

LEGISLATIVE SUMMARY SHEET
Tracking No. 0157-15

DATE: May 5, 2015

TITLE OF RESOLUTION: AN ACT RELATING TO BUDGET AND FINANCE, NAABIK'ÍYÁTI' AND THE NAVAJO NATION COUNCIL; REFERRING A REFERENDUM MEASURE ON EXPENDITURE OF FUND PRINCIPAL PURSUANT TO 12 N.N.C. §904, PERMANENT TRUST FUND TO SUPPORT THE TRANSPORTATION STIMULUS PLAN

PURPOSE: This resolution, if approved, will refer a referendum measure to the Navajo People to approve an expenditure of fund principal from the Permanent Trust Fund to support the Transportation Stimulus Plan of the Navajo Division of Transportation.

This written summary does not address recommended amendments as may be provided by the standing committee. The Office of Legislative Counsel requests each committee member to review the proposed resolution in detail.

5-DAY BILL HOLD PERIOD: Latanas B. B. B.
Website Posting Time/Date: 8:09 pm 5/5/15
Posting End Date: 5/10/15
Eligible for Action: 5/14/15

PROPOSED NAVAJO NATION COUNCIL RESOLUTION

23rd NAVAJO NATION COUNCIL – First Year, 2015

INTRODUCED BY

Dwight W. Winterspoon

(Prime Sponsor)

Alfred Raymond Smith Jr.

TRACKING NO. 0157-15

AN ACT

RELATING TO BUDGET AND FINANCE, NAABIK'ÍYÁTI' AND THE NAVAJO
NATION COUNCIL; REFERRING A REFERENDUM MEASURE ON
EXPENDITURE OF FUND PRINCIPAL PURSUANT TO 12 N.N.C. §904,
PERMANENT TRUST FUND TO SUPPORT THE TRANSPORTATION
STIMULUS PLAN

BE IT ENACTED:

Section One. Findings

- A. The Navajo Nation Permanent Trust Fund was established by the CJY-53-85.
- B. Each year, the Navajo Nation Council is mandated to "budget a sum equal to at least twelve percent (12%) of any and all projected revenues of the Navajo Nation...." 12 N.N.C. § 901.
- C. The *fund principal* of the Navajo Nation Permanent Trust Fund is defined as follows:
 - "Fund principal" shall consist of all Navajo Nation Council contributions made pursuant to the twelve percent (12%) yearly commitment of all revenues of the Navajo Nation, including, but not limited to, revenues received from taxes, oil and gas mining/minerals, timber, land rentals, interest/dividends, gain on sale of securities and other revenue producing

1 activities, plus any additional contributions from any source. 12 N.N.C.
2 §903(A).

3 D. The *fund principal* and the *fund income* of the Navajo Nation Permanent Trust
4 Fund are defined as follows:

5 "Fund income" shall consist of all earnings generated by the principal of the
6 Fund. 12 N.N.C. §903(B).

7 E. Navajo Nation law applicable to the Permanent Trust Fund provides -

8 "Fund principal shall not be expended except pursuant to a referendum
9 adopted by a two-thirds (2/3) majority of those voting in an election open to
10 all registered Navajo voters or as set forth in § 909 of this Chapter. The
11 Navajo Nation Council may place such a referendum on the ballot of any
12 general or special election by a two-thirds (2/3) vote of the Council." 12
13 N.N.C. §904(C).

14 F. Pursuant to 2 N.N.C. § 301(B)(2), the Budget and Finance Committee of the
15 Navajo Nation Council, among other duties and responsibilities, "review[s] and
16 rcommend[s] to the Navajo Nation Council the budgeting, appropriation, investment
17 and management of funds."

18 G. Pursuant to 2 N.N.C. § 164(A)(9), the Naabik'iyáti' Committee of the Navajo
19 Nation Council reviews all proposed resolutions prepared for Navajo Nation Council
20 consideration.

21 H. Pursuant to 11 N.N.C. §403(A), referendum measures are referred to Navajo
22 Nation voters through the Navajo Nation Council.

23
24 **Section Two. Referring a Referendum Measure and Ballot Language on Use of**
25 **Fund Principal of the Permanent Trust Fund**

26 The Navajo Nation Council hereby refers a referendum measure and ballot
27 language on the use of the fund principal of the Permanent Trust Fund as follows:

28
29 **Official Title:** "Use of Fund Principal of the Navajo Nation Permanent Trust
30 Fund to Support the Transportation Stimulus Plan."

1 **Descriptive Summary:** The use of the fund principal of the Navajo Nation
2 Permanent Trust Fund requires a referendum vote of registered voters of the
3 Navajo Nation. The referendum ballot question from the Navajo Nation
4 Council is to give Navajo voters the opportunity to decide by majority vote on
5 whether the fund principal of the Navajo Nation Permanent Trust Fund in the
6 amount of \$566,500,000 should be used to support the Transportation
7 Stimulus Plan of the Navajo Division of Transportation.

8 **Brief Statement of Legal Effect:**

9 A "YES" vote is in favor of using \$566,500,000 of the fund principal of the
10 Navajo Nation Permanent Trust Fund to support the Transportation Stimulus
11 Plan of the Navajo Division of Transportation.

12 A "NO" vote is against using the fund principal of the Navajo Nation
13 Permanent Trust Fund for purposes stated in the attached Transportation
14 Stimulus Plan. A "NO" vote will not expend any fund principal of the
15 Permanent Trust Fund.

16 **Referendum Ballot Question:**

17 "Should the fund principal of the Navajo Nation Permanent Trust Fund in
18 the amount of \$566,500,000 be used to support the Transportation Stimulus
19 Plan?"

20 _____ "YES"

21 _____ "NO"

22 _____

23
24 **Section Three. Complete Text of Proposed Legislation Referred by**
25 **Referendum Measure to use Fund Principal of Permanent Trust Fund**

26 The Navajo Nation Council hereby refers the complete text of the referendum
27 measure to use the Fund Principal of the Navajo Nation Permanent Trust Fund in the
28 amount of \$566,500,000 as follows.

1 The amount of \$566,500,000 from the fund principal of the Permanent Trust
2 Fund, if the use of such fund is approved by voters of the Navajo Nation will be used
3 to fund the Transportation Stimulus Plan, including:

4	1. Navajo Nation Tribal Transportation Improvement Program	\$331,000,000
5	2. Maintenance and Safety Road Activities	\$100,000,000
6	3. Navajo Nation Airports	\$ 65,500,000
7	4. Road Maintenance Yards	\$ 50,000,000
8	5. Equipment	\$ 20,000,000
9		Total: \$566,500,000

10
11 The Navajo Nation budget allocation process and procedures shall be used the
12 expenditure of the fund principal of the Permanent Trust Fund should the
13 referendum measure be approved by the Navajo voters.

14
15 **Section Four. Effective Date**

16 The referendum measure as referred herein shall be effective if approved by
17 referendum vote and upon certification of such election results.

18
19 **Section Five. Saving Clause**

20 Should any provision of this legislation, or any provision of the measure approved
21 by referendum vote, be determined invalid by the Navajo Nation Supreme Court, or the
22 District Courts of the Navajo Nation, without appeal to the Navajo Nation Supreme
23 Court, those portions of the legislation or measure not determined invalid shall remain
24 valid and deemed the law of the Navajo Nation.



TRANSPORTATION STIMULUS PLAN

May 2015



Prepared by:

Office of the Speaker
and
Division of Transportation



NAVAJO DIVISION OF TRANSPORTATION

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**Office of the Speaker – 23rd Navajo Nation Council
and
Navajo Division of Transportation
Transportation Stimulus Plan**

EXECUTIVE SUMMARY

The Navajo Division of Transportation administers the Navajo Nation Transportation programs within the Navajo Nation to ensure an effective and efficient transportation operation, to promote the improvement of the transportation system, and to provide the necessary resources to accomplish its objectives. The major responsibility of the Navajo DOT is to plan, develop, operate and sustain a variety of transportation services and programs that address the needs of Navajo chapters/communities.

