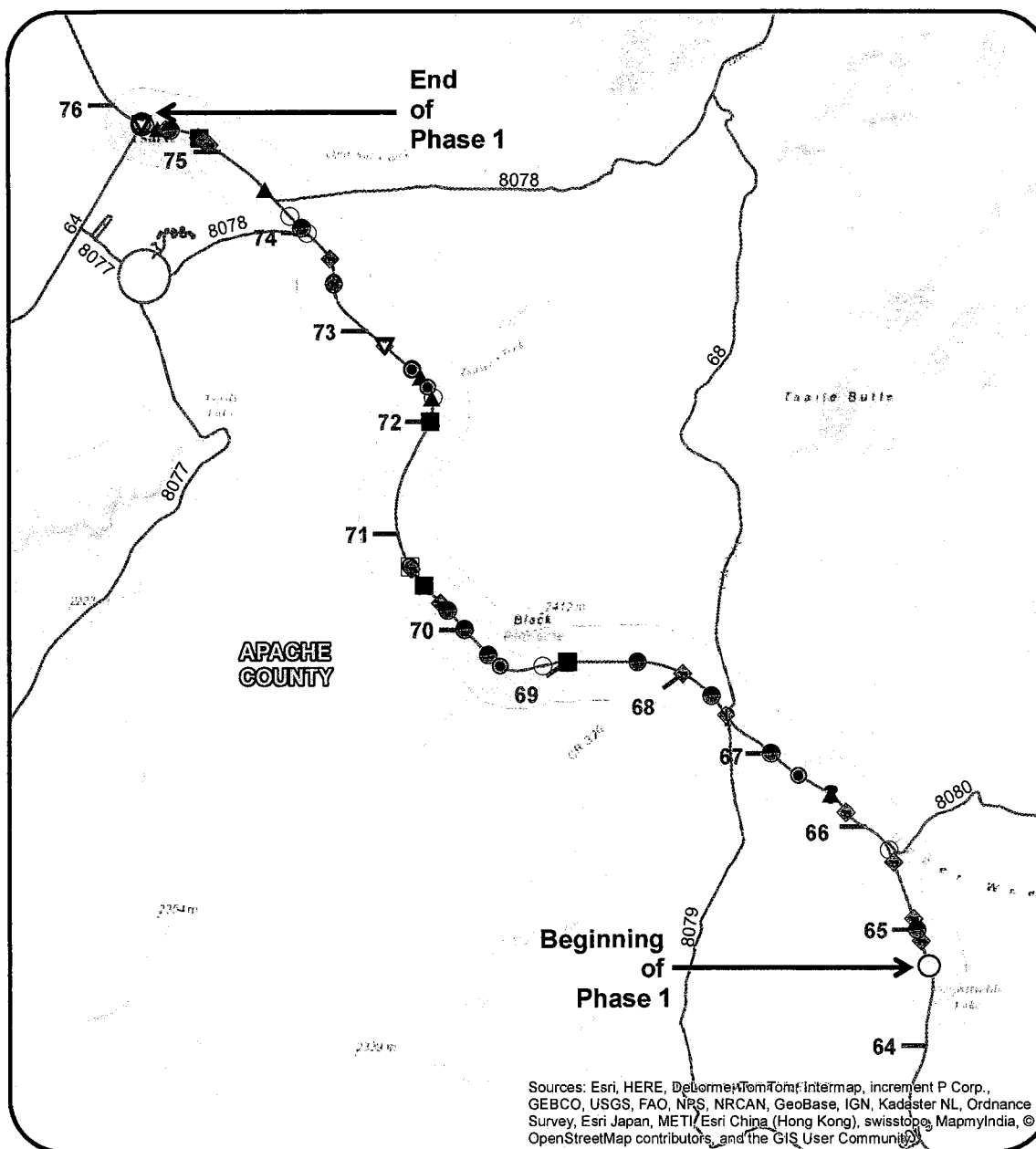


Figure 6 | N12 Phase 1 Corridor Accident Data





Above | Horses entering N12 roadway

According to ADOT's data, 231 crashes occurred during the 11.9 years leading to the following:

- 18 Fatal Crashes
- 6 Incapacitating Injuries
- 6 Non-Incapacitating Injuries
- 64 Injuries
- 137 Property Damage Reports

The following is the crash type frequency and percentage:

- 105 animal/livestock
- 44 Rollovers
- 13 Rear-Ends
- 11 Angle
- 11 Head-On Collisions
- 9 Other Fixed Objects
- 8 Sideswipe
- 8 Trees
- 5 Left Turns
- 2 Pedestrians

The RSA listed a number of safety issues thought to be contributors to accidents, all of which are being addressed as part of the preferred design.



ANIMAL CRASHES

SAFETY ISSUE	DESIGN CONSIDERATION
<p>Animal crashes make up the highest frequency of crashes at 40% of all recorded crashes. The Nation's open-range grazing law in combination with the lack of right-of-way fencing leads to animals grazing along the roadside and crossing the road.</p>	<p>Installation of new right-of-way fencing along the corridor to include cattle guards, gates, livestock underpasses, additional livestock and deer crossing signs at regular intervals, and wildlife fencing in coordination with the Navajo Fish and Wildlife.</p>



Above and Right | Livestock on N12

Additional Considerations not Associated with Design:

Using non-palatable seed mix design and applications that do not attract animals to the side of road.



Below and Right | Large herd of goats that crossed N12 just before photo was taken



LANE DEPARTURE CRASHES

SAFETY ISSUE	DESIGN CONSIDERATION
<p>Lane Departure Crashes make up the second-highest frequency of crash types at 38% of all recorded crashes. Lane departure crashes account for 78% of the fatal crashes and are caused by faded and non-existent pavement markings, minimal curve delineation, deteriorated pavement in sections, no paved shoulder, trees in recovery area, and blunt end guardrail terminals.</p>	<p>The new highway will be widened to include 12' drive lanes and 8' shoulders. Overall cut/fill of the project is being considered to improve line of sight distances. The new typical section design will account for new pavement markings, delineators, and guardrails, shoulder and centerline rumble strips. The design has evaluated steep roadside sections for additional guardrail.</p> <p>Additional Considerations not Associated with Design: The Navajo Forestry Department passed a resolution to cut trees within the right-of-way. This work was completed in fall of 2012.</p>



Above | Deteriorated Pavement Sections/Lack of Pavement Markings

Right | Blunt End Guardrail Example



Right | Lane Departure Crash

DN64 INTERSECTION

SAFETY ISSUE	DESIGN CONSIDERATION
<p>N64 Intersection (EOP of Phase 1) – This is a busy intersection with some pedestrian activity generated by the convenience store. The pavement markings to delineate the left and right turn lanes have almost completely deteriorated and has conflicting turn arrow pavement markings. A new development to include a Senior Center, Head Start, Day Care, and Multi-Purpose Facility just north of this intersection will increase traffic issues at this intersection. The speed zones in this area are inconsistent.</p>	<p>The N64 intersection is under consideration for a new roundabout to address the conflicting traffic issues as well as future projected traffic counts. In addition, the final design is considering the inclusion of sidewalks and trails to connect both pedestrian and bicyclist to the various facilities, consistent speed limit signs, and transverse rumble strips on the N64 approach.</p>



