

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 NAABIK'ÍYÁTI'  
COMMITTEES; SUPPORTING THE HOPI TRIBE'S APPLICATION FOR A  
TRANSPORTATION INVESTMENT GENERATING ECONOMIC RECOVERY GRANT  
ADMINISTERED THROUGH THE UNITED STATES DEPARTMENT OF  
TRANSPORTATION FOR ROAD IMPROVEMENTS FOR LOW MOUNTAIN ROAD

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, and its structure and broad eligibility requirements allow project sponsors to develop projects that may not be eligible for funding through traditional DOT programs.
- 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 Hopi Tribe has submitted a pre-application and plans to submit a final application for a TIGER Grant administered through the United States Department of Transportation for road improvements for Low Mountain Road, namely paving the route (a.k.a. BIA Route 60; Hopi Route 60).
- F. Although the road is located entirely within the Hopi Tribe's Reservation, Low Mountain Road is traveled primarily by members of the Navajo Nation who support the proposed road improvements as set forth in the TIGER grant application. See Hopi Tribe Draft Final Application attached as Exhibit A; see also Navajo Nation Chapter Resolutions and Letter of Support from Navajo Nation President, attached collectively as Exhibit B; see also Supporting Documents attached as Exhibit C.

**NOW, THEREFORE BE IT RESOLVED:**

The Navajo Nation hereby supports the Hopi Tribe's application for a TIGER (Transportation Investment Generating Economic Recovery) Grant for road improvements for Low Mountain Road (a.k.a. BIA Route 60; Hopi Route 60).

**CERTIFICATION**

I hereby certify that the foregoing resolution was duly considered by the Naabik'íyáti' Committee of the 23<sup>rd</sup> 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 9 in favor and 0 opposed, (Two members from each Standing Committee pursuant to 2 N.N.C. §700 (D)), this 28<sup>th</sup> day of May, 2015.



Leonard Tsosie, Pro Tem Chairperson  
Naabik'íyáti' Committee

Motion: Honorable Davis Filfred  
Second: Honorable Seth Damon

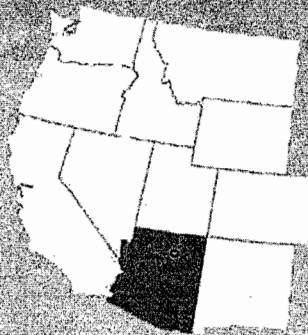
**RURAL**

**TRANSPORTATION INVESTMENT  
GENERATING ECONOMIC RECOVERY  
TIGER VI DISCRETIONARY GRANT APPLICATION 2015**

**EXHIBIT**

**A**

# **The Hopi Tribe**



## **LOW MOUNTAIN ROAD Hopi BIA Route 60**

**Full Reconstruction of Low Mountain Road**

*Navajo County, Arizona*

Submitted by:  
**The Hopi Tribe**  
P.O. Box 123  
Kykotsmovi, AZ 86039



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## **Application Information**

**Applicant Agency:**

The Hopi Tribe  
P.O. Box 123  
Kykotsmovi, AZ 86039

**Primary Contact:**

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The Hopi Tribe  
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Kykotsmovi, AZ 86039  
928-734-3243  
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**Type of Applicant:**

Tribal Government

**Type of Project:**

Roadway Reconstruction

**Classification:**

Rural

**Total Project Cost:**

\$

**Funding Request:**

\$29,000,000

**DUNS:**

116136961 2010

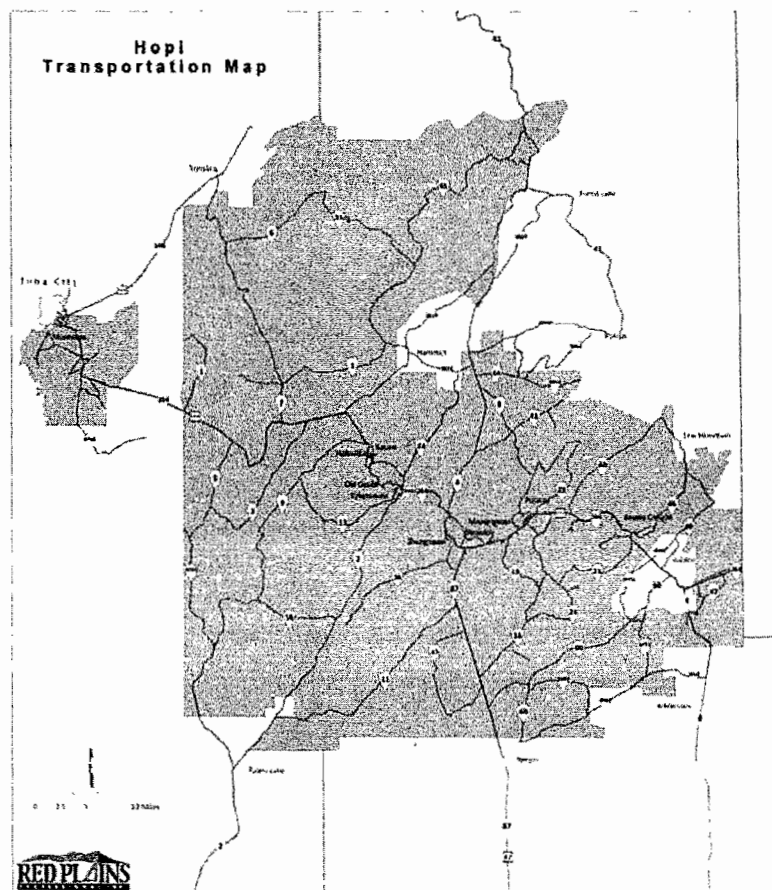


Figure 1: Hopi Transportation Map



**2015 TIGER VI Grant Application  
Low Mountain Road (LMR)**

**Location:**

- Hopi Indian Reservation
- First Mesa, Northern Navajo County, Arizona
- Congressional District 2

Low Mountain Road (LMR) begins along State Route 264 near Mile Post 396, over four miles east of First Mesa. The road travels to the northeast for 13.7 miles and ends at the Hopi – Navajo boundary, where the road meets Navajo BIA Route 65.

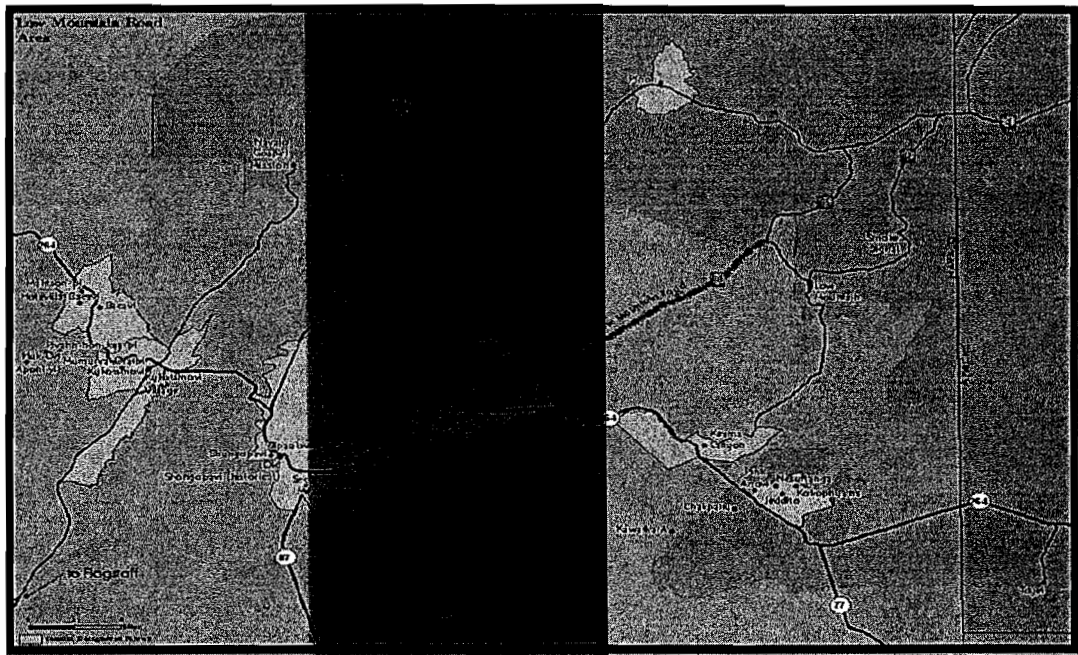


Figure 2: Location Map

Table 1: Regional Demographics (US Census 2010)

	Hopi Tribe	Navajo Tribe	Navajo County	Arizona
Median Household Income	\$34,016	\$27,389	\$36,927	\$49,774
Per Capita Income	\$11,753	\$10,695	\$16,626	\$25,358
Below Poverty Level	35%	38%	30.3%	17.9%

## **Project Description**

This project calls for the complete reconstruction and asphalt surfacing of the existing dirt road known as Low Mountain Road (LMR), or Hopi BIA Route 60. The Hopi Reservation is located in Northeastern Arizona, and is approximately 2,440 square miles in area and has a population of 7,185 (US Census 2010). The project and its service area are focused in Navajo County. Low Mountain Road lies completely within the boundaries of the Hopi Tribal Lands, but ends at the boundary and has the dual purpose of servicing the Hopi Tribe and local chapters of the Navajo Nation.