***Vision Statement** – “To preserve and enhance transportation throughout the Diné Bii’Keyah.”*

***Mission Statement** – “Serve the Navajo Nation by providing safe transportation infrastructure through innovation and partnership.”*

Pursuant to Navajo Nation Council resolution CAP-13-13, the Navajo Division of Transportation’s Plan of Operation was amended to establish five (5) Departments. Under those Departments are programs and administrative components to accomplish the Navajo DOT’s overall responsibilities, activities, and purpose. The five Departments are:

1. **Department of Airport Management** – provide support to the Navajo Nation Airports in Tuba City, AZ; Chinle, AZ; Window Rock, AZ; Shiprock, NM; and Crownpoint, NM; as well as future primary/secondary airports and heliports within the Navajo Nation.
2. **Department of Highway Safety** – purpose is to reduce traffic related fatalities, injuries, and property damage on roadways within the territorial jurisdiction of the Navajo Nation.
3. **Department of Project Management** – purpose is to provide support to the Navajo DOT in the areas of transportation pre-design, design, survey, cultural resource management, environmental and construction of public roads that are within and provide access to the Navajo Nation.
4. **Department of Roads Management** – its purpose is to improve, repair, and maintain the Navajo Nation transportation network of roadways and to provide necessary services for the safe usage and protection of the roadway investments as designated by the Navajo Nation approved road inventory.

5. **Department of Transportation Planning** – its purpose is to provide technical services to the Navajo DOT in the areas of Planning, GIS/Accident, and Indian Reservation Roads Inventory.

To carry out its responsibility of planning, developing, operating, and sustaining a variety of transportation services and programs that address the needs of Navajo chapters/communities, the Navajo DOT has identified that it will need approximately \$8.0 Billion to improve all roads, including airport runways, helipads and bridges throughout the Navajo Nation that has been identified on the Roads Inventory listing.

- **Cost to improve 5,955 miles** to meet design standards will cost about **\$6.5 Billion**
- **Cost to repair 1,341 miles** of paved roads will cost about **\$1.4 Billion**
- **Cost for the full general aviation build out of the primary airports and helipads** is about **\$65.5 Million**
- Navajo Nation will need approximately **\$7.9 Billion to meet current design standards for roads, bridges, airport runways, helipads**
- **Cost is Seven Times the current 20-Year Funding Level** of \$1 Billion or \$50 Million per year

Source: 2009 Long Range Transportation Plan Study

Considering the cost of \$8.0 Billion to meet current design standards for roads, bridges, airport runways, helipads, the Navajo DOT has identified that it will need approximately **\$526.5 million** to improve, maintain and preserve its roads system and to better meet its responsibilities and to ensure that community transportation needs/issues are met. Moreover, through collaborative and coordinated efforts, the Navajo Nation's road system, operations, and resources could be improved and promoted.

Funding Request Amount	Actual Need	Transportation Activity
\$331 million	\$6.5 billion	Navajo Nation Tribal Transportation Improvement Program (TTIP) <ul style="list-style-type: none"> - Construction (includes pavement preservation) - Projects that have been on the 35 years list
\$100 million	\$1.4 billion	Maintenance/Safety Road Activities <ul style="list-style-type: none"> - \$300,000 per mile inclusive of construction, engineering, compliance (clearances) for a total of approximately 330 miles - 66 miles per agency (Central, Eastern, Ft. Defiance, Northern, Western)
\$65.5 million	\$50 million	Navajo Nation Airports <ul style="list-style-type: none"> - Improvements and maintenance of airport runways and construction of helipads
\$10 million	\$50 million	Road Maintenance Yards <ul style="list-style-type: none"> - Cost includes construction, engineering, planning - 4 yards identified: Shiprock, Whitehorse Lake, Kayenta, LeChee
\$20 million	\$50 million	Equipment <ul style="list-style-type: none"> - Cost for one grader is about \$600,000 - Purchase at least 2 graders per administrative service center
TOTAL: \$526.5 million	\$8.0 billion	

NDOT Funding

In FY 2014 the Navajo DOT funding totaled \$62.9 million. NDOT utilized federal funds as well as several tribal revenue sources for both operating and capital expenditures.

The Federal Highways Administration (FHWA) provided \$54.6 million to Navajo Nation in FY 2014. Allocated through the BIA Navajo Region was \$38.1 million for the TTIP and whereas \$16.5 million went directly to Navajo DOT. Funds directed to Navajo DOT from FHWA were used for NDOT Administration (\$5,875,850), Planning Department (\$1,241,139), Roads Department (\$4,252,235), Highway Safety (\$410,911), and Special Projects (\$4,735,268).

Outside of federal funds the Navajo Nation has several revenue streams that provide funding to NDOT in FY 2014 including their General Funds, Fuel Excise Tax, and Indian Health Services.

- Navajo Nation General Funds contribution to NDOT in FY 2014 totaled \$1,113,861; of which, funds were used for NDOT Administration (\$750,031), Highway Safety (\$213,830), and Airport Management Department (\$150,000).
- The Fuel Excise Tax (FET) provided \$7,150,400 in funds to NDOT in FY 2014; of which, funds were used for Roads Department (\$2,187,900), Project Management Department (\$643,500), NDOT Administration (\$386,100), and NDOT Equipment (\$3,932,900).
- Indian Health Services contributed \$32,000 that went directly to Highway Safety.

Job Creation

The Transportation Stimulus Plan will be able to create the following jobs so that the identified projects are completed.

Transportation Activity	# of Jobs Created
Navajo Nation Tribal Transportation Improvement Program (TTIP)	925 - TOTAL 9 Construction Ready Projects: 2 Civil Engineer 18 Engineering Technicians 9 Project Managers 450 Laborers 25 Other unclassified 8 PS & E Projects: (for construction phase) 2 Civil Engineers 16 Engineering Technicians 8 Project Managers 375 Laborers 20 Other unclassified
Maintenance/Safety Road Activities	125 – TOTAL (5 Agencies) Per Agency (25) 9 Heavy Equipment Operators 6 Laborers 1 Civil Engineer 2 Engineering Technicians 7 Other unclassified
Navajo Nation Airports	335 - TOTAL 6 Airports 2 Civil Engineers 6 Project Managers 12 Engineering Technicians 300 laborers 15 Other unclassified
Road Maintenance Yards	225 – TOTAL 4 Maintenance Yards 2 Civil Engineers 4 Project Managers 8 Engineering Technicians 200 laborers 11 Other unclassified
TOTAL JOBS CREATED: 1,610	

Navajo Nation Taxes Generated

The following Navajo Nation Sales Tax will be potentially generated from the identified Transportation Stimulus projects.

Transportation Activity	Funding Request	NN Sales Tax (5%)
Navajo Nation Tribal Transportation Improvement Program (TTIP)	\$331 million	\$16,550,000
Maintenance/Safety Road Activities	\$100 million	\$5,000,000
Navajo Nation Airports	\$65.5 million	\$3,275,000
Road Maintenance Yards	\$10 million	\$500,000
Equipment **	\$20 million	\$1,000,000
TOTAL	\$526.5 million	\$26,325,000

** Note: For Equipment, the fees under the Navajo Nation's Uniform Commercial Code may apply, N.N.C. 5A.

Road Issues/Conditions

Through the Transportation Stimulus Plan, the Navajo DOT has identified the following road issues/conditions that exist and need to be addressed and considered so that progress of roads improvement and maintenance could be made:

Paved Road Maintenance

Pavement conditions on Navajo Nation roads are rapidly deteriorating due to decreased and very limited funding. Majority of paved roads on Navajo were built more than 20 years ago and have since not been properly maintained or have not been re-constructed. Some pavement conditions are beyond repairable or its rehabilitation stage and would require new construction. However, the construction comes with a huge price tag.

Decreased Purchasing Power

Prices for oil, gas, steel, concrete, petroleum, asphalt, and construction machinery increased dramatically since 2004. As a result it is estimated between 1993, the year in which federal fuel taxes were last adjusted, and 2015, construction costs will have increased by at least 70 percent. To restore the purchasing power, federal highway funding will have to be increased from \$43 billion in 2009 to \$73 billion by 2015. For Navajo, the cost of hauling water, gravel and other construction material is approximately another 30%. Most materials such as gravel are being imported to construct roadways on the Navajo Nation.

Geometric Roadway Design Deficiencies:

To meet the Navajo Nation objectives for safe travels of the public, design and construction of roads, bridges, and other transportation facilities must be done to meet current acceptable engineering standards for an anticipated 20-year traffic volume. Based on the highway geometric design guidelines and 20-year projected traffic volume of the total roadway system, 97% of the total 5,955 miles have geometric design deficiencies including upgrades in road geometry, surfacing, and/or highway capacity.