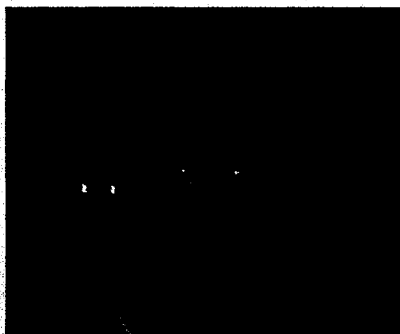
OVERALL SIGN ISSUES	
SAFETY ISSUE	DESIGN CONSIDERATION

Overall Sign Issues – A majority of the existing signs have either been knocked over, have become faded and unreadable, painted by graffiti, or are missing altogether.



Above | One example of multiple signs that have been knocked over.

The N12 road design addresses all the sign shortcomings and will meet all MUTCD requirements.



Right | School Bus Stop Head Sign not visible in the evening.

DRAINAGE	
SAFETY ISSUE	DESIGN CONSIDERATION

Drainage Issues – The vast majority of corrugated metal drainage pipes are crushed.



All corrugated metal pipes have been evaluated for correct size and placement and will be replaced during construction.

Left | severely damaged pipe

In addition to the design considerations for N12 safety enhancements, the community has taken the initiative and partnered with the Indian Health Services (IHS) and the Tribal Police Department to increase seatbelt, speeding, bootlegging, and DUI enforcement.

4.2 SECONDARY SELECTION CRITERIA

Innovation

Although the N12 project design is relatively standard, there has been a concerted effort by the Navajo DOT to manage all of their projects through the entire development and project life cycle phases. Navajo DOT's direct funding agreement with FHWA for TTP funds is relatively new and was a huge success in Self-Determination for Navajo Nation. N12 is one of the first of a series of projects the NDOT took on as their primary oversight and they have demonstrated success in ensuring the design for this project is appropriate for the end users. As discussed in other sections, but worth recapping:

- The Tsaile/Wheatfield Chapter took a strong initiative with both NDOT and ADOT to conduct the studies necessary to identify the safety challenges on this highway. The findings were substantial enough for the NDOT Chinle Agency to move this project to the top of their priority list.
- The Regional Chapters' Land Use Plans have been taken into consideration for the proposed improvements.
- Subsequent Regional Land Use Plans and the Wheatfields Lake Conceptual Design will be able to capitalize on this project by attracting more tourists and improving Economic Development for this Economically Distressed Region.

Partnership

The official applicant for this funding request is the Navajo DOT with FHWA and BIA oversight. Collaboration with the regional stakeholders has been considered during the planning and



design phases of this project. In addition, the Tsaille / Wheatfield Chapter, given their geographic location, will be the most impacted by the highway's improvements. The Chapter's 2011 Land Use Plan and identified transportation concerns are being considered as the design phase moves forward. Stakeholders were involved in the 30% plan-in-hand field review to ensure their concerns are being taken into consideration.

Among the various agencies and groups that have participated over the years in community planning and project discussions and will continue to be involved throughout the life of the project, the major vested parties interested in the success of this project who will be directly impacted by the success of this project include:

- Tsaille/Wheatfields Chapter (See **Appendix B** for Supporting Resolution)
- Chuska Regional Council (See **Appendix B** for Supporting Resolution)
- The Navajo Nation Tribal Council and Office of the President (See **Appendix C** for Supporting Letter from the President's Office)
- Navajo Division of Transportation
- Bureau of Indian Affairs
- Federal Highway Administration
- Tsaille Indian Health Center (See **Appendix C** for Support Letter)
- National Park Service
- Navajo Chinle Agency
- Chinle Unified School District/Parent Teacher Organization (See **Appendix C** for Support Letter)
- Chinle Unified School District (See **Appendix C** for Support Letter)
- Tsaille Public School (See **Appendix C** for Support Letter)
- Navajo Nation Department of Fish and Wildlife Service
- Navajo Hopi Land Commission (See **Appendix G** for supporting resolution)

4.3 RESULTS OF BENEFIT-COST ANALYSIS

Economic Competitiveness

It is estimated that 105 construction jobs will be created as a result of the N12 project. In a community with over 40% unemployment, these jobs are crucial to the local economy. It is the goal of Navajo Nation that many of these jobs would be made available to low-income workers.

Safety

Safety is an important feature of this project and one of the most easily quantifiable benefit-cost aspects of the project. To conduct this Benefit-Cost Analysis (BCA), the "Highway Safety Manual Data Used for BCA Calculations" was referenced to determine the comprehensive crash cost by crash severity. The BCA that follows does not account for alcohol-related crashes nor does it account for property damage. The Crash Costs by Injury Severity Level are referenced in **Table 1**.

Table 1 | Highway Safety Manual Data Used for BCA Calculation - Table 4.2 Crash Costs by Injury Severity Level

Injury Severity Level	Comprehensive Crash Cost
Fatality (K)	\$4,008,900**
Disabling Injury (A)	\$216,000
Evident Injury (B)	\$79,000
Fatal/Injury (K/A/B)	\$158,200
Possible Injury (C)	\$44,900
PDO (O)	\$7,400

*** In 2009, the U.S. Office of the Secretary of Transportation (OST) issued a memorandum updating the cost to avert a fatality to \$6.0 million.*



Not accounting for alcohol-related fatalities and injuries, implementation of the project is anticipated to reduce overall fatalities and injuries by 45%. The following are a list of anticipated results from implementation of this project over a five-year period of time:

- Reduction of the number of fatalities from 18 to 8.1;
- Reduction of the number of incapacitating injuries from 6 to 2.70;
- Reduction of the number of non-incapacitating injuries from 6 to 2.70;
- Reduction of the number of possible injuries from 64 to 28.8; and
- Reduction of the number of property damage claims from 137 to 61.65.

As previously indicated, the BCA did not account for alcohol-related crashes. The results of this Benefit-Cost Analysis are summarized in **Table 2**. In summary, a Benefit-Cost Ratio of **2.56** is applicable to this project based on conclusive accident data. The results of which indicate a Comprehensive Crash Cost Savings of \$62.5 million over a five-year period of time.