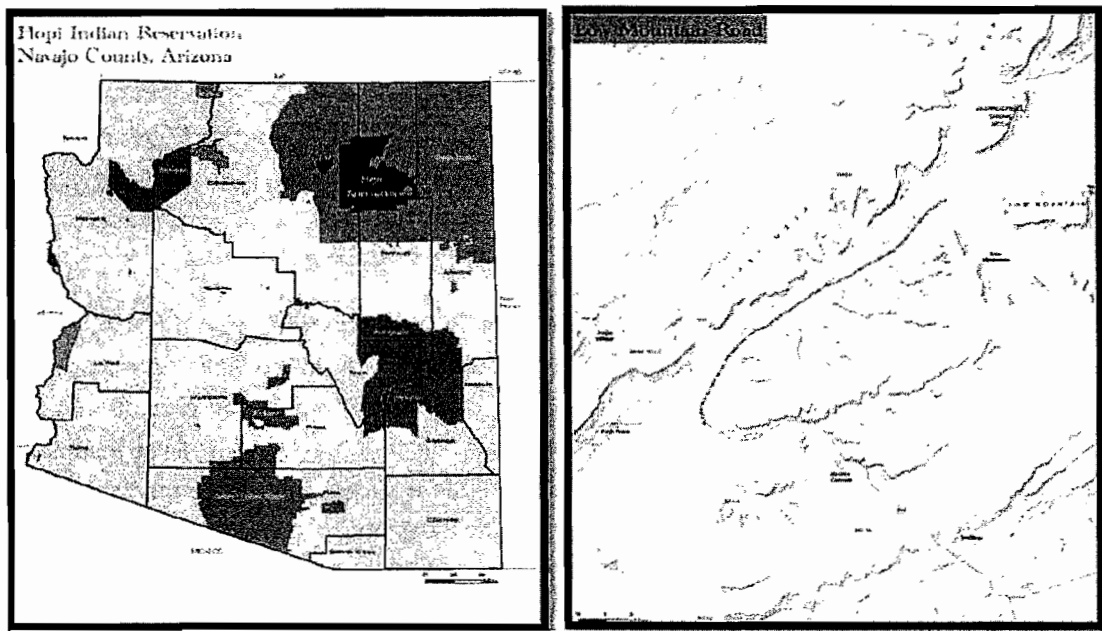


Figure 3: (Left) Hopi Reservation in Arizona; (Right) LMR Relief Map

Low Mountain Road is a sandy road that stretches for 13.7 miles. The relief map indicates the crude and rough terrain of the Low Mountain Road area. Travelers are at the mercy of winter conditions and the monsoon season. Snow and intense rainfall cause the road conditions to become treacherous and impassable. During the monsoon season, vehicles will attempt to travel the road to save time and money, they will furrow through the mud, often leading them to be stuck. Similar deterrents occur during the winter but the effects last for several weeks because of low temperatures. After years of failed attempts to properly maintain the road, LMR is plagued by potholes, rutting, wash-boarding, and uneven surfaces. The problem is then exacerbated by drivers compensating for the hazardous road conditions. In search of a smoother surface, vehicles widen their "lanes," thereby destroying the natural habitat, increasing potential flooding areas, and further complicating maintenance.

**2015 TIGER VI Grant Application**  
**Low Mountain Road (LMR)**

The LMR is a crucial transportation corridor on the Hopi Reservation for both the Hopi and Navajo people. According to the Arizona State Land Department, this route is classified as an Arterial Road. It is a major connector between Hopi and Navajo Indian lands and is a primary access route for several schools, health care facilities, and community resources. On the Navajo Reservation, it services Pinon, Low Mountain, and Smoke Signal. For the Hopi Reservation, it services towns and villages along State Highway 264, from Kykotsmovi beyond Jeddito (Figure 5).

LMR is also the most direct route to the southern urban clusters of Flagstaff, Winslow, and Holbrook. This rural project has the potential to enhance the quality of life for indigent Indian communities by becoming a major route for the area. Low Mountain Road connects State Route 264 and Navajo BIA Route 65, both of which are paved roads. These two paved roads meet a poorly drained dirt road, severely limiting access during inclement weather. When LMR is not drivable, travel times and travel distances greatly increase. The connectivity derived from an all-weather route will be instrumental to the consistency of the regional road network of the Hopi Reservation, the Navajo Reservation, Navajo County, and the State of Arizona.

As shown in Figure 5, LMR can provide access to more remote areas of Navajo and Apache Counties, the Hopi Tribes and Navajo Tribes. Within in the existing network, it functions as a shortcut, but unfortunately, it currently does not provide reliable passage. Most locals will find alternative routes in the winter and monsson season, LMR has the potential to become a major thoroughfare given that it connects to two paved, well maintained and traveled roads. If LMR was improved to a paved surface, it would dramatically increase transportation connectivity by shortening travel distances and time in the region and relieving travel frustration from local residents, schools, and governmental agencies. Below are photographs that show the dry condition of LMR. It

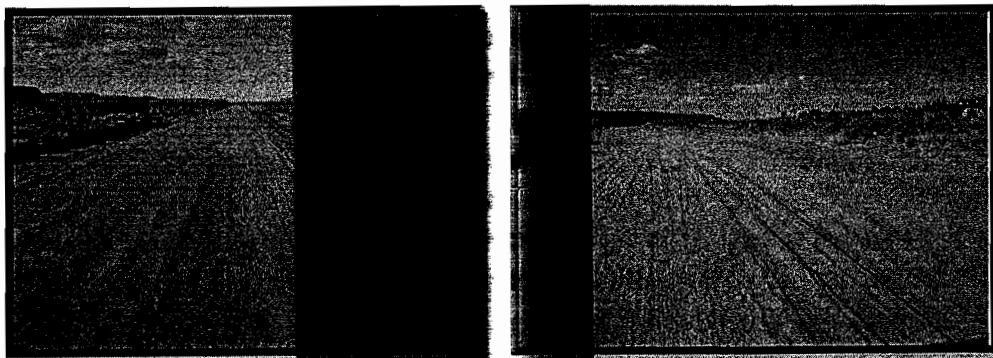


Figure 4: LMR Washboards (Left) and Sand Drifts (Right)

is evident by these photos that the road has an unstable surface and adding any kind of precipitation results in hazardous and muddy conditions.



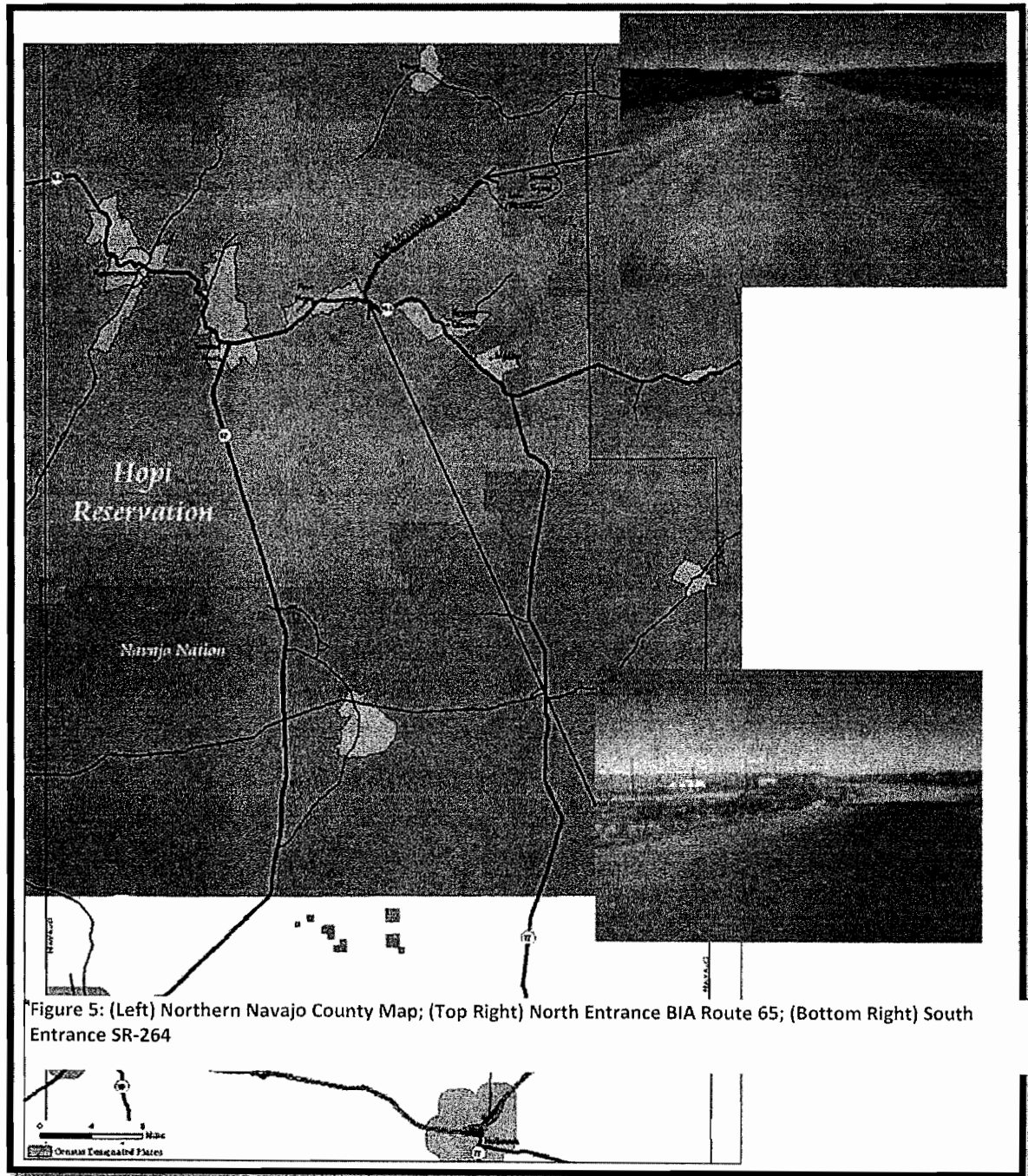


Figure 5: (Left) Northern Navajo County Map; (Top Right) North Entrance BIA Route 65; (Bottom Right) South Entrance SR-264

## 2015 TIGER VI Grant Application Low Mountain Road (LMR)

This TIGER VI Grant Application is for the full reconstruction of LMR, 13.7 miles. Because of the great need for the improvements to LMR, we are currently working on the design and improvements to LMR. Funding for the design is being provided by a Federal Public Lands and Highways Discretionary Grant. The design elements include:

- Topographical Survey
- Roadway Design
  - Horizontal Alignment
  - Vertical Alignment
- Hydraulic Analysis
  - Appropriate Drainage Structures
- Geotechnical Investigation
  - Pavement Design
- Roadway Safety
  - Grade Separate Crossings
  - Fencing and Cattle Guards
  - Rumble Strips
  - Recess Pavement Reflectors
- Right-of-Way
- Traffic Engineering