Network Connectivity Needs:

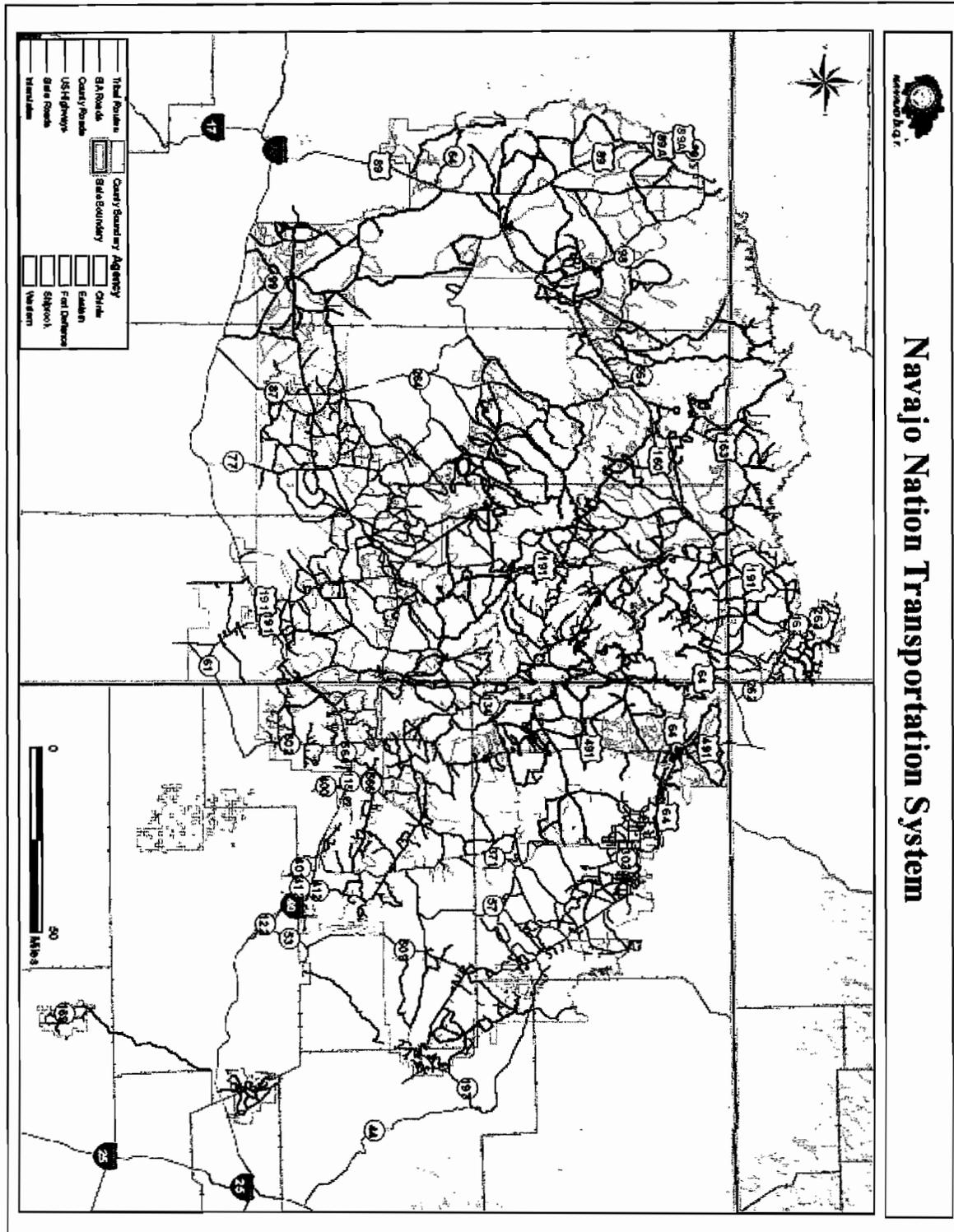
The State highways and major BIA/Tribal roads together work to provide network connectivity to population centers, schools, housing areas, employment and other public facilities. However, the connectivity of the major roads system is hardly efficient due to the fact that much of these roads are unpaved. There are paved segments but are not continuous throughout the network thus demonstrates poor continuity or inefficiency of the network when the arterials and major collectors are not paved.

Safety Issues:

The 2007 Motor Vehicle Crash Facts prepared by ADOT reports that Native Americans made up 15.34% of total crash fatalities (the third largest group after White and Hispanic), while their population was only 5.25% of Arizona. This indicates the seriousness of traffic crashes and safety issues on the Indian Country.

- Dangerous Road Sections
- Dangerous Road Intersections
- Animals in the Rights of Way
- Growth Centers Street Improvement Needs

NAVAJO NATION TRANSPORTATION SYSTEM

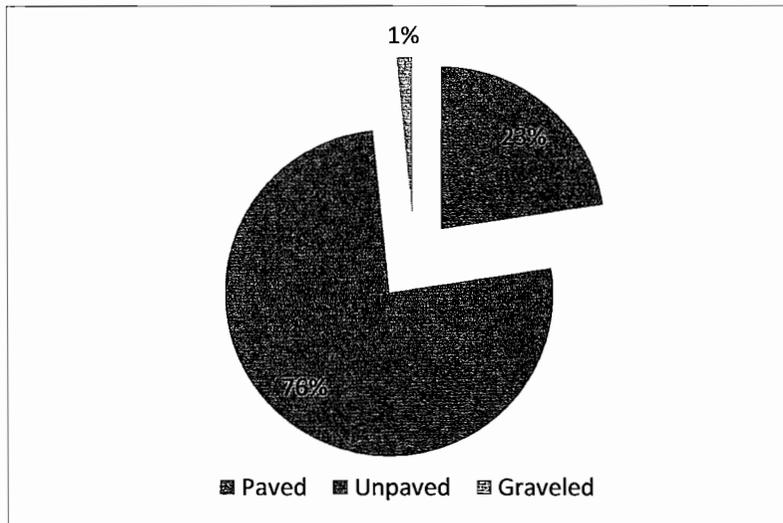


Roads

The Navajo roadway network consists of 14,221 miles of roads according to the 2014 Indian Reservation Roads Inventory; of these, 5994.5 miles are BIA roads, 4891.9 miles are tribally owned and maintained, 1644.8 miles are state highways, and 1689.8 miles are county routes. Only 23.4% of the total roadway network is paved.

Of the total 14,221 miles of roads, the chart below shows the breakdown of paved, unpaved and graveled roads throughout the Navajo Nation.

Total Paved Roads = 3,381 miles (23%)
Total Unpaved Roads = 10,840 miles (76%)
Total Graveled Roads = 234 miles (1%)



The roadway infrastructure by owner, agency, on-off reservation, route number, section number, class, surface type, miles, and roadbed condition is attached as **Appendix "A"**.

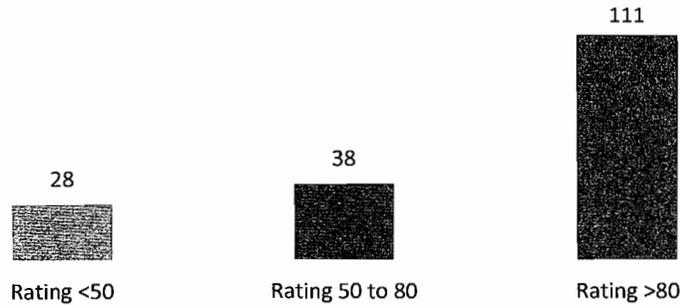
Bridges

The Indian Reservation Roads (IRR) bridge system includes all bridges on public roads, or providing access to Navajo Nation lands. When including bridges on state managed roads and highways there are a total of 720 bridges as part of the National Bridge Inventory bridge system within the Navajo Nation. However, there are 179 bridges that are owned and maintained by the BIA on BIA and Tribal roadways.

Bridge conditions on the IRR bridge system are inspected every two years. As part of the inspection, a condition rating between zero and 100 is calculated for each bridge. The condition ratings are used to describe the existing, in-place bridge component conditions individually, and as a composite. This rating reflects both the severity of the deterioration or disrepair and the extent to which it is widespread throughout the bridge components being rated. This information is used to help prioritize maintenance through the Highway Bridge Replacement and Rehabilitation Program. Current information on bridge conditions is available from inspections that took place as recent as June 2013.

To be eligible for rehabilitation, a bridge must be deficient and have a condition sufficiency rating of 80 or less. A bridge is eligible for replacement where the sufficiency rating is 50 or less. The graph below illustrates that approximately 66 out of 179 bridges qualify for bridge work.

Number of BIA Bridges by Condition Sufficiency Rating



Navajo Nation Tribal Transportation Improvement Program (TTIP)

The 2015 Navajo Nation Tribal Transportation Improvement Program (TTIP) is a program by which projects from the long range planning process become prioritized projects; this typically results in identifying a timeline for project execution and allocating a funding source to execute the project. The Navajo Nation Tribal Transportation Improvement Program (TTIP) list is attached as **Appendix “B”**.