Table 2 | Benefit-Cost Analysis Summary

Injury Severity Level	Comprehensive Crash Cost per Crash Incident	No. of Incidences Before Improvements	Comprehensive Crash Cost Before Improvements	No. of Incidences After Improvements	Comprehensive Crash Cost After Improvements	Comprehensive Crash Cost Savings
<i>Fatalities</i>	\$6,000,000.00	18.0	\$108,000,000.00	8.1	\$48,600,000.00	\$59,400,000.00
<i>Incapacitating</i>	\$216,000.00	6.0	\$1,296,000.00	2.7	\$583,200.00	\$712,800.00
<i>Non-Incapacitating</i>	\$79,000.00	6.0	\$474,000.00	2.7	\$213,300.00	\$260,700.00
<i>Possible Injury</i>	\$44,900.00	64.0	\$2,873,600.00	28.8	\$1,293,120.00	\$1,580,480.00
<i>Property Damage</i>	\$7,400.00	137	\$1,013,800.00	61.65	\$456,210	\$557,590
Crash Cost Estimates			\$112,643,600.00		\$51,145,830.00	\$62,511,570.00
Total Project Cost					\$20,000,000.00	
Benefit-Cost Ratio					2.56	

5.0 Project Readiness

5.1 TECHNICAL FEASIBILITY

Although not a technically complicated project, the BIA is designing the project utilizing current AASHTO design standards. During the course of the pre-construction design review, the Navajo DOT is having a 3rd party engineering consultant review the plans at each design phase to ensure the project is considering both applicable design standards and is not being over/under designed for improvements.

5.2 FINANCIAL FEASIBILITY

As demonstrated in **Appendix E: Phase 1 TTP**, the appropriate funding has been allocated towards the completion of this project in conjunction with the TIGER funds. The Navajo Nation has a comprehensive procurement process that considers Navajo preference in employment under the Navajo Preference



in Employment Act (15 N.C. § 601 - § 619). Contractors will be required to comply with all Federal, State, and Tribal laws. The Navajo DOT will hire a 3rd party consultant to assist with the construction management and administration needed to ensure the contractor delivers a project under schedule, and to assess any construction contingencies/proposed change orders to ensure the project is completed within budget or with minimal costs increases.

5.3 PROJECT SCHEDULE

Figure 7 provides a more detailed outline of the historic and projected schedule for the design and construction of N12 – Phase 1. The N12 project falls within an existing BIA ROW corridor so no additional ROW is required for the completion of this project; however, additional grazing land user permission is currently being completed.

5.4 REQUIRED APPROVALS

Environmental Permits and Reviews

The N12 – Phase 1 proposed action is within the existing BIA right-of-way (ROW) and will have little to no impact on the environment. **No proposed alternatives are being considered for this project.**

The original NEPA compliance for the N12 corridor was completed in the 1960s, and given that the reconstruction does not require a re-alignment and new ROW taking, the CFR regulations allow for the completion of a Categorical Exclusion (CE) to be completed as part of the NEPA requirements for this project. The Navajo DOT's environmental compliance staff have conducted an updated archaeological and biological survey in coordination and compliance with the Navajo Nation Historic Preservation Department (NNHPD - THPO), Navajo Nation Department of Fish and Wildlife, and U.S. Fish and Wildlife Service. *The project's undertakings will have no adverse effects on historic properties.*

In compliance with Section 404 of the Clean Water Act, the proposed project's activities will have minimal adverse environmental effects and the Navajo DOT's environmental compliance staff will consult with the U.S. Army Corps of Engineers and Navajo Nation Environmental Protection Agency to determine if the proposed project can be completed under the Nationwide Permit.

Legislative Approval

The N12 – Phase 1 project falls within the jurisdiction of the Navajo Nation's Resource and Development Committee (RDC). The RDC has reviewed and approved the proposed project as part of Navajo DOT's programmed TTP as well as approved the proposed TIGER grant submittal as shown in **Appendix F – Navajo Nation RDC Resolution of Support.**

State and Local Planning

The proposed N12 – Phase 1 reconstruction project has been planned by various agencies and is consistent with the Navajo DOT's Long Range Transportation Plan (LRTP) and Tribal Priority Program Funding (TTP).

5.5. PROJECT RISK AND MITIGATION

The Navajo DOT has assessed any potential risks that should be considered for the N12 – Phase 1 project; however, initial reviews indicate this project should not encounter any risks in relation to the ROW, Environmental Permitting, or Funding. As demonstrated, this project does not require a new ROW, the proposed actions do not require complicated NEPA compliance, and the TTP funds have been allocated towards the match of this project. All construction cost estimates have been taken into consideration with high contingencies given the geographic location and high construction costs associated with mobilization/demobilization of a contractor to this area. Given the high elevations of this project, the biggest concern will be