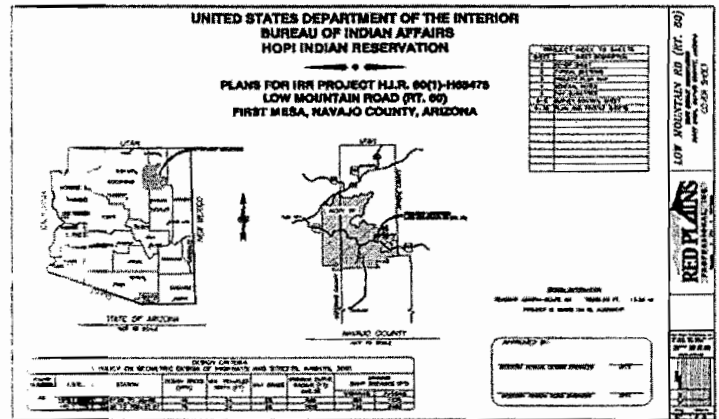
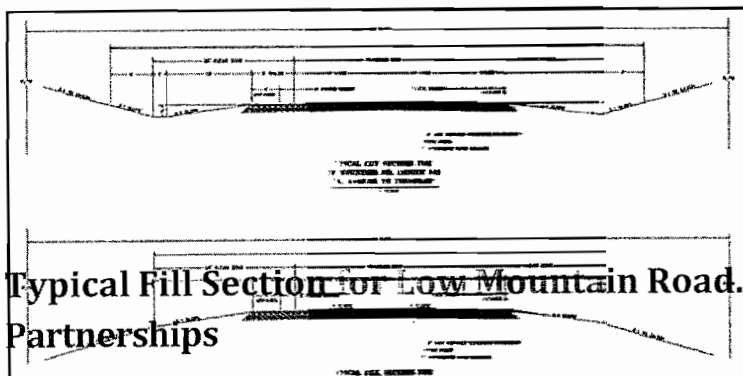


Figure 6: Design Plan Cover

For the health, prosperity, safety, and welfare of the Navajo and Hopi people, the complete reconstruction of this road is imperative. Construction of this project will allow a more usable and fixed vehicular connection between State Route 264 and Navajo BIA Route 65. Further funding for the construction is required. Construction segments for this contract include:

- Alignment and asphalt paving of LMR from SR 264 to Navajo BIA Route 65
- Bring the posted speed limit to 55 mph.
- Drainage improvements
- Grade separated livestock crossings
- Right-of-way fencing in open-range areas
- A new bus stop turnout near SR 264
- Pave new driveways and field entrance approaches



Typical Cut Section for  
Low Mountain Road

Typical Fill Section for Low Mountain Road

Table 2: Project Partnerships  
Figure 7: Example of Design Plan

**2015 TIGER VI Grant Application**  
**Low Mountain Road (LMR)**

Agency	Purpose
The Hopi Indian Tribe	Application and Administration
Hopi Transit	Support
Bureau of Indian Affairs	Project Plans and Environmental Assessment Approval Authority
Indian Health Services	Support
The Navajo Nation	Support and Tribal Transportation Partnership
Navajo DOT	Tribal Transportation Partnership
Navajo Transit	Support
Navajo County	Tribal Transportation Partnership
FHWA	Tribal Transportation Partnership
Arizona DOT (ADOT)	Tribal Transportation Partnership

## **Primary Selection Criteria**

### **A. Long-Term Outcomes**

#### **1. State of Good Repair**

This project is in keeping with the mission of the Hopi Tribe, Bureau of Indian Affairs (BIA), Federal Highway Administration (FHWA), Arizona Department Of Transportation (ADOT), Coconino County, Navajo County, Navajo Nation, and the Navajo Department Of Transportation (NDOT), Hopi Partnership. The mission, "To develop, foster and maintain good working relationships through communication, collaboration, consultation and coordination to provide a safe and efficient transportation system for the movement of people, goods and services". In the summer of 2009, numerous ADOT projects focused on improving the road conditions of State Highway 264 near the entrance of LMR. New pavement, crack sealing, and turn lanes were among the improvement projects add project number. These improvements have provided for a smooth and safer passage near the proposed project area on the Hopi Reservation. While LMR is under tribal jurisdiction, ADOT is fully aware of the importance of LMR and concedes that its improvement will greatly benefit the transportation network in the area.

LMR is such a critical passageway on the Hopi Reservation that for it to remain in its current condition is an injustice to the economic and physical well-being of the Hopi and Navajo people. For too long, the area has suffered due to the poor condition of this road. If left in its substandard state, much needed access to jobs, health care, and education is severely threatened and will steadily decline. Why is this paragraph in here?

The LMR project will improve the transportation network by providing a safe and smooth transition from Navajo BIA Route 65 to State Highway 264. As an arterial road, LMR supports local traffic loads during the day (ADT'S). While only a small fraction of traffic heading north from SR 264 (ADT#'S) feeds into LMR, a much greater percent of the traffic along Navajo BIA Route 65 (ADT's) utilizes the passage to the south.

In an independent traffic study, Annual Average Daily Traffic (AADTs) were attained to the east and west of the north and south entrances of LMR as well as along the road (counts 3 and 4). Based on a standard traffic growth rate of 2%, a steady increase is to be expected for the existing roadway. However, if LMR is paved, the anticipated traffic growth will be significantly more substantial. The counts on LMR are compared in Figure 10.

## 2015 TIGER VI Grant Application Low Mountain Road (LMR)

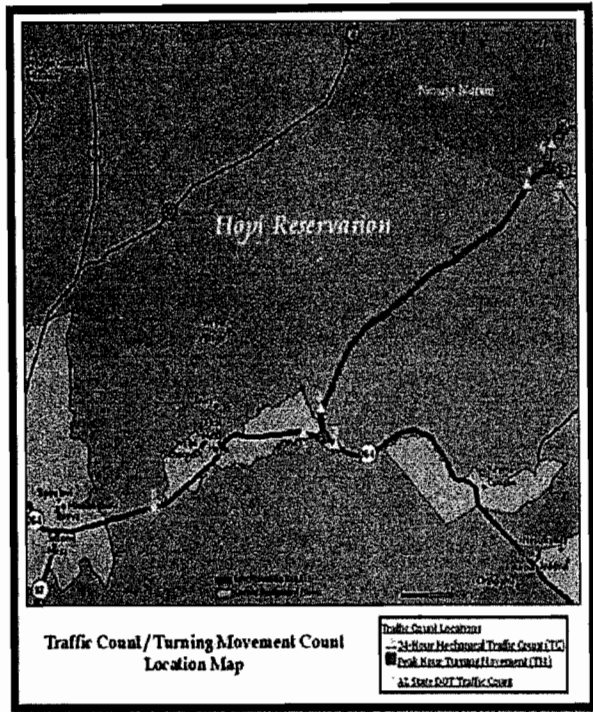


Figure 8: Traffic Counter Locations

Count Number 0 is provided by the Arizona Department of Transportation and has the highest AADT along State Route 264 in Navajo County. The length captured is a 7.72 mile stretch that runs between State Highway 87 and Polacca, leading into the intersection with LMR. According to ADOT traffic counts, the 2008 AADT was 2,900 which increased from 2,700 in the preceding year. The 2028 AADT forecast is 3,300. This illustrates the potential for growth in the area if LMR were to contend as a connector route.

Table 3: Traffic Counts

Count Number	Raw Traffic Volume*	AADT (June 2010)**	Projected AADT at 2% (2020)	Projected AADT if paved (2020)	Projected AADT at 2% (2045)	Projected AADT if paved (2045)
3	298	292	356	1,027	584	1,684
4	227	222	271	782	445	1,283

\*Traffic Counts were collected mid-June when school was not in session

\*\*Seasonal Adjustment Factor Provided by ADOT

Reconstructing with an adequate drainage will increase the drivability and overall use of the road. Appropriate run-off will decrease damage and delays from flooding which reduces maintenance.. Less damage and delays means fewer rescue operations by local law enforcement, the public school system, and the BIA Road Agency. School buses are prone to being victims of the muddy conditions during the rainy season. This is costly to the schools, the Tribes, and BIA. Paving the surface with the funding provided by the TIGER 2015 grant means that the road would remain passable throughout the year.

### Primary Selection Criteria

Long Term Outcomes: 1. State of Good Repair

**2015 TIGER VI Grant Application**  
**Low Mountain Road (LMR)**

The BIA-Hopi Agency is responsible for the maintenance of LMR. Maintenance includes grading of the travel lanes, cleaning of cattle guards, cross fence repairs, signage, cleaning culverts and replacing damaged culverts, reopening furrow ditches, upgrading low spots, cleaning and grading blown sand, and snow removal. The Agency currently provides the labor and equipment to maintain this road. In keeping with current transportation advancements, the Agency will adopt an asset management program to ensure that the road condition remains at an acceptable level of service. As part of the Indian Reservation Road (IRR) Inventory, Low Mountain Road, or Hopi BIA Route 60, funding for the long term maintenance is readily available and overseen by the Hopi BIA Agency and the BIA Western Regional Office.



Figure 9: LMR Drainage Issues

**Primary Selection Criteria**

Long Term Outcomes: 1. State of Good Repair



## **2. Economic Competitiveness**

In January of 2008, the Arizona Department of Commerce published a report on the economy of the Hopi Reservation. The employment statistics for the area were abysmal (see full report on project website what project website? Maybe type in address instead of stating this?). The unemployment rate was high, and many employed resident found employment outside of their communities. Federal and tribal governments, health services, and educational services provide the most employment in the area. All of these employment sectors are focused in the region served by Low Mountain Road. Areas of employment that are below average but have the potential to boost the economy are agriculture and tourism.

Transportation economic research shows that highways have positive benefits in rural areas. In the long term, paving LMR would benefit the local economy by opening a time saving, reliable route that stretches from the Navajo Nation, through Hopi Lands, into greater Arizona. If paved, Low Mountain Road will become a major road and central route for northern Navajo County, Navajo Reservation, and the Hopi Reservation. Currently, the major economic activities are farming and ranching, the public school system, the Indian Healthcare System, and the local tribal and federal government agencies. LMR will provide a more reliable commute to jobs that lie outside of the reservation as well as bring more jobs and tourism opportunities into the community. For an economically disadvantaged area, LMR is a lifeline to greater economic stability.

The relatively close proximity to Tuba City, Winslow, and Holbrook is advantageous to the movement of goods through the Hopi and Navajo reservations and north to Kayenta (A designated Navajo growth center). Low Mountain Road grants access to SR 264, the importance of which cannot be overstated. LMR provides a rare direct access in the local transportation network that improves connectivity in the regional transportation network. SR 264 runs over 150 miles from east to west and connects Tuba City in north central Arizona to Window Rock, in northwest New Mexico. With its direct link to SR 264, Low Mountain Road provides the ability to funnel traffic north from the extended Navajo and Hopi reservation areas.

From State Route (SR) 264, SR 87 and 77 branch to the south with Low Mountain Road nearly at the midpoint between the two major roads. SR 87 leads directly into Winslow, and SR 77 travels south until it junctions with Interstate 40 and continues into Holbrook. The Hopi Tribe already owns and operates the Hopi Travel Plaza along Interstate 40 near Holbrook and another travel center near Winslow. The Navajo Nation boundaries cover the land south toward these two urban centers. Paving LMR will increase the connectivity among Navajo and Hopi communities and businesses.