The TTIP is a multi-year financially constrained list of proposed transportation projects developed by the Navajo Nation using the Tribal Priority List from the Long Range Transportation Plan (LRTP). In developing the TTIP, the Navajo Nation includes:

1. Facilitating public involvement on the TTIP with all stakeholders,
2. All projects in the TTIP are consistent with the Navajo Nation Long Range Transportation Plan (LRTP),
3. All projects listed in TTIP are on the official BIA IRR Inventory,
4. TTIP contain all IRR program funded projects programmed for construction in the next 4 years,
5. TTIP contains uncompleted projects(s) from previous TTIP carried-over,
6. Consultation and coordination with State DOT and/or MPO’s for regionally significant projects, and
7. TTIP is financially constrained.

The Navajo Nation receives about \$54.6 million from the Federal Highway Administration (FHWA). Approximately 20% goes towards Road Maintenance and Safety Projects - \$11 million. Approximately 9% goes towards Preliminary Engineering & Construction Engineering - \$5 million. And that leaves about \$38 million for Construction – it costs about \$2 million to pave one (1) mile so Navajo DOT can only build 19 miles of roads annually. However, if bridges are included, road miles decrease.

Since the 2009 Long Range Transportation Plan (LRTP) was developed, the Navajo DOT has worked to convert from a 38-year TTIP to a 5-Year TTIP. This monumental task will allow Navajo DOT to better program improvements and focus on developing and constructing those highest priority projects. The total request to fund at least 11 priority projects for a total of 132.6 miles that are on the FY 2015 TTIP is \$262 million. See **Appendix “B”**. However, based on Construction Ready projects in that contractors have been selected and with weather permitting, 7 road construction activities and 2 bridge replacement activities have been identified for a total of \$107 million. Moreover, PS &E projects include 7 road construction activities and 1 bridge replacement activities totaling \$224 million. These activities are listed below and the total funding request is \$331 million for these TTIP projects. **Appendix “C” – Map of TTIP Projects.**

It often takes the Navajo Nation, two to three years to save up enough funds to construct a major roadway improvement project. As an example, N27-Nazlini to Chinle project will cost \$25 million and we will need three years to collect enough funds to construct this project in FY 2017.

Another example: The N4/N8031-Pinon to Hardrock project is 15 miles long and costs \$40 million. Due to funding limitations, this project will be divided into two phases, each costing about \$20 million. The first phase will collect funds in FY 2017, FY 2018 & FY 2019 to have enough funds to construct in FY 2019. The second phase may be constructed until FY 2025.

The Construction Ready projects include 7 road construction activities and 2 bridge replacement activities:

- **N9345 – Wide Ruins, AZ**
 - ❖ 1.6 miles = \$6.5 million
- **N8008 – Round Rock, AZ**
 - ❖ 1.2 miles = \$5.5 million
- **N55 – Alamo, NM**
 - ❖ 9.8 miles = \$21 million
- **N2007 – Navajo, AZ**
 - ❖ 1.1 miles = \$12.5 million
- **N6461 – Dennehotso, AZ (Bridge Construction)**
 - ❖ 0.1 miles = \$1.5 million
- **N6331/N6330/N21 – Kaibeto, AZ**
 - ❖ 2.3 miles = \$10 million
- **N27/N7/N105 – Nazlini, AZ to Chinle, AZ**
 - ❖ 11.2 miles = \$34 million
- **N251 – Tselani/Cottonwood, AZ**
 - ❖ 14.5 miles = \$12 million
- **N9402 – Lupton Bridge Replacement**
 - ❖ 0.1 mile = \$4 million

TOTAL Construction Ready = \$107 Million

The Plans Specifications & Estimates (PS & E) projects include 7 road construction activities and 1 bridge replacement activities:

- **N12 – Navajo, NM to Lukachukai**
 - ❖ 42 miles = \$65 million
- **N15 – Burnside Junction to Greasewood Springs**
 - ❖ 21 miles = \$40 million
- **N27 – Nazlini to Chinle**
 - ❖ 11 miles = \$25 million
- **N4/N8031 – Pinon to Hardrock**
 - ❖ 15 miles = \$40 million
- **N7119/N481 – Littlewater**
 - ❖ 3 miles = \$6 million
- **N11 – Mariano Lake to N9**
 - ❖ 13 miles = \$23 million
- **N8066(3) – Black Mesa, AZ**
 - ❖ 7.5 miles = \$18 million
- **N6486 – Kayenta Bridge Replacement**
 - ❖ 0.5 mile = \$7 million

TOTAL PS & E = \$224 Million

TOTAL FUNDING REQUEST = \$331 Million

Scenario 1 – Federal Highways Administration (FHWA) funding, Navajo Nation Permanent Trust Fund Interest, Navajo Nation Settlement Trust Funds

For Scenario 1, the Navajo Nation would be investing \$250 million of its Settlement Trust Fund and \$39 million of its Navajo Nation Permanent Trust Fund Interest and combine that with its annual allocation of \$42 million from the Federal Highways Administration. This funding scenario would allow the Navajo DOT to move forward with its 7 road projects and 2 bridge replacements identified as Construction Ready projects in the amount of \$107 million and to move forward with its PS & E projects that include 7 road construction activities and 1 bridge replacement activities totaling \$224 million. Thus, the total funding request is \$331 million for these construction ready and PS & E projects. This scenario would fund planning, design, preliminary engineering, construction, construction engineering, maintenance activities for road construction and bridge replacement.

Benefits of this scenario would include reduced overall costs with larger economies of scale, the ability to utilize traditional Navajo contracting preferences, Bureau of Indian Affairs resources, and the accelerated timeframe for providing a safe and efficient Navajo road system.

The unfunded needs would remain for FY 2017 through 2020 with an anticipated 5 percent increase for each year. Moreover, this funding scenario 1 is anticipating funding until FY 2016 for its FY 2015 TTIP activities. Periodic maintenance could be performed through the annual Fuel Excise Tax allocations.

Scenario 2 – Federal Highways Administration (FHWA) funding, Navajo Nation Permanent Trust Fund Interest, Navajo Nation Settlement Trust Funds, Navajo Nation Capital Improvement Funds, and a Loan

Under Scenario 2, the Navajo Nation would be investing \$221 million of its Settlement Trust Fund and \$39 million of its Navajo Nation Permanent Trust Fund Interest, \$4 million from the Navajo Nation Capital Improvement funds and combine that with its annual allocation of \$42 million from the Federal Highways Administration. In addition, the Navajo DOT seeks a \$25 million loan to be secured by the Navajo Nation for its road projects. This funding scenario would allow the Navajo DOT to move forward with its 7 road projects and 2 bridge replacements identified as Construction Ready projects in the amount of \$107 million and to move forward with its PS & E projects that include 7 road construction activities and 1 bridge replacement activities totaling \$224 million. Thus, the total funding request is \$331 million for these construction ready and PS & E projects. This scenario would fund planning, design, preliminary engineering, construction, construction engineering, maintenance activities for road construction and bridge replacement.

Benefits of this scenario would include reduced overall costs with larger economies of scale, the ability to utilize traditional Navajo contracting preferences, Bureau of Indian Affairs resources, and the accelerated timeframe for providing a safe and efficient Navajo road system. Also, this funding scenario would limit the Navajo Nation's loan liability by minimizing the loan amount request.

The unfunded needs would remain for FY 2017 through 2020 with an anticipated 5 percent increase for each year. Moreover, this funding scenario 2 is anticipating funding until FY 2016 for its FY 2015 TTIP activities. Periodic maintenance could be performed through the annual Fuel Excise Tax allocations.