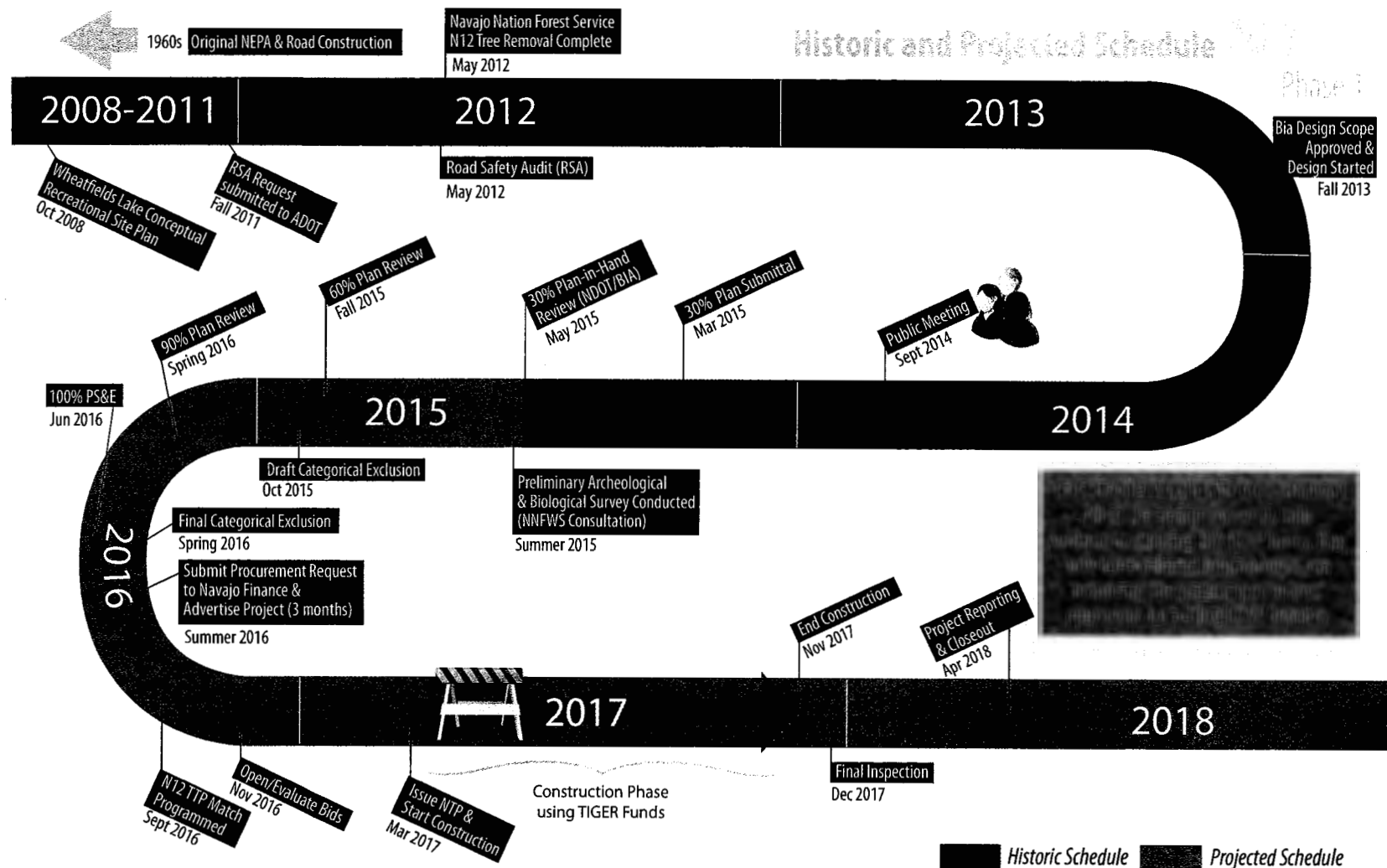


Figure 7 | N12 Historic & Projected Schedule



to ensure the project award notice is issued expeditiously and provides the contractor ample time to start the project after the spring snow melts to ensure the project is completed before inclement weather engulfs the area the following fall.

6.0 Federal Wage Rate

Certification

The Navajo Nation Federal wage rate certification letter is provided in **Appendix D**.



APPENDIX A

AADT Counts





NAVAJO DIVISION OF TRANSPORTATION
TRANSPORTATION PLANNING PROGRAM - CHINLE AGENCY
ANNUAL AVERAGE DAILY TRAFFIC (AADT) REPORT



Agency:	N35	Class:	2	Mile Post:	74.00	ADT Mon/Yr:	Apr-14	ATR COORDINATES	
Reservation:	780	County:	001	Surface Type:	4	Start Date:	4/3/2014	(Degree-Minute-Seconds)	(N or W)
Route:	0012	State:	04	Roadway Width (ft.):	26.0	Start Time:	00:00	36-17' 50.73"	N
Section:	470	Community:	SE of Tsaille, Arizona			End Date:	4/9/2014	109-11' 26.88"	W
Data File:	'0065A-4995V140402111352.rdf'			*Seasonal Factor:	0.956	End Time:	24:00		

Location: '0.1 mile SE of N8079 and N0012 Jct'

DATE	7	8	9	3	4	5	6	Wkdy	Daily	
END TIME \ DAY	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avg	Avg	
01:00	8	5	10	12	13	32	21	10	14	
02:00	5	4	4	8	7	20	15	6	9	
03:00	1	5	2	4	0	8	9	2	4	
04:00	1	3	3	3	2	7	10	2	4	
05:00	12	7	5	5	6	3	9	7	7	
06:00	19	15	16	3	11	12	10	13	12	
07:00	67	64	57	50	40	26	14	56	45	
08:00	128	111	129	98	115	54	35	116	96	
09:00	110	97	113	114	105	110	37	108	98	
10:00	124	135	133	89	141	159	67	124	121	
11:00	118	115	122	101	118	122	101	115	114	
12:00	102	109	125	104	112	156	122	110	119	
13:00	133	119	104	103	130	117	116	118	117	
14:00	108	112	129	114	140	85	135	121	118	
15:00	111	123	111	123	154	122	109	124	122	
16:00	122	119	111	102	134	99	96	118	112	
17:00	116	133	129	135	167	118	117	136	131	
18:00	166	139	144	147	188	132	120	157	148	
19:00	156	134	139	156	202	126	129	157	149	
20:00	119	93	89	119	163	126	106	117	116	
21:00	58	92	64	87	118	112	66	84	85	
22:00	46	53	61	59	75	80	57	59	62	
23:00	37	38	43	36	63	66	34	43	45	
24:00	19	25	17	25	44	49	11	26	27	
TOTALS	1886	1850	1860	1797	2248	1941	1546	1928	1875	
Daily Factors	0.9944	1.0137	1.0083	1.0436	0.8343	0.9662	1.2131	1843	1793	
Seven-day Total:	13,128			Adjusted ADT, AADT:						
% TRKS	**	**	**	**	**	**	**			
AM										
PEAK CT	128	135	133	114	141	159	122			
PEAK HR	08:00	10:00	10:00	09:00	10:00	10:00	12:00			
PM										
PEAK CT	166	139	144	156	202	132	135			
PEAK HR	18:00	18:00	18:00	19:00	19:00	18:00	14:00			
YEAR	2019	2024	2029	2034						
FADT (02%)	1,980	2,186	2,413	2,664						
Counter Type:	Gamma		Number:	4995	Battery Volt:	6.0v	Map Layout:	'11'	Report By:	tbenally

COMMENTS:
1.) * - Seasonal factors obtain from 2002 ADOT Traffic Year Group-14
2.) % TRKS = Percent Trucks (** - No Truck Study Performed).
3.) Counter location is drawn utilizing the Map from either TOPO or ArcView program.
4.) AADT = Raw ADT x Seasonal Factor.
5.) Daily Factor = 7 day avg. / daily total.
6.) ATR = Automatic Traffic Recorder

COUNTER LOCATION = ★

APPENDIX B

Chapter Resolution





*Tsaile/Wheatfields Chapter
Post Office Box C18
Tsaile, Arizona 86556
Phone: (928) 724-2220 Fax: (928) 724-2223*

Tsééhilí

TóDzis'á

Tsézhine

*Zane P. James, President
Thomas Litson, Grazing Committee*

David Kedehty, Vice President

*Margie R.S. Begay, Secretary/Treasurer
Nelson Begaye, Council Delegate*

TW FY15-091

**RESOLUTION OF THE
TSAILE/WHEATFIELDS/BLACKROCK CHAPTER #038**

**SUPPORTING AND APPROVING THE NAVAJO ROUTE 12 ROAD IMPROVEMENT
PROJECT FOR THE FEDERAL TIGER GRANT FUNDS.**

WHEREAS:

1. Pursuant to Navajo Nation Council Resolution No. CJ-20-55, dated December 2, 1955, the Tsaile/Wheatfields Chapter is vested with authority and charged with the responsibility to promote, protect and preserve the interest and general welfare, including the health and safety of its community people; and
2. The Indian Self-Determination Act (P.L. 93-638) of the U. S. Congress and Local Governance Initiatives entitles and support us, Navajo Indians, in initiating plans making decisions, recommendation, request, etc., according to our actual needs and desires; and
3. The Tsaile/Wheatfields Chapter being located in an isolated portion of the Navajo Reservation lacks adequate business development areas and the intersection of Navajo Route 12 and Route 64 is an ideal location for economic development proposed sites; and
4. The Tsaile/Wheatfields Chapter is located as many chapters are, along Navajo Route 12 and over the years have seen the deteriorated effects of the Navajo Route 12; and
5. The Navajo Route 12 is a Bureau of Indian Affairs route that is a main artery for traffic through the remote portion of the Navajo Nation and provides transportation for Dine' College and national landmarks such as Canyon De Chelly; and
6. The Navajo Route 12 is designated as a Scenic Byway Route by Arizona Department of Transportation to divert national traffic off of Interstate 40 into Historical Landmarks such as Canyon De Chelly; and
7. The Navajo Route 12 stretches across the vast land of the Navajo Nation and all transportation issues within the Navajo Nation are initially brought to Navajo Division of Transportation's attention; and
8. The Tsaile/Wheatfields Chapter over the years have heard community concerns on the safety issues of Navajo Route 12 such as excessive pot holes, lack of adequate turnout lanes, failed drainage along the route, lack of road striping, lack of Right of Way fencing, animals in the Right of Way, poor visibility due to excessive trees within the Right of Way and most common, accidents as a result of pavement failure; and
9. The Tsaile/Wheatfields Chapter supports Navajo Division of Transportation proposal submittal for road improvements at the Tsaile Junction of Navajo Route 12 and Route 64.

NOW THEREFORE BE IT RESOLVED:

1. The Tsaile/Wheatfields Chapter hereby approves to supports the Navajo Route 12 Road Improvement Project for the Federal Tiger Grant Funds.

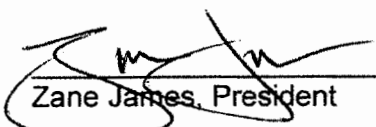
**SUPPORTING AND APPROVING THE NAVAJO ROUTE 12 ROAD IMPROVEMENT PROJECT FOR
THE FEDERAL TIGER GRANT FUNDS.**

CERTIFICATION

I, hereby certify the forgoing resolution was duly considered by the Tsail/Wheatfields Chapter at a duly called meeting at Wheatfields, Arizona at which a quorum was present and the same was passed by a vote of 27 in favor, 00 opposed, and 04 abstained, on this 18th day of May, 2015.

Motion by: Lorena Eldridge

Second by: Thomas Litson



Zane James, President

APPENDIX C

Letters of Support





Chinle Unified School District NO. 24
TSAILE PUBLIC SCHOOL



March 14, 2014

Navajo Nation Department of Transportation
Attn: Director
PO Box 4620
Window Rock, Arizona 86515

Greetings!

On behalf of Tsaile Public School, I would like to submit this letter of support for the Parent-Organization's proposal to request to include and install bus pull points along Route 12 from Whiskey Creek Bridge to Lukachuaki Junction.

Taking into consideration student safety on Route 12 between these two points, we experience high traffic in the morning and afterschool. At most points the busses do have to pull off the road to pick up and drop off students so other passing traffic would pass. It has become an issue during inclement weather times when the busses have to stop traffic and creates an issue with student safety.

We are asking if you could support us in this matter and honor the PTO's request and resolution they are submitting. Again, thank you for your continued support for the safety of our students and maintain our roads for during the winter season.

If you need additional information or have questions, call me at 9285-674-9102 or email me at fjelliott@chinleusd.k12.az.us

Sincerely,


Mr. Franklin J. Elliott,
Principal

NCLB Title I School – Wide Improvement: SWP

P.O. BOX 587 * CHINLE, ARIZONA 86503 * PHONE (928) 674-9100 * Fax(928)724-3234

Chinle Unified School District # 24, PO Box 587, Chinle, AZ 86503

Tsaile Public School
Parent Teacher Organization
March 13, 2014

Director
Navajo Nation Department of Transportation
PO Box
Window Rock, AZ

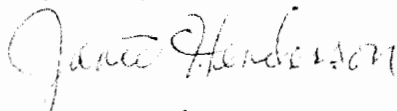
Dear Sir or Madam,

This is a support letter for Tsaile Public School, Parent Teacher Organization, to propose a "bus or vehicle pull out" to be added to the Navajo Route 12, for the safety of our children that are picked up by our school buses. We are requesting for the bus or vehicle pull out from Whiskey Creek to Lukachukai Junction on Navajo Route 12 Road.

This support letter is for other schools that utilize the Navajo Route 12 and believe strongly the key to our buses to transport our children to school is the safety of the driver, the buses and the children. We request these, "bus or vehicle pull outs" are developed immediately for the safety for our youth. Special attention would be encouraged at Pinnacle Peak and Camel Back. These are the two areas where most accidents occur.

Please consider our proposal for the vehicle or bus pull out. If there are any questions call 928-674-9108

Respectfully,



Ms. Janie Henderson
PTO, President



CHINLE UNIFIED SCHOOL DISTRICT NO. 24

Office of the Superintendent

January 14, 2014

Navajo Division of Transportation
P.O. Box 4620
Window Rock, AZ 86515

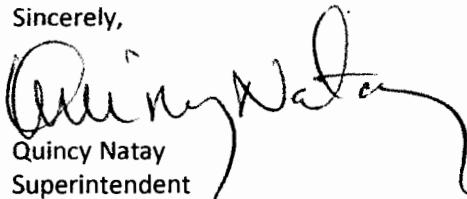
To Whom It May Concern:

This letter is to request your office's support with regard to student transportation safety concerns specific to the upcoming road construction on Navajo Rt. 12 from MP 58.5 to 96.9.

I have received a request from the Indian Education Committee, Parent Advisory Committee and Tsaile/Wheatfields/Blackrock Chapter for Chinle Unified School District support to include bus turnouts as part of the construction job to the company that wins the bid for the project. This letter serves as CUSD #24 formal support for this request.

Safe student transportation is always a priority for Chinle Unified School District. Any assistance you can provide with this request is appreciated. It is understood that with the uncertainty of the government passing a budget creates more hardship for your department. However, as you evaluate the construction bids for this project, I ask that you keep this request in mind. Please feel free to contact me directly at quincy@chinleusd.k12.az.us or (928) 674-9603.

Sincerely,



Quincy Natay
Superintendent



Tsaile Health Center
Indian Health Service
P.O. Box 467
Tsaile, Arizona 86556

May 14, 2015

Honorable Anthony R. Foxx
United States Secretary of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Mr. Foxx,

This is a letter of support for the Tiger Grant application submitted to you by Wheatfields Chapter President, Mr. Zane James, and pertaining to the much needed improvements to Navajo Nation Route 12, the infamous 'most deadly highway in the State of Arizona'.