### **Primary Selection Criteria**

Long Term Outcomes: 2. Economic Competitiveness

***2015 TIGER VI Grant Application  
Low Mountain Road (LMR)***

All of Navajo County is a designated Enterprise Zone. Paving LMR will increase the economic competitiveness by making the region more accessible and more desirable for business, and the movement of goods and services. For a rural area, SR 264 has a steady stream of passenger vehicles. It is the main thoroughfare through the Navajo and Hopi Reservations in northern Navajo County. Once LMR is paved, the traffic can flow to and from SR 264 without impediment. Increased traffic will bolster the economically disadvantaged area by expanding consumer access and increasing work opportunities.

### **3. Livability**

When Low Mountain Road is not accessible, travelers are forced to find alternative routes. The best alternate paved route is an additional eighty miles if measured from intersection of LMR with SR 264 and to the intersection of Navajo BIA Route 65 with Navajo BIA Route 4. The alternate starts at southern entrance of LMR and heads east along SR 264 toward Ganado. At Burnside, the route shifts north onto US Highway 191 toward Chinle. Then, at Navajo BIA Route 4, the road travels west to meet at the entrance of Navajo BIA Route 65.



**Figure 10: Alternate Route Map**

Taking this alternate route in adverse conditions adds nearly two and a half hours of travel time. Adding this kind of travel time and distance only worsens the challenges faced by this economically impoverished area. Drivers of private and commercial vehicles are forced to use more fuel and allow more time for travel. This affects travel to work, to school, and to community resources. As shown in Figure 10, access to three schools, three medical facilities, and the airport, is directly affected when LMR is impassable.

#### **Primary Selection Criteria**

Long Term Outcomes: 3. Livability

## 2015 TIGER VI Grant Application Low Mountain Road (LMR)

Low Mountain Road is a major access route to the Hopi Junior/Senior High School (HJSH) as well as First Mesa Elementary School and Keams Canyon Elementary School. All three schools have busses that travel Low mountain road. The HJSH transportation department operates a bus that accommodates forty students and carries them from the chapters of Pinon and Low Mountain. The bus route generally takes up to two hours each way, limiting the extracurricular activities, study time, and family activities. Paving LMR would cut the travel time in half, resulting in a savings of two hours of fuel and two hours of student travel time every school day.

When buses cannot travel through Low Mountain Road, parents must bring their kids to school. These are the only two methods kids have for transportation to school. Most kids from the villages miss school for the day(s). Thus, students either miss educational opportunities or parents must bear the costs of additional commute times, fuel, and wear and tear on vehicles. If LMR is paved, school officials expect that their overall attendance will improve (which will boost education), they will have greater parental involvement, and safer travel at all times. Funding that would have been spent on maintenance can be redirected to education.

Table 4 shows the basic savings in time and money to the community from using LMR when possible compared to when a detour is required. The last column shows the added benefit in time savings from being able to increase the speed to 55 mph

Table 4: Time and Money Savings Example (I think we should add vehicle maintenance costs to this table and lose the paved LMR time savings?)

to HJSH	Using LMR (miles)	Using Detour (miles)	Fuel Cost Difference*	Daily Cost to the Community**	Current LMR Time Savings	Paved LMR Time Saving***
From Pinon	32	97	\$6.72	\$2,550	1.3 hr	12 min
From Low Mountain	18	107	\$11.81	\$3,450	1.75 hr	12 min

\*Fuel cost was determined by regular priced gasoline (\$2.415) as 2014 State Average in March and 18mpg

\*\* Daily Cost to the Community was calculated by ADT times the Fuel Cost Difference

\*\*\* In addition to the current LMR Time Savings paved LMR Time Saving will be permanent in good and bad weather

Hopi Senom Transit is based out of Kykotsmovi and currently has four routes that travel to Keams Canyon, Tuba City, Flagstaff, and Winslow. In the 2008 The "Rural Transit Needs Study", indicates that the Hopi Reservation was considered a top candidate for Expanded Section 5311 Service. The report states improved service calls for "shorter local routes that connect currently unserved Hopi communities with Kykotsmovi, timed to allow for

### Primary Selection Criteria

Long Term Outcomes: 3. Livability

**2015 TIGER VI Grant Application**  
**Low Mountain Road (LMR)**

transfers to and from existing routes.” When Low Mountain Road is paved, the Hopi Transit System will be able to better serve the locals. With the addition of a bus stop turn out near SR 264, the improvement of LMR furthers the goals of the Arizona Rural Transit System.

Navajo Transit also was considered a top candidate for Expanded Section 5311 Service. The Navajo Transit Route 1 is an extended bus route that runs the entire length of SR 264. It services between Tuba City and Window Rock, also servicing several stops within the Hopi Reservation. Paving Low Mountain Road has the potential to provide additional transit routes for both tribes and counties. The Navajo Transit System is currently planning a new route from Pinon to Chinle. With the current status of LMR they cannot plan on the reliability or drivability of LMR and have chosen alternative routes. This leads into longer travel times that incur additional costs.

The Hopi Tribe services local villages in several ways. Many elderly citizens live in traditional Hopi villages. Several programs service the elderly in meeting their basic needs. Another Hopi service is the grant funded “Library mobile.” A trailer pulled by a heavy duty pickup serves as a mobile library and travels a regular route. The system links with the county library system and provides temporary internet access. Unfortunately, because of the poor condition of the road, the mobile library cannot access the Low Mountain Road area, leaving those communities underserved.

The Hopi Health Care Center (HHCC) not only receives patients but also has a home health care program. The Director of Emergency Management Services (EMS) laments having to use Low Mountain Road but says that it is major artery for their service area. The wear and tear on the ambulances is costly, but even more costly is the additional response time. Hospital administration states that “Low Mountain Road is not a good road at any given time, but when it is impassable further delays result while patients and medical personnel seek alternate routes”. Of utmost

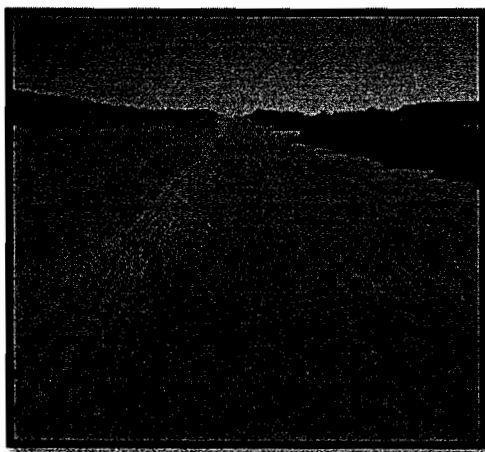


Figure 11: Uneven Road (Horizon)

**Primary Selection Criteria**

Long Term Outcomes: 3. Livability

**2015 TIGER VI Grant Application**  
**Low Mountain Road (LMR)**

importance are their dialysis and diabetes patients. The Hopi and Navajo people have a higher susceptibility to diabetes and thus treatment is critical. Paving LMR means that home health care nurses can easily reach patients, Emergency Management will have quicker response times. Patients and their families within the service area of HHCC will be able to arrive at the hospital without difficulty.

Treatments and regular appointments at the health care facilities are regularly impeded by poor driving conditions along Low Mountain Road. An even more critical need is that of the dialysis patients. These patients require treatment several times a week. When weather conditions prohibit ambulances from driving LMR, EMS relies on the police, the neighboring Navajo community, or the medical helicopter for transport, increasing cost and limiting immediate access to all patients.

The poor condition of Low Mountain Road affects work performance. Because of the unpredictability of the road, employees will run late or must find an alternate route that adds considerable amounts of time to their commute. Such adverse travel equates to a negative attitude: drivers arrive at work frustrated by the lack of decent driving conditions. Unfortunately, at present, the lack of reliable access deters qualified personnel from working in remote communities where their skills are greatly needed.



#### **4. Environmental Sustainability**

Paving Low Mountain Road will sustain the environment by cutting fuel costs, lessening erosion and ground pollution, and reducing carbon emissions. The FWHA's steady speed fuel economy shows that increasing the average running speed limit of LMR from 35 mph to 55 mph benefits travelers without affecting fuel consumption. Given a smooth road, the time gained is over eight minutes one way. Accounting for current surface conditions, it is safe to assume that this time will be even greater.

Reconstructing LMR will make vehicles more efficient, reduce the abuse they receive from the washboard surface and potholes, and curtail erosion and ground pollution. Part of the design for a paved LMR includes erosion control features. Once the road is paved, cars will no longer veer off the main road to avoid pot holes, washboards or watering holes., thereby preserving the natural vegetation. According to the US Environmental Protection Agency, unpaved rural roads are a significant source of pollution because of the erosion that takes place when the wheels of a vehicle grind the surface material. Loose soil particles, now combined with vehicle and tire residue and vehicle emissions, are carried away by water, wind, and traffic. An asphalt surface and proper drainage structures will minimize the pollutants released into the ground.

## 5. Safety

In the dry season, visibility is drastically reduced due to dust. The photo (to the right) shows a truck (already passed) from the northeast. The dust that was produced limited the school buses visibility. Each lane suffers a great loss of visibility. Resulting in each travel to lower speeds and longer travel times.

I think we need a different picture

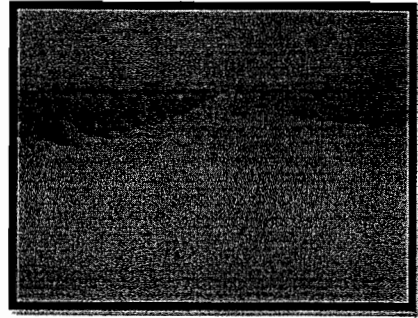
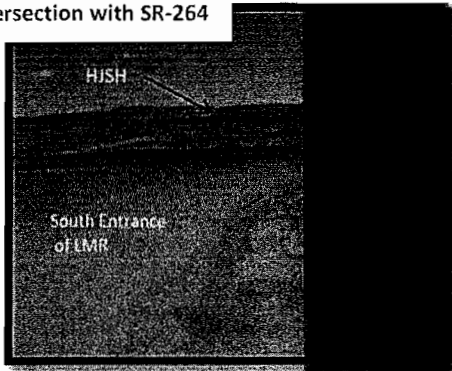


Figure 12: Dust from School Bus on LMR

When precipitation falls, travelers must be wary of the mud that develops and being trapped in the road way. Low Mountain Road has severe drainage problems. Due to the slopes and surface issues water tends to pond. Allowing for major rutting and messy conditions. The safety of students riding the bus

Figure 13: LMR Intersection with SR-264



has been an issue for decades. The three BIA Schools along SR 264, bus students all the way from the Pinon and Low Mountain areas. Several times a year, buses get stuck in the mud or slide off the road, especially near the northern end of LMR where the road is narrow with steep embankments that retain with water after rainy events. A single bus operation then becomes a three bus operation: One vehicle must be sent to retrieve the students who then

arrive at school at least an hour late and another vehicle must be sent to pull out the stuck bus. The local tow truck companies will not travel down LMR when moisture has effected the grade. To many issues with themselves getting stuck and needing assistance.