Navajo Nation Tribal Transportation Improvement Program - Funding Scenarios								
Scenario 1 - FHWA, Settlement Trust Funds, Permanent Trust Fund Interest								
Year	FHWA Annual Funding	Navajo Nation Settlement Trust Fund	Navajo Nation Permanent Trust Fund Interest			Description	FY 2015 TTIP Priority Projects	
2015	\$0	\$0	\$0	\$0	\$0	Planning	Planning	
2016	\$42,000,000	\$250,000,000	\$39,000,000	\$0	\$0	Design & Preliminary Engineering	Preliminary Engineering	
2017	\$0	\$0	\$0	\$0	\$0	Engineering	Design	
2018	\$0	\$0	\$0	\$0	\$0	Construction Engineering	Construction Engineering	
2019	\$0	\$0	\$0	\$0	\$0	Road Construction & Bridge Replacement	Road Construction	
2020	\$0	\$0	\$0	\$0	\$0		Bridge Replacement	
Total	\$42,000,000	\$250,000,000	\$39,000,000	\$0	\$0		\$331,000,000	
*Unfunded needs will remain with a 5% increase for the next 5 years								
Scenario 2 - FHWA, Settlement Trust Funds, Permanent Trust Fund Interest, Capital Improvement Funds, Loan								
Year	FHWA Annual Funding	Navajo Nation Settlement Trust Fund	Navajo Nation Permanent Trust Fund Interest	Navajo Nation Capital Improvement Funds	Loan	Description	FY 2015 TTIP Priority Projects	
2015	\$0	\$0	\$0	\$0	\$0	Planning	Planning	
2016	\$42,000,000	\$221,000,000	\$39,000,000	\$4,000,000	\$25,000,000	Design & Preliminary Engineering	Preliminary Engineering	
2017	\$0	\$0	\$0	\$0	\$0	Engineering	Design	
2018	\$0	\$0	\$0	\$0	\$0	Construction Engineering	Construction Engineering	
2019	\$0	\$0	\$0	\$0	\$0	Road Construction & Bridge Replacement	Road Construction	
2020	\$0	\$0	\$0	\$0	\$0		Bridge Replacement	
Total	\$42,000,000	\$221,000,000	\$39,000,000	\$4,000,000	\$25,000,000		\$331,000,000	
*Unfunded needs will remain with a 5% increase for the next 5 years								

Conclusions and Recommendations

Although there are 1,341 miles of paved road that need extensive maintenance as they have been neglected due to other priorities and 10,840 miles of road that need some kind of upgrade due to the ADTs on those roads. However, in both cases, neglecting further will cost the Navajo Nation more in the long run for additional maintenance activities due to not having the financial resources available to address these needs. Additionally, there are approximately 70 bridges in need of critical repair. The LRTP has identified a strategy to address these needs over a 10 to 20 year timeline, but additional funds towards the most critical needs, primarily on the larger bridges that account for a significant percent of the annual budget, would greatly assist in addressing the issues and keeping the bridges functional.

Navajo Nation Airports System

The Navajo Nation Airport System includes eight primary airports, six of which are included in the national airport system plan and are eligible for FAA funding (Chinle, Crownpoint, Kayenta, Tuba City, Shiprock and Window Rock). Five of those airports are managed and operated by the Navajo Nation Division of Transportation. The other, Kayenta Airport, is managed and operated by Kayenta Township. **Appendix “D”** – Map of Airport Locations.

These airports provide for vital services to the local and surrounding communities in which they are located. Throughout the completion of the Airport System Master Plan study, the greatest concerns expressed for the airports include the poor pavement conditions and the lack of supporting infrastructure. The conditions of the existing pavements warrant immediate attention.

The following funding scenarios and associated spreadsheets provide an overview of suggested annual funding allocations, anticipated projects, and estimated timeframes to complete the airport development program. The purpose of presenting these scenarios are to highlight the extended timeframe resulting from reliance solely on FAA and State funds to improve the airports, and to highlight the benefits of accelerating the airport development program through Navajo Nation funding initiatives.

Scenario 1: Navajo Nation Funding Only: Full Airport Build Outs

Under Scenario 1, the Navajo Nation would invest in the capital improvement for the full general aviation build out of all five of the primary airports in a single effort over two years. Under this scenario funding for engineering design (approx. \$5 million) would be allocated in 2015 and funding for construction would be allocated in 2016 (approx. \$57 million). This scenario would fast-track the improvements to the airports and not only provide the runway facilities needed to safety and efficiently accommodate flight for life, Tribal air transportation and tourism, recreational and business flight activity, but would also provide the services and support facilities (including fuel, terminal buildings, maintenance equipment, fencing, access roads and parking, and weather reporting) to enable the airports to attract users and sustain a positive economic impact to the local communities and the Nation as a whole.

Additional benefits of this scenario would include reduced overall costs with larger economies of scale, the ability to utilize traditional Navajo contracting preferences (without utilizing FAA funding the recent waivers to Navajo law would not be necessary), and the accelerated timeframe for providing a safe and efficient Navajo airport system.

Following this initial investment, approximately \$3 million in accumulated FAA non primary entitlement funds would be available in 2017 and \$750,000 (\$150,000 per airport) annually thereafter for continued pavement maintenance, expansion and upgrades.

There would be no unfunded needs remaining after 2017. Periodic pavement maintenance could be accomplished with annual FAA non primary entitlement funds.

Scenario 2: Navajo Nation Funding for Initial Runway Improvements

Under Scenario 2, the Navajo Nation would invest in the initial capital improvement of the runways (i.e. pavement reconstruction, lighting, signage and visual aids) of all five primary Navajo airports in a single effort over two years. Under this scenario funding for engineering design (approx. \$3 million) would be allocated in 2015 and funding for construction would be allocated in 2016 (approx. \$25 million). This would provide suitable landing surfaces to accommodate flight for life, Tribal air transportation and tourism, recreational and business flight activity, but would not include improvements to surfaces or facilities beyond the runway initially.

Following this initial investment, approximately \$3 million in accumulated FAA non primary entitlement funds would be available in 2017 and \$750,000 (\$150,000 per airport) annually thereafter for additional projects, pavement maintenance, expansion and upgrades.

Following the initial investment and nine years of projects with FAA funding, approximately \$25 million in unfunded needs would remain. These unfunded needs would include aprons and taxiways, terminal buildings, maintenance equipment and buildings, weather reporting systems, access roads and vehicle parking and other vital facilities.

Scenario 3: Utilize FAA and State Funding – Navajo Funding for Local Match Only

Under Scenario 3 a combination of FAA non primary entitlement funding, FAA discretionary funding and state aeronautics grant funding would be used as the primary means of funding needed airport improvements. Navajo Nation funds would be provided to meet the local matching share of awarded grants. Under this scenario it is assumed that FAA non primary funding of \$150,000 per airport per year (\$750,000 total per year) would be accumulated for three years and that FAA would provide discretionary funding in the amount of approximately \$3 million every third year. These funds would be combined to focus on one of the primary runways of each of the five primary airports every third year.

With the use of FAA discretionary funds these projects would be limited to runway and safety related projects including runway reconstruction, runway lighting, signage and visual aids, and fencing. It is anticipated that New Mexico and Arizona state aviation grant funding would be available to help offset the local matching share of FAA funded projects, but would not be available in significant amounts for state/local only projects.

Under this scenario a fifteen-year development plan from 2015 to 2028 would be necessary to complete only the needed runway improvements. Following 2028 approximately \$34 million in unfunded needs would remain. These unfunded needs would include aprons and taxiways, terminal buildings, maintenance equipment and buildings, weather reporting systems, access roads and vehicle parking and other vital facilities.

Navajo Nation Airport System Development Plan - Funding Scenarios

Scenario 1 - Navajo Nation Funding: Full GA Airport Build Outs

Year	FAA Entitlement	FAA Discretionary	State	Local	Total	Description	Full Build-Out of all General Aviation Improvements
2015	\$0	\$0	\$0	\$5,000,000	\$5,000,000	Design & Bidding	Runways-Reconstruct
2016	\$0	\$0	\$0	\$57,000,000	\$57,000,000	Construction	Lighting, Signage, Visual Aids
2017	\$3,000,000	\$0	\$157,895	\$157,895	\$3,315,789	Airport M-E-U	Taxiways Aprons Fuel Facilities Snow Removal Equipment & Buildings Fencing Weather Observation Systems Terminal Buildings M-E-U: Maintenance, expansion, upgrades
Total	\$3,000,000	\$0	\$157,895	\$62,157,895	\$65,315,789		

***Unfunded needs after 2017 : \$0.00**

Scenario 2 - Navajo Nation Funding: Initial Runway Improvements

Year	FAA Entitlement	FAA Discretionary	State	Local	Total	Description	Reconstruct Runways, Lighting, Signage and Visual Aids
2015	\$0	\$0	\$0	\$2,500,000	\$2,500,000	Design & Bidding	Reconstruct Runways, Install/Replace
2016	\$0	\$0	\$0	\$25,000,000	\$25,000,000	Construction	Runway Lighting, Signage, Visual Aids
2017	\$3,000,000	\$0	\$157,895	\$157,895	\$3,315,789	Rehab Aprons and TWs	
2018	\$750,000	\$0	\$39,474	\$39,474	\$828,947	AWOS & Fuel Facilities	
2019	\$750,000	\$0	\$39,474	\$39,474	\$828,947	Fuel Facilities	
2020	\$750,000	\$0	\$39,474	\$39,474	\$828,947	Pavement MX	
2021	\$750,000	\$0	\$39,474	\$39,474	\$828,947	Fencing	
2022	\$750,000	\$0	\$39,474	\$39,474	\$828,947	Fencing	
2023	\$750,000	\$0	\$39,474	\$39,474	\$828,947	SRE & Buildings	
2024	\$750,000	\$0	\$39,474	\$39,474	\$828,947	SRE & Buildings	
2025	\$750,000	\$0	\$39,474	\$39,474	\$828,947	Pavement MX	
Total	\$9,000,000	\$0	\$473,684	\$27,973,684	\$37,447,368		