I am the Public Health Nursing Supervisor at Tsaile Health Center. I am a Federal employee under the Indian Health Service, Navajo Area, Chinle Service Unit. The staff I supervise are responsible for delivering comprehensive public health nursing services to the three Chapters/communities served by the Rt. 12 section targeted in the grant application. The targeted Rt 12 section runs north from Whiskey Creek to the junction of Rt 12 with State Highway 191 in the Round Rock Chapter/community.

It is important to note that Rt 12 represents the primary, and only paved road, through this portion of the Navajo Nation. Rt 12 serves as the major north/south transportation route along the immediate west side of the Chuska Mountains. Consequently this is a busy highway in spite of its notorious poor engineering, poor condition, and the likelihood of frequent and unexpected hazards regardless of the annual season or time of day.

The Arizona State Department of Transportation assures us that "our" stretch of Rt 12 has seen more fatal vehicular accidents than any other stretch of highway in Arizona.

Please assure Wheatfields Chapter's Tiger Grant application is awarded. Rt 12 travels through some of the most beautiful and scenic country on all of the

vast Navajo Reservation. Please help us fix this highway so the beauty and safety of the highway can complement the beauty and safety of the country through which it runs.

We have worked hard for several years to provide input on the improvements needed along Rt 12. Now we hear the Bureau of Indian Affairs cannot fund all the work which is recommended and needs to be done. We desperately need the Tiger Grant support.

Thank you for your consideration and support.

Respectfully,

Marian Mann SPHN

Marian Mann BSN, RN, MPH
Supervisor, Tsaile Public Health Nursing

Cc. Adella Begaye, Director of Public Health Nursing
Chinle Service Unit

ANN KIRKPATRICK
1ST DISTRICT, ARIZONA

AGRICULTURE COMMITTEE
SUBCOMMITTEES

COMMODITY EXCHANGES, ENERGY, AND CREDIT
CONSERVATION AND FORESTRY
GENERAL FARM COMMODITIES AND RISK MANAGEMENT

TRANSPORTATION AND INFRASTRUCTURE
COMMITTEE
SUBCOMMITTEES

HIGHWAYS AND TRANSIT
WATER RESOURCES AND ENVIRONMENT
AVIATION

Congress of the United States
House of Representatives
Washington, DC 20515-0301

May 29, 2015

201 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-3361

405 NORTH BEAVER STREET #6
FLAGSTAFF, AZ 86001

211 NORTH FLORENCE STREET #1
CASA GRANDE, AZ 85122

11555 WEST CIVIC CENTER DRIVE #104A
MARANA, AZ 85653

550 NORTH 9TH PLACE
SHOW LOW, AZ 85901

1400 EAST ASH
GLOBE, AZ 85501

P.O. BOX 1952
HIGHWAY 191
CHINLE, AZ 86503

Honorable Anthony R. Foxx
United States Secretary of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Re: USDOT TIGER Discretionary Grants - Transportation Investment Generating Economic Recovery
TIGER ID: ajwatson627
TIGER PROJECT NAME: N71

Dear Secretary Foxx,

As the U.S. Representative of Arizona's Congressional District One, I would like to offer my support for the Navajo Nation – Division of Transportation (NDOT) and the Tsaille/Wheatfields Chapter N12 Project TIGER Grant Application being submitted to the U.S. Department of Transportation (USDOT).

My district is vast and mostly rural. Well-maintained and modernized roads are so important here because many folks travel long distances just to go about their daily lives. Navajo Route 12 is one of Arizona's Scenic Byways and a popular tourist attraction. The beautiful route takes tourists through one of the most surreal landscapes in the country to the national parks and attractions in the region. Navajo Route 12 also serves as a primary school bus route and the main road for thousands of folks in the community, giving them daily access to basic amenities, education, jobs and healthcare services. The Tsaille/Wheatfields Chapter has several key projects along this road as well, like the Wheatfields Lake Development project and an 8.2 acre Language and Cultural Revitalization Master Plan Development project in Tsaille, Arizona.

This project will improve the route by widening the road, adding shoulders and improving the surface condition, which is currently a hazard to both vehicle and pedestrian traffic, according to a recently conducted Road Safety Audit. This project also addresses a number of safety issues on the route and includes wildlife crossing enhancements, Right of Way fencing to reduce livestock accidents, improved line of sight distances, and new sign and pavement visibility enhancements.

I represent most of the Navajo Nation, and quality transportation projects like this that address critical infrastructure needs and the safety of people living in underserved communities are so important to the folks in my district.

I enthusiastically endorse this project proposal and ask that the U.S. Department of Transportation give it all due consideration.

Sincerely,



The Honorable Ann Kirkpatrick
U.S. Representative, Arizona District One



THE NAVAJO NATION

RUSSELL BEGAYE PRESIDENT
JONATHAN NEZ VICE PRESIDENT

May 28, 2015

Honorable Anthony R. Foxx
United States Secretary of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

**Re: USDOT TIGER Discretionary Grants - Transportation Investment Generating Economic Recovery TIGER ID: ajwatson627
TIGER PROJECT NAME: N71**

Dear Secretary Foxx,

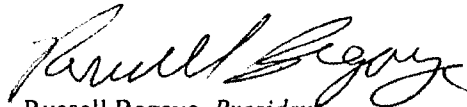
As the President and Vice President of the largest land based tribe in the United States and one of the lead representatives to secure funding for rural communities across this great country, we are honored to offer this letter of support for the Navajo Nation – Division of Transportation (NDOT) and the Tsaille/Wheatfields Chapter N12 Project TIGER Grant Application being submitted to the United States Department of Transportation (USDOT).

Navajo Route 12 is designated as one of Arizona's Northern Scenic Byway Routes that careens tourists through one of the most surreal landscapes and a main artery for access to local, national parks and attractions. Navajo Route 12 serves as a primary school bus route and thoroughfare for thousands of community members on a daily basis and provides access to basic amenities, education, jobs, and healthcare services. The Tsaille/Wheatfield Chapter has several key projects along this designated scenic byway route that include the Wheatfields Lake development project, 8.2 acre language and cultural revitalization master plan development project in Tsaille, Arizona.

The goal of the proposed project will improve the overall typical section by widening the road, adding shoulders, and improving the surface condition that is currently a hazard to both vehicle and pedestrian traffic as demonstrated by a recently conducted Road Safety Audit (RSA). In addition, the design addresses a number of safety deficiencies to include wildlife crossing enhancements, Right of Way fencing to reduce livestock accidents, improved line of sight distances, and new sign and pavement visibility enhancements.