Safe travel for all vehicles is one the most important goals of this project and this project is supported by the Inter Tribal Council of Arizona, Inc., because of the added safety features. With the reconstruction, the road will provide an improved drainage system, pavement markings, guard rails, rumble strips, fencing and roadway signage. Daytime and nighttime travel will be markedly improved and will meet road safety measures that all FHWA, AASHTO, and MUTCD require.

## **B. Job Creation and Economic Stimulus**

The following table shows the economic status and work force in the nearby Census Designated Places (US Census 2000). These are all places that will benefit from having unlimited passage on Low Mountain Road.

**Table 5: Local CDP Demographics**

CDP	Population	Percent below Poverty	Percent in Labor Force
First Mesa	1,124	45.2	41.3
Hotevilla-Bacavi	767	69.4	55.8
Jeddito	390	45.5	46.5
Keams Canyon	260	23.4	34.7
Kykotsmvi	776	24.8	50.7
Pinon	1,190	53.7	44.7
Second Mesa	814	36.3	53.0
Shongopovi	632	55.2	59.0

Due to the number of people in the work force and the high percentages of individuals living below the poverty level, the reconstruction of Low Mountain Road cannot help but boost the economy. First, a continuously open road that is smooth and safe to travel will encourage tourism by saving time and money. Second, the reconstruction itself will create job opportunities for all involved in the design, construction, and maintenance.

A complete road construction that is 13.7 miles in length would provide considerable jobs over an extended period of time. The projected time line for project construction is two years, the road is designed for a twenty year life cycle. Construction and maintenance will pull resources from local agencies and provide jobs for local residents. Over the course of construction, over 120 jobs are expected to be created. Following construction, road maintenance will occur more often and require greater attention, thereby opening new avenues for employment.

The project will also provide employment opportunities in a timely fashion. Upon design completion and receipt of funding, construction is ready to begin in September 2014. The Hopi Tribe supports TERO (Tribal Employment Rights Ordinance) which promotes tribal employment and training opportunities. The Tribe and all associated contractors will adhere to equal employment standards as enforced by the U.S. Equal Employment Opportunity Commission. Furthermore, the Hopi Tribe will comply with FHWA's 49 CFR, part 26 in furthering the opportunities for small and disadvantaged businesses.

**2015 TIGER VI Grant Application**  
**Low Mountain Road (LMR)**

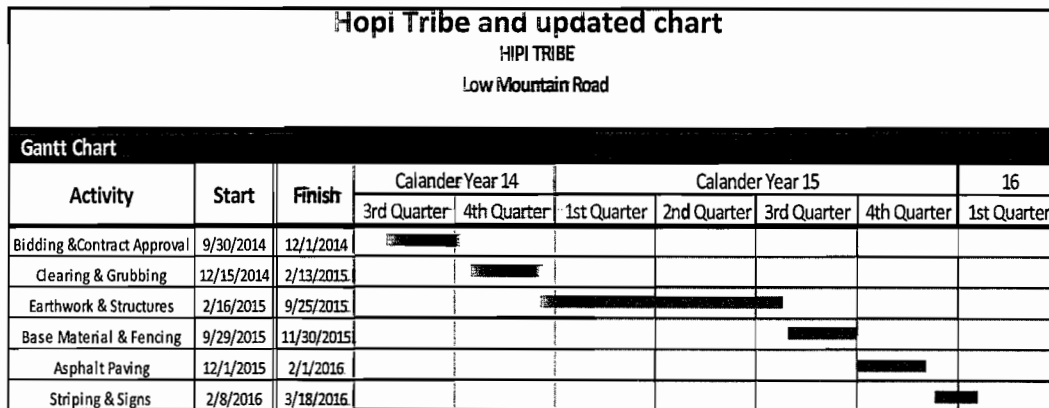


Figure 14: Project Gantt Chart

#### *Legislative Approvals*

Low Mountain Road, also known as Hopi BIA Route 60, falls completely under tribal jurisdiction. The required approval is that of a tribal resolution from the Hopi Tribal Council. Other resolutions and letters of support have also been submitted. All documents can be viewed through the project website [what website? Maybe list it here.](#)

#### *State and Local Planning*

Because this project is not fully funded, it is not yet included in the Tribal Transportation Improvement Plan (TIP). In 2003, the road was included in the Hopi Tribe Road Improvement Priority List but not included in the most recent TIP due to lack of funding. The Hopi Tribe's last TIP was accepted in 2005 and the majority of the projects listed have been completed. Upon notification of TIGER V Grant funding, a revised TIP will be developed to incorporate this project.

#### *Technical Feasibility*

The final improvement plans have been completed and accepted by the Hopi tribal Council, Navajo County, Apache County and Navajo Department of Transportation have reviewed the plans. The current goal is to advertise this project for constructions 60 days after funding is available.

#### *Financial Feasibility*

Project engineering has been completed. All rights of way have been secured by the Hopi and Navajo Tribes and Navajo County for this project. The project is waiting for funding to proceed.

## **Secondary Selection Criteria**

### **A. Innovation**

Safety management and future transit routes are the innovative objectives in the design for Low Mountain Road. Beleaguered by flooding, vehicle skidding, and mud jams, the plans for LMR features modern drainage improvements. The plans also feature grade separated livestock crossings and right-of-way fencing. In rural, ranching areas, cars and cattle sometimes share the road. With a complete reconstruction, placing appropriate crossings and fencing eliminate inevitable vehicle-cattle collisions.

Other innovative features are better armor for our drainage structures. They have been designed to prevent erosion from impeding the inlet structures. These will need to be maintained yearly to keep drainage routes as designed.

Foresight in the planning design incorporates a bus stop turn out near SR 264. As previously mentioned, the Navajo Transit System is extremely interested in the use of LMR if it is paved. And, the Hopi Transit System looks to integrate local routes into their existing transit system. With an addition of a bus stop to the future-paved Low Mountain Road, the transit network of multiple Indian nations is immediately expanded.

## **B. Partnership**

This project is in keeping with the aims of the Arizona Tribal Transportation Partnerships, specifically, the Hopi Partnership. This project is also in keeping with the transportation needs of the area. The Hopi Tribe, the local schools, the Indian Health Service, local chapters of the Navajo Nation, and Navajo County believe this project to be advantageous to the economic and physical well-being of the community. Expressions of support from the local and county agencies can be viewed through the project website list website.





### **Benefit-Cost Analysis (BCA) (NEEDS HELP)**

The options for LMR are to perform a complete reconstruction or to continue maintenance in its current condition. Whereas most projects compare the cost of replacement to rehabilitation, this plan transitions a detrimental dirt road to a safer paved highway. The initial costs are seemingly prohibitive and all of the benefits cannot be monetized, but the improvement to quality of life is inherently obvious, as discussed in the selection criteria.

Therefore, the BCA for this project has taken into account the life cycle costs of a fully reconstructed road and monetized several benefits where paving the road will best profit the Hopi and Navajo Tribes. The major benefits include travel time savings, travel time detour savings, vehicle operating costs, school bus savings, student education savings, and potential increases in tribal revenue. Because this is a smaller project, “greater latitude” was taken in estimating benefits.

Low Mountain Road is a considerably long project given its stretch of 13.7 miles. Because it serves as a major passageway, one of the stipulations of construction is that LMR will need to remain open. With the expectation that any construction time delays will be no more than current delays due to the poor condition of the road, no benefits or delay costs have been calculated for the construction phase of the project, that is, the first two years.

In accordance with the USDOT’s guide for the Value of Saving Travel Time, the two percent (2%) traffic growth was used for time saving calculations, so that the estimates are normalized by similar conditions. Personal travel time was determined by dividing the Median Household Income of the Hopi Reservation by 2000 hours. School bus travel time savings is calculated at the same rate as personal travel to account for the uncomfortable and lengthy ride of the students on a school bus.

This BCA has been calculated over a thirty-five (35) year span, and, in keeping with the Federal Register guidelines, a seven percent (7%) real discount rate has been applied to all costs and benefits. The aspects of the primary criteria that were reasonable to monetize have been calculated appropriately. The final Benefit- Cost Ratio is 1.94. Although the ratio is relatively small, the scope of the project should be considered. This is an extensive project in an extremely rural area. Project costs are high and benefits are difficult to quantify. However, the non-quantifiable benefits qualify this project for funding. Further discussion follows below and on the project website list website.

Table 6: Benefit-Cost Analysis

	Category	Present Value (Discounted 7%)
Costs	Life Cycle Costs	\$28,171,877.59
Benefits	Travel Time Savings	\$3,127,138.95
	Detour Savings (Travel Time and VOC)	\$5,751,636.29
	Education (School Bus)	\$2,284,504.06
	Increased Tribal Revenues (Convenience Store and Fuel)	\$43,560,049.15
Summary	Total Benefits	\$54,723,328.46
	Net Present Value	\$26,551,450.87
	Benefit—Cost Ratio	1.94

### *State of Good Repair*

The construction of LMR road will allow for a stable and predictable addition to the road network design for the region. The initial construction and maintenance costs seem prohibitive, but the long term outcomes will help raise the standard of living on two reservations. This project supplants the existing dirt road with a high standard asphalt road that will provide sturdy transportation passage for decades.

### *Economic Competitiveness*

Convenience store shopping and fuel sales are collectively called tribal revenues. Because they are tribally owned and all sales are tax exempt, the profits return solely to the tribe and tribal members. An in-depth economic assessment for such a remote rural area required more than the means for this application would allow. Therefore, potential spending on convenience store items and fuel over the course of the next thirty-five years has been used to estimate monetary returns. Three stores and fuel stations are located in the area—Keams Canyon, Kykotsmovi, and Pinon. The difference between the unimproved road AADT and the paved road traffic growth has been used to estimate increased numbers of consumers. These specific places are chosen as representatives of the overall increase in spending (due to increased tourism and commerce) should the road be paved. Further details and assumptions can be found in the Benefit-Cost Analysis through the project website.