***Unfunded Needs after 2025: \$25 million**

Scenario 3 - FAA and State Funding: Reconstruct Runways

Year	FAA Entitlement	FAA Discretionary	State	Local	Total	Description	Runway Rehabilitation
2015							
2016	\$3,000,000	\$3,000,000	\$157,895	\$157,895	\$6,315,789	Chinle - RW, Lighting, Signage, Visual Aids, Fence	
2017					\$0		
2018					\$0		
2019	\$2,250,000	\$3,000,000	\$118,421	\$118,421	\$5,486,842	Tuba City - RW, Lighting, Signage, Visual Aids, Fencing	
2020					\$0		
2021					\$0		
2022	\$2,250,000	\$3,000,000	\$118,421	\$118,421	\$5,486,842	Shiprock - RW, Lighting, Signage, Visual Aids, Fencing	
2023					\$0		
2024					\$0		
2025	\$2,250,000	\$3,000,000	\$118,421	\$118,421	\$5,486,842	Crownpoint - RW, Lighting, Signage, Visual Aids, Fencing	
2026					\$0		
2027					\$0		
2028	\$2,250,000	\$3,000,000	\$118,421	\$118,421	\$5,486,842	Window Rock - RW, Lighting, Signage, Visual Aids, Fencing	
Total	\$12,000,000	\$15,000,000	\$631,579	\$631,579	\$28,263,158		

***Unfunded needs after 2028: \$34 million**

Conclusions and Recommendations

Given the current condition of the airfield pavements and limited support facilities at these five primary Navajo airports, the vital need to accommodate flight for life and Tribal air transportation, and the desire to stimulate and accommodate tourism, recreational and business air transportation, Scenario 1 would provide the optimum solution for meeting airport development goals. This scenario would bring the entire airport system up to a safe, efficient and modern condition in an accelerated timeframe. This scenario would provide significant positive economic impact to the Nation in the short-term through construction programs, and in the long-term through enhanced airport activity and tenants.

As a fall-back position, Scenario 2 would provide a significant benefit to the Navajo Nation and the airport system by bringing the runways up to a safe, acceptable and usable condition in the immediate timeframe. This would provide the needed landing areas for the continued use by flight of life and Tribal air transportation.

If neither Scenario 1 or 2 are financially feasible, there may be no other choice but to continue under Scenario 3. Under this scenario the short-term viability of continued flight for life and Tribal air transportation would be in jeopardy and the ability to attract and accommodate tourism, recreation and business activity would be severely limited. While this scenario would result in the least capital cost to the Navajo Nation, it results in the longest development timeframe, the lowest level of facility development, and \$34 million in unfunded development needs.

Road Improvement/Maintenance/Safety Activities

Navajo Division of Transportation, Department of Roads proposes a 5 Year Stimulus Road Plan to improve 1,650 miles of earth roads across the Navajo Nation. The proposed Stimulus Plan includes road improvement, equipment purchase and the establishment of operational gravel pits, borrows, and water resources.

The 5-Year Plan includes road improvement, equipment purchase, and gravel pit development and operation. The road improvement activities include preparation of road base, placement of gravel and stabilization of surface of 1,650 miles of earth roads. The table below outlines 330 miles of road will be improved per year to complete the road improvements for the 1,650 miles. The estimated cost is \$200,000 to improve one mile of road. Along with road improvements, drainage improvements are recommended and cost estimate is for new culvert pipes, riprap for culvert pipe outlets and construction of low water crossing.

	Year 1	Year 2	Year 3	Year 4	Year 5	Total
Routes	330 miles	1,650				
Road Improvement	\$66,000,000	\$66,000,000	\$66,000,000	\$66,000,000	\$66,000,000	\$330,000,000
Drainage Improvements	\$9,200,000	\$9,200,000	\$9,200,000	\$9,200,000	\$9,200,000	\$46,000,000
Equipment	\$5,200,000	\$5,200,000	\$5,200,000	\$5,200,000	\$5,200,000	\$26,000,000
Gravel Pit (2)	\$10,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$22,000,000
Unforeseen Costs	\$8,250,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$14,250,000
TOTAL	\$98,650,000	\$84,900,000	\$84,900,000	\$84,900,000	\$84,900,000	\$438,250,000

As noted in the table above, for Year 1 road improvement activities will cost close to \$100 million. The scope of work includes grade, drain and gravel road improvement with culvert installations. The cost includes gravel, borrow source, bonding material, drainage improvements, compliance/clearance issues, personnel, equipment. The estimated total cost to improve one mile of road is about \$300,000 so at that cost 330 miles could be improved. The 330 miles will be divided by the five agencies, thus each agency will be able to improve at least 66 miles of road.

The following tables represent the selected routes for each agency for at least 66 miles per agency.

Road Maintenance/Safety Activities CENTRAL AGENCY		Road Maintenance/Safety Activities EASTERN AGENCY	
N8069 Blue Gap/Tachee	4.1 miles	N7054 Pinedale	7.6 miles
N41 Forest Lake	4.3 miles	N486 Casamero Lake	3.7 miles
N8027 Hard Rock	3.8 miles	N481 Little Water	5.0 miles
N8059 Low Mountain	15 miles	N7004 Whitehorse Lake	5.0 miles
CR566 Many Farms	5.1 miles	N7903 Torreon	0.4 miles
N8073 Pinon	3.0 miles	N471 Ojo Encino	4.6 miles
N8030 Pinon	17 miles	N46 Counselor	6.0 miles
N4 Pinon	3.0 miles	N7132 Pueblo Pintado	3.0 miles
N251 Tselani/Cottonwood	14.5 miles	N7656 Church Rock	1.5 miles
N61 Whippoorwill	2.0 miles	N7662 Pinedale	0.9 miles
N67 Whippoorwill	6.8 miles	N50 Smith Lake	3.0 miles
		N7049 Standing Rock	5.0 miles
		N98 Nahodishgish	4.0 miles
		N1041 Crownpoint	0.2 miles
		N4864 Becenti	1.0 miles
		N7057 White Rock	8.0 miles
TOTAL MILES:	78.6	TOTAL MILES:	58.9

Road Maintenance/Safety Activities FT. DEFIANCE AGENCY		Road Maintenance/Safety Activities NORTHERN AGENCY	
N9252 Kinlichee	1.9 miles	N5020 Red Valley	6.0 miles
N203 Kinlichee	12.8 miles	N5113 Beclabito	12.4 miles
N9051 Steamboat	8.6 miles	N5113 BIA Beclabito	11.9 miles
N124 Oak Springs	10.7 miles	N362 San Juan/Nenahnezad	8.6 miles
N9010 Pine Springs	8.0 miles	N366 San Juan/Nenahnezad	5.2 miles
N9065-1 Teesto	1.7 miles	N5012 Sanostee	3.4 miles
N9660 Twin Lakes	6.3 miles	N1473 Shiprock	0.7 miles
N9659 Twin Lakes	4.3 miles	N1515 Shiprock	0.3 miles
N9860 Dilcon	6.7 miles	N5706 Gaadiiahi/Tokoi	2.4 miles
N9355 Wide Ruins	5.0 miles	N5034 Teenospos	2.5 miles
N9410 Wide Ruins	5.0 miles	N5080 Burnham	7.0 miles
		N5022 Newcomb	2.0 miles
TOTAL MILES:	71.0	TOTAL MILES:	62.4

Road Maintenance/Safety Activities WESTERN AGENCY		
N16 Inscription House	8.0 miles	
N221 Shonto	9.8 miles	
N6480 Oljato	6.3 miles	
CR423 Oljato	3.0 miles	
CR407 Aneth	4.3 miles	
N201 LeChee	3.6 miles	
N6011 Tonalea	3.6 miles	
N6270 Tonalea	3.2 miles	
N23 Tuba City	2.9 miles	
N6486 Kayenta	3.9 miles	
N6510 Chilchinbeto	3.6 miles	
N6530 Chilchinbeto	2.4 miles	
N6810 Tolani Lake	9.9 miles	
N6820 Tolani Lake	3.6 miles	
N6710 Coalmine Canyon	3.6 miles	
TOTAL MILES:	71.7	

Scenario 1 – Federal Highways Administration (FHWA) funding, Navajo Nation Fuel Excise (FET) Funds, Navajo Nation Permanent Trust Fund Interest, Navajo Nation Settlement Trust Funds

Under Scenario 1, the Navajo Nation would be investing \$50 million of its Settlement Trust Fund, \$35.6 million of its Navajo Nation Permanent Trust Fund Interest and \$3.4 million of its Fuel Excise Tax Funds and combine that with its annual allocation of \$11 million from the Federal Highways Administration. This funding scenario would allow the Navajo DOT to move forward with improving 1,650 miles of earth roads throughout the Navajo Nation in a 5 year period. For the first year, the Navajo DOT Roads Department would be able to use the \$100 million for the cost of gravel, borrow source, bonding material, drainage improvements, compliance/clearance issues, personnel, equipment. The estimated total cost to improve one mile of road is about \$300,000 so at that cost 330 miles could be improved. The 330 miles will then be divided by the five agencies, thus each agency will be able to improve at least 66 miles of road.