Quality transportation projects that address critical safety needs and improve economic opportunities to underserved areas are important to us elected leaders of the Navajo Nation. Thank you in advance for your consideration of this important project and if we can be of further assistance with this request, please do not hesitate to contact us at (928) 871-7000.

Sincerely,


Russell Begaye, President
THE NAVAJO NATION


Jonathan Nez, Vice President
THE NAVAJO NATION

HENRY CUELLAR, Ph.D.
U.S. HOUSE OF REPRESENTATIVES

May 28, 2015

Honorable Anthony R. Foxx
United States Secretary of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Foxx:

I write to you in support of the Navajo Nation – Division of Transportation (NDOT) and the Tsailé/Wheatfields Chapter N12 Project TIGER Grant Application being submitted to the United States Department of Transportation (USDOT).

Navajo Route 12 is designated as one of Arizona's Northern Scenic Byway Routes that careens tourists through one of the most surreal landscapes and a primary artery for access to local, national parks and attractions. Navajo Route 12 serves as a primary school bus route and thoroughfare for thousands of community members on a daily basis and provides access to basic amenities, education, jobs, and healthcare services. The Tsailé/Wheatfield chapter has several key projects along this designated scenic byway route that include the Wheatfields lake development project, 8.2 acre cultural revitalization master plan development project in Tsailé, Arizona.

The goal of the proposed project will improve the overall typical section by widening the road, adding shoulders, and improving the surface condition that is currently a hazard to both vehicle and pedestrian traffic as demonstrated by a recently conducted Road Safety Audit (RSA). In addition, the design addresses a number of safety deficiencies to include wildlife crossing enhancements, ROW fencing to reduce livestock accidents, improved line of sight distances, and new sign and pavement visibility enhancements.

Thank you in advance for your consideration of this important project and if I can be of further assistance with this request, please do not hesitate to contact my office.

Sincerely,



Henry Cuellar, Ph.D.
U.S. Congressman
28th District of Texas



*Harrison Roy, President
Round Rock Chapter*

*David Kedeity, Vice-President
Tsaile/Wheatfields Chapter*

*Herman Clement, Secretary
Lukachukai Chapter*

RESOLUTION OF THE CHUSKA REGIONAL COUNCIL

SUPPORTING THE NAVAJO ROUTE 12 ROAD IMPROVEMENT PROJECT FOR THE FEDERAL TIGER GRANT FUNDS FROM WHISKEY CREEK TO ROUND ROCK JUNCTION.

WHEREAS:

1. Pursuant to Resolution RDCAP-11-15, the Resources and Development Committee of the Navajo Nation Council fully endorsed the establishment of Chuska Regional Council, and
2. The Chuska Regional Council, comprised of Round Rock, Lukachukai, Tsaile/Wheatfields, and Rock Point Chapters of Chinle Agency are certified chapters of the Navajo Nation vested with authority and responsibilities to provide and enact on all matters affecting the local community; and
3. Pursuant to CAP-34-98, the Navajo Nation Council approved the Navajo Nation Local Governances Act (LGA) that allows the Chapter Governments to make decision over local matters; and
4. The Chuska Regional Council is representative of Chapters along Navajo Route 12 and over the years have seen the deteriorated effects of the Navajo Route 12; and
5. The Navajo Route 12 is a Bureau of Indian Affairs route that is a main artery for traffic through the remote portion of the Navajo Nation and provides transportation for Dine' College and national landmarks such as Canyon De Chelly; and
6. The Navajo Route 12 is designated as a Scenic Byway Route by Arizona Department of Transportation to divert national traffic off of Interstate 40 into Historical Landmarks such as Canyon De Chelly; and
7. The Navajo Route 12 stretches across the vast land of the Navajo Nation and all transportation issues within the Navajo Nation are initially brought to Navajo Division of Transportation's attention; and
8. The Chapters along Navajo Route 12, over the years have heard community concerns on the safety issues of Navajo Route 12 such as excessive pot holes, lack of adequate turnout lanes, failed drainage along the route, lack of road striping, lack of Right of Way fencing, animals in the Right of Way, poor visibility due to excessive trees within the Right of Way and most common, accidents as a result of pavement failure; and
9. The Chuska Regional Council supports the Navajo Division of Transportation proposal submittal for Road Improvements Project from Whiskey Creek to Round Rock Junction.

NOW THEREFORE BE IT RESOLVED THAT:

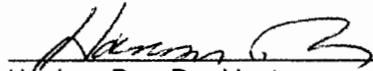
1. The Chuska Regional Council hereby approves the supports of Navajo Route 12 Road Improvement Project for the Federal Tiger Grant Funds from Whiskey Creek to Round Rock Junction.

CERTIFICATION

I, hereby certify that the foregoing resolution was duly considered by the Chuska Regional Council at a duly called meeting at Lukachukai Chapter, Navajo Nation at which a quorum of Chapter members was present and that the same was passed by a vote of 06 in favor, 00 opposed and 01 abstained this 18th day of May, 2015.

Motion by: Kellywood Harvey

Second by: Robert Wagner


Harrison Roy, President

APPENDIX D

Wage Certification



NAVAJO DIVISION OF TRANSPORTATION

POST OFFICE BOX 4620, WINDOW ROCK, AZ 86515

TEL: 505.371.8300/8301 FAX: 505.371.8399

Jonathan Nez
VICE PRESIDENT

Russell Begaye
PRESIDENT

April 19, 2016

United States Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

Re: FY 2016 TIGER Discretionary Grant Funds
TIGER ID: ajwatson627
TIGER PROJECT NAME: N12

Dear Evaluation Committee,

The Navajo Division of Transportation (Navajo DOT) is pleased to submit an application to the U.S. Department of Transportation for FY 2016 TIGER Discretionary Grant Funds.

As a certifying official for Navajo DOT, a division of the Navajo Nation Executive Branch, I certify that if the Navajo Nation is awarded funding through the FY 2016 TIGER program for the proposed N12 Project, we will comply with all applicable Federal Wage Rate Requirements of Subchapter IV of Chapter 31 of Title 40, United States Code (Federal Wage Requirements), as required by the FY 2016 Appropriations Act.

Should you have questions or require clarification on our application, please do not hesitate to contact me at (505) 371-8354 or gsilversmith@navajodot.org.