**2015 TIGER VI Grant Application**  
**Low Mountain Road (LMR)**

Tourism is a huge industry in Arizona. In a 2008 report published for the Arizona

Office of Tourism, Navajo County, which is 55% Indian Reservation, had 5.2% of its earnings from travel totaling \$73 million dollars. The Navajo Nation has an established tourism trade (<http://discovernavajo.com>) with major sites located near Kayenta and Chinle, both towns that would be more accessible with the paving of LMR. The longest continually inhabited communities in North America reside on the Hopi Reservation, not far from LMR. Further studies reveal that tourists tend to travel in groups of over three people, private or rental vehicles dominate the travel mode, sight-seeing and shopping are the main activities, and rural tribes tend to attract repeat visitors. Commercial development is planned for the intersection of State Roads 87 and 264 that will attract tourists.

In conjunction with the University of Arizona, the Navajo Nation and Hopi Tribe have worked on a tourism enhancement project along SR 264. A paved LMR could pull increased tourist traffic into otherwise limited Hopi and Navajo areas.

***Livability***

By far, this criterion is the greatest justification for the reconstruction of Low Mountain Road. A drivable road will significantly improve the quality of life in the area by lowering expenses and raising accessibility. The items that have been monetized are the increased travel time, detour time savings, and educational travel savings. Travel time savings have been calculated for personal autos and trucks. By increasing the speed from 35 mph to 55 mph over a smooth surface, an average of over 21,000 hours can be saved each year. Average of 14min travel time at 55 or 13.7min at 35 mph. how did we come up with 21,000 hours? We should show this equation.

Because people drive slower than the posted speed limit of 35 mph on the existing road, more time will be saved, but using the posted speed limit prevents exaggeration of the numbers. Detour time savings are determined for the days of the year when LMR is impassable and drivers are forced to drive a alternate route. The alternate route suggested by the Hopi Planning Department is an additional seventy miles and tacks on additional driving time and increases vehicle operating costs. Additional easements would also have to be acquired.

Educational savings have been monetized by assessing the time lost by students because of poor travel conditions and the added fuel expended during school bus rescue operations and maintenance costs. Students also lose educational hours when the weather prevents unsafe passage. Getting a bus unstuck is usually a half day operation and entails the recruitment of two other buses which mean additional fuel and operating costs. For an already struggling education system, physical impediments

## **2015 TIGER VI Grant Application**

### **Low Mountain Road (LMR)**

translate into educational impediments. Funds spent on transportation expenses can be applied to educational materials.

Although attempted, benefits gained from an improved quality of life cannot be truly enumerated. No value has been set for constant frustration or the promise of a short cut. A fully reconstructed road benefits the educational system, the health care system, and the daily life of the people living on the Hopi and Navajo reservations. More opportunities will be given to the area as evidenced by the provision of the mobile library, expanded transit systems, and reliable home health care. Vehicle cost savings and time savings can be estimated but their true worth cannot be quantified when their result is the difference between life and death, between treatment and sickness, or between ignorance and knowledge.

#### ***Environmental Sustainability***

Northern Arizona does not have any non-attainment areas nor does it have any attainment with maintenance areas. Since this is a small project in a rural area, a quantified analysis of the reductions in vehicle emissions was not conducted. However, it stands to reason that increased fuel efficiency, less travel time, and no lengthy detours will inevitably reduce emissions. A smooth paved surface with proper drainage cannot help but further reduce pollutants released into the air and the ground.

#### ***Safety***

Vehicle crashes are rare along Low Mountain Road and other roads in the area. Most of the law enforcement activity is limited to routine traffic violations. Therefore, a

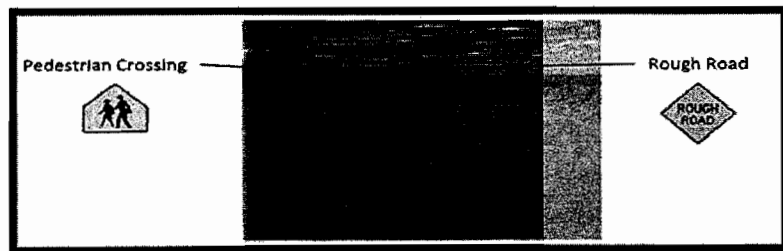


Figure 15: Signs on LMR near South Entrance

standard traffic safety analysis is not feasible. However, vehicles often get stuck when the road turns to mud, night driving is especially perilous, and pedestrians walk this road. The Hopi people feel that the road is not safe and eagerly look forward to a paved route.. Making the road passable for two-way traffic year round eliminates dangerous travel, especially for the passage of school-aged children.

## **Other Requirements**

### **Federal Wage Rate Requirement**

The signature at the end of this page certifies compliance.

### **NEPA**

Though the NEPA process has not been completed, it is expected that the required NEPA documentation will result in a Finding of No Significant Impact (FONSI). As such, it is anticipated that the project will not result in any significant negative impacts to the natural, social, or economic environment. Environmental studies, consisting of hazardous waste, cultural and biological studies have been initiated. The anticipated completion of the NEPA process is October 29, 2010. Environmental documents can be viewed through the project website. What is the website?

### **Protection of Confidential Information**

The Information supplied in this application does not reveal confidential information and has been made available to the public on the project website. Web site?

### **Federal Wage Rate Certification**

I hereby certify that the Hopi Tribe complies with the Federal Wage Rate requirements per Subchapter IV of Chapter 31 of Title 40, United States Code, as required by the Recovery Act.

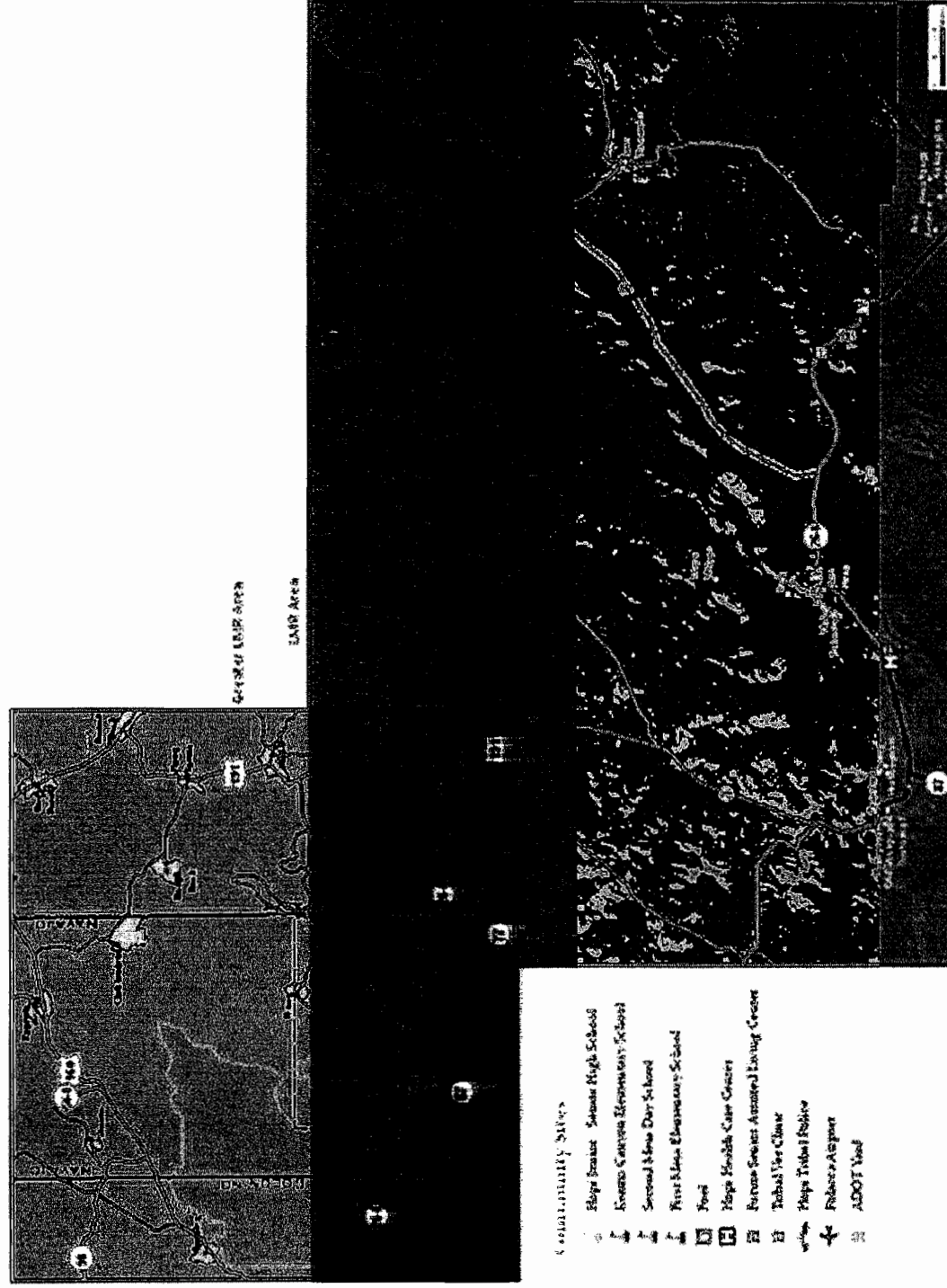
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Leroy Shingoitewa, Tribal Chair

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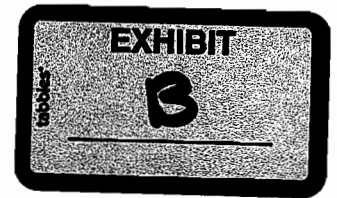
Date

## Project Study Area





RESOLUTION  
OF THE  
HARDROCK CHAPTER  
RESO.NO. HR-10/01-003



THE HARDROCK CHAPTER SUPPORTS THE PAVING OF THE ROAD 60 FROM LOW MOUNTAIN TO POLACCA FOR THE BEST INTEREST OF THE STUDENTS OF THE PINON UNIFIED SCHOOL DISTRICT NO.4 AND FOR THE GENERAL PUBLIC IN THE SURROUNDING AREAS IN DISTRICT 4.