Benefits of this scenario would include reduced overall costs with larger economies of scale, the ability to utilize traditional Navajo contracting preferences, Bureau of Indian Affairs resources, and the accelerated timeframe for providing a safe and efficient Navajo road system.

The unfunded needs would remain for FY 2017 through 2020 with a slight to no decrease for each year. Moreover, this funding scenario 1 is anticipating funding until FY 2016 for its FY 2015 Road Improvement/Road Maintenance activities. Periodic maintenance could be performed through the annual Fuel Excise Tax allocations.

Scenario 2 – Federal Highways Administration (FHWA) funding, Navajo Nation Permanent Trust Fund Interest, Navajo Nation Settlement Trust Funds, Navajo Nation Capital Improvement Funds, and a Loan

In Scenario 2, the Navajo Nation would be investing \$50 million of its Settlement Trust Fund, \$15.6 million of its Navajo Nation Permanent Trust Fund Interest and \$3.4 million of its Fuel Excise Tax (FET) Funds and combine that with its annual allocation of \$11 million from the Federal Highways Administration. In addition, the Navajo DOT seeks a \$20 million loan to be secured by the Navajo Nation for its road improvement/maintenance activities. This funding scenario would allow the Navajo DOT to move forward with improving 1,650 miles of earth roads throughout the Navajo Nation in a 5 year period. For the first year, the Navajo DOT Roads Department would be able to use the \$100 million for the cost of gravel, borrow source, bonding material, drainage improvements, compliance/clearance issues, personnel, equipment. The estimated total cost to improve one mile of road is about \$300,000 so at that cost 330 miles could be improved. The 330 miles will then be divided by the five agencies, thus each agency will be able to improve at least 66 miles of road.

Benefits of this scenario would include reduced overall costs with larger economies of scale, the ability to utilize traditional Navajo contracting preferences, Bureau of Indian Affairs resources, and the accelerated timeframe for providing a safe and efficient Navajo road system. Also, this funding scenario would limit the Navajo Nation's loan liability by minimizing the loan amount request.

The unfunded needs would remain for FY 2017 through 2020 with a slight or no decrease for each year. Moreover, this funding scenario 2 is anticipating funding until FY 2016 for its FY 2015 Road Improvement/Road Maintenance activities. Periodic maintenance could be performed through the annual Fuel Excise Tax allocations.

Navajo Nation Road Improvement/Maintenance/Safety Activities - Funding Scenarios								
Scenario 1 - FHWA, FET, Settlement Trust Funds, Permanent Trust Fund Interest								
Year	FHWA Annual Funding	Navajo Nation Fuel Excise Tax (FET) Funds	Navajo Nation Settlement Trust Fund	Navajo Nation Permanent Trust Fund Interest		Description	FY 2015 Road Improvement/Maintenance Activities	
2015	\$0	\$0	\$0	\$0	\$0	Planning	Gravel	
2016	\$11,000,000	\$3,400,000	\$50,000,000	\$35,600,000	\$0	Grade	Borrow Source	
2017	\$0	\$0	\$0	\$0	\$0	Design	Bonding Material	
2018	\$0	\$0	\$0	\$0	\$0	Drain	Drainage Improvements	
2019	\$0	\$0	\$0	\$0	\$0	Gravel	Compliance/Clearance	
2020	\$0	\$0	\$0	\$0	\$0	Culvert Installations	Personnel	
Total	\$11,000,000	\$3,400,000	\$50,000,000	\$35,600,000	\$0	Maintenance	Equipment	
							\$100,000,000	
*Unfunded needs will remain with a slight to no decrease for the next 5 years								
Scenario 2 - FHWA, FET, Settlement Trust Funds, Permanent Trust Fund Interest, Loan								
Year	FHWA Annual Funding	Navajo Nation Fuel Excise Tax (FET) Funds	Navajo Nation Settlement Trust Fund	Navajo Nation Permanent Trust Fund Interest	Loan	Description	FY 2015 Road Improvement/Maintenance Activities	
2015	\$0	\$0	\$0	\$0	\$0	Planning	Gravel	
2016	\$11,000,000	\$3,400,000	\$50,000,000	\$15,600,000	\$20,000,000	Grade	Borrow Source	
2017	\$0	\$0	\$0	\$0	\$0	Design	Bonding Material	
2018	\$0	\$0	\$0	\$0	\$0	Drain	Drainage Improvements	
2019	\$0	\$0	\$0	\$0	\$0	Gravel	Compliance/Clearance	
2020	\$0	\$0	\$0	\$0	\$0	Culvert Installations	Personnel	
Total	\$11,000,000	\$3,400,000	\$50,000,000	\$15,600,000	\$20,000,000	Maintenance	Equipment	
							\$100,000,000	
*Unfunded needs will remain with a slight to no decrease for the next 5 years								

Conclusions and Recommendations

The 5-Year Plan addresses the current need for transportation infrastructure improvements across the Navajo Nation and its communities. These improvements range from roadway and drainage upgrades, purchase of new equipment to carry out these improvement activities, mine and crush rock for gravel pits on Navajo Nation for Navajo Nation earthen routes.

The funding scenarios outlined above reflect the need to improve the 24 Navajo Regional Transportation Plan routes for the 110 Chapters. The improvements are necessary to provide a safe mode of transportation on the Navajo Nation.

Navajo DOT Maintenance Yards

The Navajo DOT has identified sites to establish and operate Transportation Maintenance Yards. While road improvements are planned for the entire Navajo Nation, only two (2) road maintenance yards are located in Dilkon, Arizona and Pinon, Arizona. Under this stimulus plan, the cost estimates for four (4) additional new road maintenance yards is \$10 million and includes the design, construction and operational costs. See **Appendix “E”** – Map of Navajo DOT Maintenance Yards.

The new Road Maintenance Yards will be located in the communities of Whitehorse Lake, New Mexico, Shiprock, New Mexico, Kayenta, Arizona, and LeChee, Arizona. The new road yards will cover the routes in the Eastern, Northern and Western agencies of the Navajo Nation. The plan is to maintain the infrastructure improvements, safety equipment and new road maintenance yards so that communities/chapters could access readily available transportation services.

Scenario 1: Navajo Nation Settlement Trust Funds and Navajo Nation Permanent Trust Fund Interest, FHWA

Under Scenario 1, the Navajo Nation would invest in the planning, design, construction and operation of 4 transportation maintenance yards located throughout the Navajo Nation. Under this funding scenario \$6 million would be allocated from the Navajo Nation Settlement Trust Funds and \$3 million from the Navajo Nation Permanent Trust Fund Interest, and combined with Federal Highways Administration funds of \$1 million. This funding scenario would fast track the planning, design, construction and operations of the four identified transportation maintenance yards

Benefits of this scenario would include reduced overall costs with larger economies of scale, the ability to utilize traditional Navajo contracting preferences, Bureau of Indian Affairs resources, and the accelerated timeframe for providing a safe and efficient Navajo road system that is accessible by communities and chapters.

The unfunded needs for personnel and operational costs would remain for FY 2017 through 2020 with a 2% increase each year. Moreover, this funding scenario 1 is anticipating funding until FY 2016 for its FY 2015 Road Maintenance Yards.