Sincerely,



Garret Silversmith
Division Director

Navajo Division of Transportation



APPENDIX E

N12 Phase 1 TTP





Office of Federal Lands Highway
US Department of Transportation - Federal Highway Administration

**Tribal Transportation Program
Transportation Improvement Program**

Consortium: Chinle
Tribe: Navajo Nation
Funding Source: TTP (examples: IRR, IRRBP, 2% Planning, PLH-D)
Tribe Code: N00780
Date: 7/2/2013
Current FY: 2016

PROJECT INFORMATION

STIP Amount: 0,320,000

Project Name: N12(19-4)1,2&4 Wheatfields Lake to Tsaile N64 Junction

Location: Wheatfields Lake to Tsaile N64 Junction

Type of Work: Grade, Drain, and Pavement Construction

N007800450

Route Number: N12

Project Number: N12(19-4)(13-2)(12-2)1,2&4

Length: 10 Miles

County: Apache

State: AZ

Construction Year: 2017

Comments: Full EA & BE needed, Archeological Clearance completed. BIA has set roadway alignment and surveyed. Field review and scoping meeting completed. FY2014/2015 PE funds expended = \$575,439. Project is under design by BIA.
Total construction funds committed for N12(19-4) = \$19,400,000 (FY2016 & FY2017)

Activity	2016	2017	2018	2019	2020	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0.00
Planning	\$0	\$0	\$0	\$0	\$0	\$0
Preliminary Engineering	\$150,000	\$50,000	\$0	\$0	\$0	\$200,000
Construction	\$10,000,000	\$9,400,000	\$0	\$0	\$0	\$19,400,000
Construction Engineering	\$0	\$150,000	\$300,000	\$270,000	\$0	\$720,000
Transit	\$0	\$0	\$0	\$0	\$0	\$0
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$10,150,000	\$9,600,000	\$300,000	\$270,000	\$0	\$20,320,000

APPENDIX F

Navajo Nation RDC Resolution of Support



RESOLUTION OF THE
NAABIK'ÍYÁTI' COMMITTEE OF THE
NAVAJO NATION COUNCIL

23rd NAVAJO NATION COUNCIL -- First Year, 2015

AN ACTION

RELATING TO RESOURCES AND DEVELOPMENT AND NAABIKI'YÁTI' COMMITTEES; ENDORSING THE NAVAJO NATION'S APPLICATION FOR A TRANSPORTATION INVESTMENT GENERATION ECONOMIC RECOVERY GRANT ADMINISTERED THROUGH THE UNITED STATES DEPARTMENT OF TRANSPORTATION FOR \$16 MILLION DOLLARS FOR ROAD IMPROVEMENTS TO NAVAJO ROUTE 12

WHEREAS:

- A. The Resources and Development Committee has oversight authority over transportation for the purposes of overseeing planning and coordinating of all roads and transportation activities of the Navajo Nation and the power to promulgate rules and regulations governing transportation. 2 N.N.C. § 500(C)(6); 2 N.N.C. § 501(B)(1).
- B. The Navajo Nation established the Naabik'íyáti' Committee as a Navajo Nation Council standing committee and as such empowered Naabik'íyáti' Committee to coordinate all federal programs, i.e. United States Department of Transportation ("DOT"), to provide efficient services to Navajo members. 2 N.N.C. §§ 164 (A)(9), 700 (A), 701 (A)(4) (2012); see also CO-45-12.
- C. TIGER (Transportation Investment Generating Economic Recovery) Grants allow the DOT to provide capital funding directly to a public entity, such as a tribal government.
- D. Primary selection criteria for TIGER grants, which are weighed equally, must have a likelihood of long-term benefits based on the following criteria: Safety, State of Good Repair, Economic Competitiveness, Quality of Life, and Environmental Sustainability.

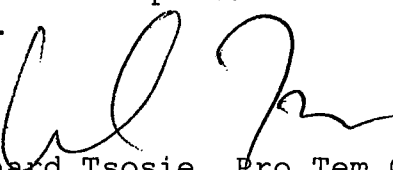
- E. The Navajo Nation plans to submit a final application for a TIGER Grant administered through the United States Department of Transportation for road improvements for Navajo Route 12 (N12), namely for construction enhancements on N12 between Wheatfields Lake and the junction of Navajo Route 64. See N12 Improvements Project Summary attached as Exhibit A.

NOW, THEREFORE BE IT RESOLVED:

The Navajo Nation hereby endorses the Navajo Nation's application for a Transportation Investment Generating Economic Recovery (TIGER) Grant for \$16 million dollars for road improvements to Navajo Route 12.

CERTIFICATION

I hereby certify that the foregoing resolution was duly considered by the Naabik'iyáti' Committee of the 23rd Navajo Nation Council at a duly called meeting in Window Rock, Navajo Nation (Arizona), at which a quorum was present and that the same was passed by a vote of 10 in favor and 0 opposed, (Two members from each Standing Committee pursuant to 2 N.N.C. §700 (D)) this 28th day of May, 2015.


Leonard Tsosie, Pro Tem Chairperson
Naabik'iyáti' Committee

Motion: Honorable Davis Filfred
Second: Honorable Tuchoney Slim, Jr.

APPENDIX G

Navajo-Hopi Land Commission Resolution of Support



RESOLUTION OF
NAVAJO-HOPI LAND COMMISSION
OF THE NAVAJO NATION COUNCIL

Supporting the Navajo Nation's Application for a Transportation
Investment Generating Economic Recovery Grant Administered
through the United States Department of Transportation for \$16
Million Dollars for Road Improvements to Navajo Route 12

WHEREAS:

1. Pursuant to 2 N.N.C. § 851 (A), the Navajo-Hopi Land Commission (NHLC) is established within the Legislative Branch of the Navajo Nation government; and
2. The Navajo-Hopi Land Commission (NHLC) hereby supports the Navajo Nation's Application for a Transportation Investment Generating Economic Recovery Grant administered through the United States Department of Transportation (USDOT) for \$16 Million Dollars for Road Improvements to Navajo Route 12; and
3. TIGER (Transportation Investment Generating Economic Recovery) Grants allow the USDOT to provide capital funding directly to a public entity, such as a tribal government; and
4. Primary selection criteria for TIGER grants, which are weighed equally, must have a likelihood of long-term benefits based on the following criteria: Safety, State of Good Repair, Economic Competitiveness, Quality of Life, and Environmental Sustainability; and
5. The Navajo Nation plans to submit a final application for a TIGER Grant administered through the United States Department of Transportation for road improvements for Navajo Route 12 (N12), namely for construction enhancements on N12 between Wheatfields and the junction of Navajo Route 64. (See N12 Improvements Project Summary attached as Exhibit A.

NOW, THEREFORE BE IT RESOLVED:

The Navajo-Hopi Land Commission (NHLC) hereby supports the Navajo Nation's application for a Transportation Investment Generating Economic Recovery (TIGER) Grant for \$16 million dollars for road improvements to Navajo Route 12.

C E R T I F I C A T I O N

I hereby certify that the foregoing resolution was duly considered by the Navajo-Hopi Land Commission of the Navajo Nation Council at a duly called meeting in Window Rock, Navajo Nation (Arizona), at which a quorum was present and that same was passed by a vote of 4 in favor 0 opposed, this 28th day of May, 2015



Walter Phelps, Chairperson
Navajo-Hopi Land Commission
Navajo Nation Council

Motion: Honorable Otto Tso
Second: Honorable Dwight Witherspoon