**WHEREAS:**

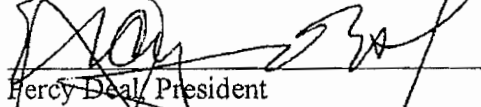
1. The Navajo Nation Council by resolution CAP-34-98- approved the Navajo Nation Local Governance Act and codified it under Title 26 of the Navajo Nation Code; and
2. Pursuant to T26 NCC, Section B-1&2 the purpose of the Local Governance Act is to recognize governance at the local level and to delegate to chapters governmental authority with respect to local matters consistent with Navajo Laws including custom and tradition and to make decision over local matter; and
3. To support the paving of Road 60 in order for the Pinon Unified School District No.4 to safely transport students to various border towns or metropolitan areas for field trips or sport activities using Road 60 on a regular and recurring basis; and
4. During the inclement weather, the roads get very muddy and becomes impassable, which results transporting students on pave road via Chinle and Ganado to get their destinations; and
5. To support Northland Pioneer College (NPC) to teach courses at the Pinon Unified School District No. 4 for the community people of District 4 and the surrounding areas. The Northland Pioneer College instructors travel the Road 60 to and from Pinon to teach classes;
6. The Pinon Unified School District No. 4 administrators, certified and classified staff, and consultants with the school travel on Road 60 to conduct personal business at the nearby border towns or to obtain medical assistance; and
7. To support the paving of the Road 60 in order for the general community people to safely travel to the nearby Indian Health Service Medical Center at Polacca.

**NOW THEREFORE BE IT RESOLVED THAT:**

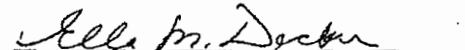
1. The Hardrock Chapter supports the paving of the Road 60 from Low Mountain to Polacca for the best interest of the students of the Pinon Unified School District No. 4 and for the health and safety of our students and the general District 4 community.

**CERTIFICATION**

We hereby certify that the foregoing resolution was duly considered by the Hardrock Chapter at a duly called meeting at the Hardrock, Navajo Nation (Arizona), at which a quorum was present and that same was passed by a vote of 25 in favor, 0 opposed and 00 abstained on this 26 day of October, 2000.

  
Percy Deal, President

Vacant, Vice President

  
Ella M. Decker, Secretary

Lorenzo Bedonie, Council Delegate

RESOLUTION OF THE  
LOW MOUNTAIN CHAPTER

EXPRESSING SUPPORT FOR INITIATIVES TO CONSTRUCT LOW  
MOUNTAIN ROAD HOPI/BIA ROUTE 60 FROM LOW MOUNTAIN TO  
POLACCA, ARIZONA.

WHEREAS:

01. The Low Mountain Chapter is a duly certified chapter of the Navajo Nation and as such may preserve or promote community interests; and,

02. Hopi/BIA Route 60 is a thirteen (13) mile stretch of unimproved road utilized basically by the Navajo and Hopi Tribes as a year round access to school; government centers; medical centers; commercial centers and the every day necessities; and,

03. The Hopi Tribe is currently seeking funds from Congress to perform pre-construction activities for Hopi/BIA Route 60; and,

04. Hopi/BIA Route 60 is basically a Hopi route on Hopi land but is essential to the interests of both tribes.

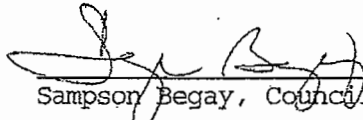
NOW THEREFORE BE IT RESOLVED THAT:


01. The Low Mountain Chapter hereby expresses support for initiatives to construct Low Mountain Road-Hopi/BIA Route 60 from Low Mountain to Polacca, Arizona.

02. Further, the Low Mountain Chapter respectfully request the support of the Navajo Nation Government and the Navajo Nation President for the completion of the much needed road project.

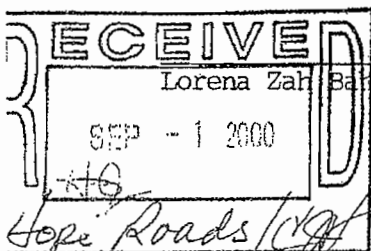
C E R T I F I C A T I O N

We hereby certify that the foregoing resolution was considered at a duly called Low Mountain Chapter Meeting in Low Mountain (Arizona) Navajo Nation at which a quorum was present and that same was passed by a vote of 31 in favor, and 00 opposed, this 20th day of August 2000.

  
Sampson Begay, Council Delegate

  
Ben Yazzie, Vice President

  
Susie Uentillie, Sec./Treas.



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**CHINLE, ARIZONA**

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**SUPPORTING THE INITIATIVE BY ALL CONCERNS TO CONVERT 13.7 MILES OF DIRT ROAD OF THE LOW MOUNTAIN BIA-HOPI ROUTE 65 INTO A SAFE ALL WEATHER ROAD.****WHEREAS:**

- 1.) The Chinle Agency Roads Committee was established to review and consider all resolutions and other requests from various chapters, counties, states and other neighboring Tribal Organizations regarding the need for road improvements and developments for its constituents; **AND,**
- 2.) The Chinle Agency Roads Committee recognizes the need to improve the 13.7 miles of the Low Mountain - Polacca dirt road due to increase in daily traffic count (DTC) by 60% as a result of the new Hopi High School, Northern Pioneer College Branch, the Hospital and other developments; **AND,**
- 3.) The Chinle Agency Roads Committee, has been informed at least 20% of the students enrolled at the Hopi Public School District, annually are Navajo students commuting daily to and from school are residents of the District 4 Chapters; **AND,**
- 4.) The Chinle Agency Roads Committee, believes the Low Mountain BIA-Hopi Route 65 as a safe all weather road to its entirety will be very beneficial and significant to both the Hopi and the Navajo Nation for inter-reservation transportation.

**NOW THEREFORE BE IT RESOLVED THAT:**

The Chinle Agency Roads Committee hereby respectfully supports the idea of converting the Low Mountain-Polacca BIA, Hopi Route 65 into an all weather road so that all commuters will be able to meet their needs in a safe manner.

CERTIFICATION

WE HEREBY CERTIFY THAT THE FOREGOING RESOLUTION WAS  
CONSIDERED BY THE MEMBERS OF THE CHINLE AGENCY ROADS  
COMMITTEE AT A DULLY CALLED MEETING AT THE ROUND ROCK,  
0 OPPOSED, AND 0 ABSTAINED, THIS 10 DAY OF  
OCTOBER, 2000.

MOTIONED BY: Jettie Noun

SECONDED BY: fruen Yazzie

Roselyn Yazzie  
Roselyn Yazzie, President

Lorenzo Yazzie  
Lorenzo Yazzie, Vice President

Anslem Thompson  
Anslem Thompson, Secretary



# THE NAVAJO NATION

RUSSELL BEGAYE PRESIDENT  
JONATHAN NEZ VICE PRESIDENT

May 19, 2015

Herman G. Honanie, Chairman  
Hopi Tribe  
Post Office Box 123  
Kykotsmovi, AZ 86039

Honorable Chairman Honanie:

The Navajo Nation supports your grant application for the paving of a 13.7 mile road known as Hopi 60, also known as Low Mountain Road. This TIGER grant in the amount of \$29.4 million will improve the Hopi 60 that many Navajo people travel along. This road is a major collector that serves the local chapters of the Navajo Nation. It is also an arterial roadway that serves as a major north-south corridor for this area.

In the past, emergency services and school districts have expressed great concern for the road condition and great interest in improving this road. As we all know, this dirt road easily becomes impassable in inclement weather. The proposed improvement to the road would result in a paved all-weather road. Furthermore, this road improvement will offer a tremendous improvement to the quality of life for the region allowing reliable transportation access to students, seniors, and the entire regional community.

The Hardrock, Low Mountain, Blue Gap, Forest Lake and Whippoorwill and many other Chapters have all shown great interest in supporting this project through Chapter resolutions. The Navajo Nation supports the Hopi Tribe's application for a TIGER Grant, to pave Hopi 60.

Respectfully,

THE NAVAJO NATION

A handwritten signature in black ink, appearing to read "Russell Begaye".

Russell Begaye, President

THE NAVAJO NATION

A handwritten signature in black ink, appearing to read "Jonathan Nez".

Jonathan Nez, Vice President

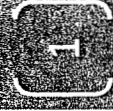
xc: Alton Joe Shepherd, Chairperson, Resources & Development Committee  
Robert K. Black, Jr., Supervisor, Navajo County District I  
Jesse Thompson, Supervisor, Navajo County District II

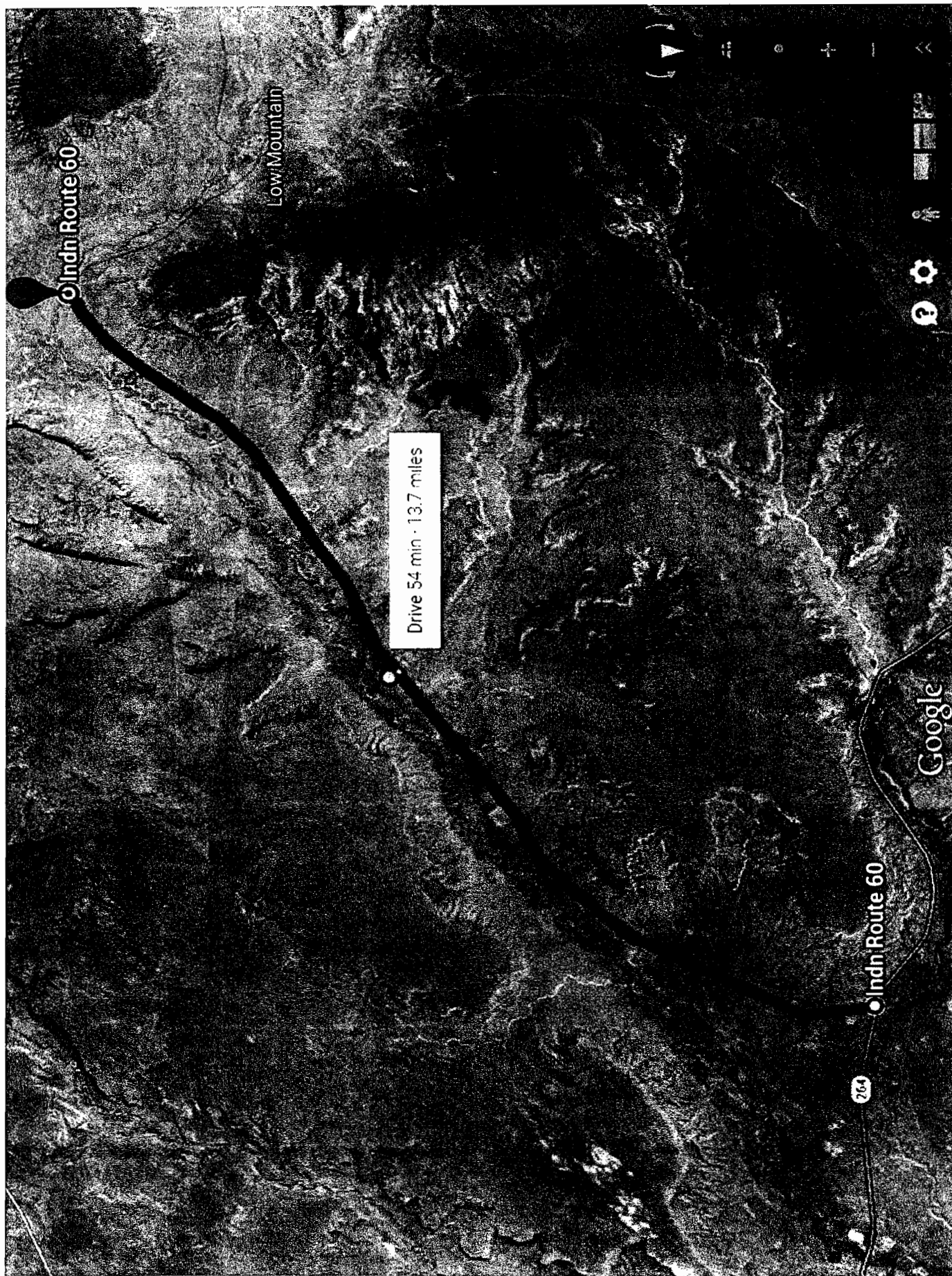
Presentation to Navajo Nation  
Resources Development Committee

**Low Mountain Road (LMR), BIA Route 60, Hopi 60**



Navajo County Department of Public Work





Indh Route 60

Low Mountain

Drive 54 min · 13.7 miles

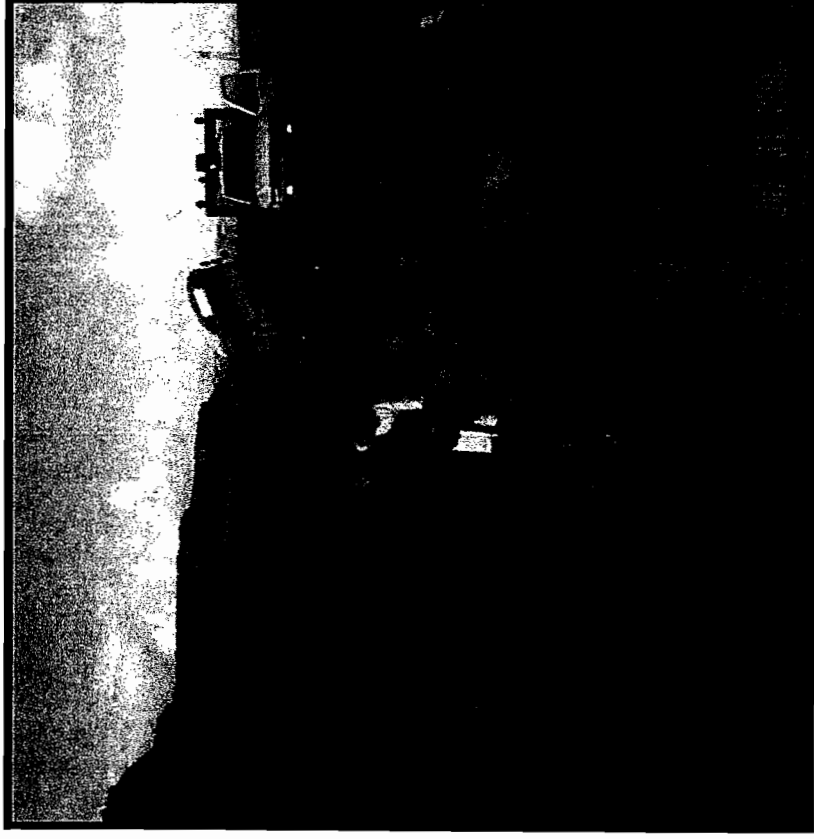
Indh Route 60

264

Google



# The Need for Road Improvements



- 13.7 miles of existing dirt road
- Arterial Road for the region
- Not maintained regularly
- Dangerous Low Water Crossings
- Multiple School Districts utilize this road.
- EMS first responders time savings
- Not reliable passage
- Impassable during inclement weather

# Support Letters from Villages, Chapters and others Agencies

- Hardrock Chapter
- Low Mountain Chapter
- Pinon Chapter
- Navajo Transit
- Whippoorwill Spring Chapter
- Blue Gap/ Tachee Chapter
- Chinle Chapter
- Navajo County
- Arizona Department of Transportation
- Hopi Tribal Council
- Hopi Tribal Transportation Task Team
- Hopi Jr/High School
- Inter Tribal Council of Arizona
- Hopi Health Care Center
- Keams Canyon Elementary Schools
- Hopi Emergency Medical Services

# Road Safety

## Paved Road Way

### PROS

- Higher Speed Limit
- Improved Low Water Crossings
- Improved Road Drainage
- Passable in all weather conditions
- Improved road signs
- Livestock crossings

## Dirt Road Way

### Cons

- Slower speeds
- Undefined drive lanes
- Unidentified passing lanes
- Rough road Surface
- At grade water crossings
- Unsafe
- Impassable

# Economic Benefits

- Alternative routes can take up to 50 to 90 minutes one way
- Fuel savings from having to detour 60 – 80 miles depending on your location and destination
- Reduced Carbon Emissions
- Boosts economy by bringing in more tourists, and additional traffic will often increase economic development
- Potential adding new Transit stops

# Hopi Junior/Senior High School

P.O. Box 337

Keams Canyon, AZ 86034

Telephone: (520) 738-5111

Fax: (520) 738-5333

01 MAY 18 AM 6:24

Dr. Paul E. Reynolds, Superintendent

Dr. David Herbert, Senior High Principal  
Mr. Glenn Gilman, Junior High Principal

May 11, 2001

Senator John Kyle  
Hart Senate Office Building, 723  
Washington, D.C. 20510

Honorable John Kyle,

The purpose of this letter is to request your support concerning the submission for Discretionary Funding Application for the Low Mountain Road Bureau (Hopi) of Indian Affairs Route 60 located on the Hopi Indian Reservation in Arizona. The application is due for review on June 1, 2001.

A support letter from you would be very helpful to our efforts to seek funding to upgrade the unpaved road. Both the Hopi and Navajo Tribes are working in partnership with Pinon, Low Mountain, Hopi Junior Senior High School, Northland Pioneer College, and the local communities.

Our priority is for our students who attend the Hopi High School who travel this road to attend school daily. The students feel their educational needs, safety, and health are at risk due to the severe weather changes and poor road conditions.

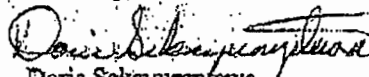
The Hopi Junior Senior High School has an enrollment of 702 students with 20% being Navajo students and Northland Pioneer College having 60% Navajo students utilizing the Low Mountain road.

Our students share the major connecting road with Navajo Nation communities, not to mention, the road use by local communities from Hopi, local ranchers, emergency medical vehicles, other visiting schools and tourists, federal/tribal/state employees and business delivery vehicles.

In closing, let me thank you for your support letter for the Hopi and Navajo tribes effort which will become a significant historic effort. We are in support for children's educational needs, safety, and health. The Low Mountain Road (Hopi) - Bureau of Indian Affairs - Route 60 must be paved!

Thank you for taking the time to read my concerns to you.

Sincerely,



Doris Sekayumptewa  
Hopi Junior Senior High School  
Governing Board

# RESOLUTION

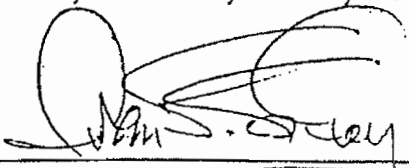
## HOPI JR/SR HIGH SCHOOL GOVERNING BOARD

- WHEREAS, the Hopi Jr/Sr High School Governing Board is the governing body of the Hopi Jr/Sr High School as provided by P.L. 100-297, and,
- WHEREAS, the Hopi Jr/Sr High School was constructed in 1983 and began operations as a 7-12 school in 1986; and,
- WHEREAS, the Governing Board is responsible for providing educational services and transportation for students attending the Hopi Jr/Sr High School within the Hopi Indian attendance district; and,
- WHEREAS, the Hopi Jr/Sr High School Pupil Transportation strives to provide safe and efficient transportation services; and,
- WHEREAS, a signed petition from residents, students and staff of the Hopi Jr/Sr High School support the road construction, and,
- THEREFORE, BE IT FINALLY RESOLVED, that the Hopi Jr/Sr High School governing Board supports the planning and construction of the Low Mountain Road as this road is used to transport students from Low Mountain, Smoke Signal, Blue Gap, Pinon and Whippoorwill areas to/from the HJSBS for regular school sessions and extracurricular activities,
- FURTHER BE IT FINALLY RESOLVED, that the Hopi Jr/Sr High School Governing Board supports and assists in the planning of the road project.

## CERTIFICATION

Approved this 14th day of February 2001 by the Hopi Jr/Sr High School Transportation Department.

ATTEST:

  
\_\_\_\_\_  
Dr. Ivan L. Sidney, Sr. President,  
Hopi Jr/Sr High School Governing Board



Herman G. Honanie  
Chairman

Alfred Lomahquahu Jr.  
Vice Chairman

May 4, 2015

Honorable Kee Alan Begay, Jrl, Council Delegate  
23<sup>rd</sup> Navajo Nation Council  
Office of Legislative Services  
P.O. Box 3390  
Window Rock, Arizona 86515

Dear Honorable Begay,

The purpose of this letter is to extend our support on behalf of the Hopi Tribe for the proposed TIGER Grant to be submitted for Hopi 60.

Obtaining the grant will certainly improve the needed road access for all Hopi village and Navajo Nation residents alike. We appreciate the opportunity to support this important initiative and look forward to a favorable outcome that will meet the needs of our respective communities.

Feel free to contact us should you require additional information regarding this letter.

*"Kwakwha"*

A handwritten signature in dark ink, appearing to read "Alfred Lomahquahu, Jr.", written over a horizontal line.

Signed: Alfred Lomahquahu, Jr.,  
Vice-Chairman of Hopi Tribe

A handwritten signature in dark ink, appearing to read "Davis Pecusa", written over a horizontal line.

Signed: Davis Pecusa,  
Transportation Task Team Chairman

Copy: Jessie Thompson, Navajo County Supervisor