Navajo Nation Transportation Maintenance Yards - Funding Scenario							
Scenario 1 - FHWA, Settlement Trust Funds, Permanent Trust Fund Interest							
Year	FHWA Annual Funding	Navajo Nation Settlement Trust Fund	Navajo Nation Permanent Trust Fund Interest			Description	FY 2015 Transportation Maintenance Yards
2015	\$0	\$0	\$0	\$0	\$0	Planning	Planning
2016	\$1,000,000	\$6,000,000	\$3,000,000	\$0	\$0	Design	Design
2017	\$0	\$0	\$0	\$0	\$0	Construction	Construction
2018	\$0	\$0	\$0	\$0	\$0	Operations	Operations
2019	\$0	\$0	\$0	\$0	\$0		Personnel
2020	\$0	\$0	\$0	\$0	\$0		Maintenance
Total	\$1,000,000	\$6,000,000	\$3,000,000	\$0	\$0	\$10,000,000	

*Unfunded needs for personnel and operations will remain with a 2% increase each year.

Conclusions and Recommendations

The plan addresses the current need for transportation infrastructure improvements across the Navajo Nation and its communities. These improvements range from roadway and drainage upgrades to the establishment and operations of transportation maintenance yards so that road improvement activities could progress.

As mentioned, there are only 2 established and functional transportation maintenance yards located throughout the Navajo Nation that serves mainly the central and southwestern parts of the Navajo Nation. However, with the addition of 4 more transportation maintenance yards, The Navajo DOT will be able to cover the routes in the Eastern, Northern and Western agencies of the Navajo Nation. The establishment and operations of the transportation maintenance yards is essential so that road improvement and road maintenance activities could be carried efficiently and effectively.

Navajo DOT Equipment

The proposed Stimulus Plan includes road improvement, equipment purchase and to establish operational gravel pits. The importance of the plan is to maintain the infrastructure improvements and to assure safety equipment are maintained, operational and readily available to the communities and chapters.

The plan addresses the current need for transportation infrastructure improvements across the Navajo Nation and its communities. These improvements range from roadway and drainage upgrades and the purchase of new equipment to carry out these road improvement activities.

It is much more cost effective to purchase equipment then to rent equipment to carry-out the road improvement activities. The cost to purchase one new grader is about \$600,000. The Navajo DOT plans to purchase at least 2 graders per one administrative service center (there are 16 established Administrative Service Centers throughout the Navajo Nation) so that chapters would have access to the equipment for road improvement or road maintenance activities.

Scenario 1: FHWA, Navajo Nation Settlement Trust Funds, Navajo Nation Permanent Trust Fund Interest, and Loan

In funding Scenario 1, the Navajo Nation would invest in the purchase of equipment rather than renting equipment to provide road improvement or road maintenance activities. The equipment would be made readily available for the communities and chapters at the identified Administrative Service Centers throughout the Navajo Nation. Under this funding scenario \$6.1 million would be allocated from the Navajo Nation Settlement Trust Funds and \$5 million from the Navajo Nation Permanent Trust Fund Interest, and combined with Federal Highways Administration funds of \$3.9 million and secure a loan of \$5 million.

Benefits of this scenario would include reduced overall costs with larger economies of scale, the ability to utilize traditional Navajo contracting preferences, Bureau of Indian Affairs resources, and the accelerated timeframe for providing a safe and efficient Navajo road system that is accessible by communities and chapters.

The unfunded needs would remain for FY 2017 through 2020 anticipating funding until FY 2016 for its FY 2015 Equipment purchase. The equipment routine maintenance will be available through the annual Fuel Excise Tax allocations or FHWA allocations.

Navajo DOT Equipment - Funding Scenario							
Scenario 1 - FHWA, Settlement Trust Funds, Permanent Trust Fund Interest, Loan							
Year	FHWA Annual Funding	Navajo Nation Settlement Trust Fund	Navajo Nation Permanent Trust Fund Interest	Loan		Description Equipment	FY 2015 Navajo DOT Equipment
2015	\$0	\$0	\$0	\$0	\$0		Equipment
2016	\$3,900,000	\$6,100,000	\$5,000,000	\$5,000,000	\$0		2 graders located at each of the 24 Administrative Service Centers throughout the Navajo Nation
2017	\$0	\$0	\$0	\$0	\$0		
2018	\$0	\$0	\$0	\$0	\$0		
2019	\$0	\$0	\$0	\$0	\$0		
2020	\$0	\$0	\$0	\$0	\$0		
Total	\$3,900,000	\$6,100,000	\$5,000,000	\$5,000,000	\$0	\$20,000,000	

*Unfunded needs for equipment maintenance will be available through either FHWA or FET annual allocations.

Conclusions and Recommendations

The plan addresses the current need for transportation infrastructure improvements across the Navajo Nation and its communities. These improvements range from roadway and drainage upgrades to the purchase of new equipment to carry out these improvement activities.

The funding scenario outlined above reflects the need to improve the 24 Navajo Regional Transportation routes for the 110 Chapters and can be accomplished by having equipment readily available. The improvements are necessary to provide a safe mode of transportation throughout the Navajo Nation.

Summary of Transportation Stimulus Funding Scenarios

Navajo Nation Transportation Stimulus Plan - Funding Scenarios											
Scenario 1 - FHWA, Settlement Trust Funds, Permanent Trust Fund Interest, FAA Entitlement, FAA Discretionary, State, Local, FET											
Category	FHWA Annual Funding	Navajo Nation Fuel Excise Tax (FET) Funds	Navajo Nation Settlement Trust Funds	Navajo Nation Permanent Trust Fund Interest	Capital Improvement Funds	FAA Entitlement	FAA Discretionary	State	Local	Loan	TOTAL
TTIP	\$42,000,000	\$0	\$250,000,000	\$39,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$331,000,000
Airport System	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$157,895	\$62,157,895	\$0	\$65,315,790
Road Imprv/Maint	\$11,000,000	\$3,400,000	\$50,000,000	\$35,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000,000
Maintenance Yards	\$1,000,000	\$0	\$6,000,000	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000,000
NDOT Equipment	\$3,900,000	\$0	\$6,100,000	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$5,000,000	\$20,000,000
Total	\$57,900,000	\$3,400,000	\$312,100,000	\$82,600,000	\$0	\$3,000,000	\$0	\$157,895	\$62,157,895	\$5,000,000	\$526,315,790

Navajo Nation Transportation Stimulus Plan - Funding Scenarios											
Scenario 2 - FHWA, Settlement Trust Funds, Permanent Trust Fund Interest, FAA Entitlement, FAA Discretionary, State, Local, Capital Improvement Funds, Loan											
Category	FHWA Annual Funding	Navajo Nation Fuel Excise Tax (FET) Funds	Navajo Nation Settlement Trust Funds	Navajo Nation Permanent Trust Fund Interest	Capital Improvement Funds	FAA Entitlement	FAA Discretionary	State	Local	Loan	TOTAL
TTIP	\$42,000,000	\$0	\$221,000,000	\$39,000,000	\$4,000,000	\$0	\$0	\$0	\$0	\$25,000,000	\$331,000,000
Airport System	\$0	\$0	\$0	\$0	\$0	\$9,000,000	\$0	\$473,684	\$27,973,684	\$28,000,000	\$65,447,368
Road Imprv/Maint	\$11,000,000	\$3,400,000	\$50,000,000	\$15,600,000	\$0	\$0	\$0	\$0	\$0	\$20,000,000	\$100,000,000
Maintenance Yards	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NDOT Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$53,000,000	\$3,400,000	\$271,000,000	\$54,600,000	\$4,000,000	\$9,000,000	\$0	\$473,684	\$27,973,684	\$73,000,000	\$496,447,368

NOTE: This total does not include \$30 million for Maintenance Yards and NDOT Equipment \$526,447,368

APPENDICES

Appendix A – IRR Inventory Listing by BIA, Navajo Nation, State, County (Sample Listing)

Appendix B – FY 2015 Navajo Nation TTIP (Summary Listing)

Appendix C – Map of TTIP Projects

Appendix D – Map of Airport Locations

Appendix E – Map of Navajo DOT Maintenance Yards

Appendix F – Navajo Nation Capital Improvement Plan 2013 – 2018

Appendix “A”

ROAD LEGEND

Road Classification

The BIA uses a street class system to identify types of roads. The Navajo Nation inventory includes miles within 8 of the 11 BIA Functional Classifications. These 8 classes are listed below:

- Class 1 – Major Arterial
- Class 2 – Rural Minor Arterial
- Class 3 – City Local
- Class 4 – Rural Major Collector
- Class 5 – Rural Local
- Class 6 – City Minor Arterial
- Class 7 – City Collector
- Class 8 – Non-road projects (i.e. paths, trails, walkways, or other non-motorized uses)

Road Type

BIA classifies roads by the surface type into 6 surface type categories. The majority of roads within Navajo Nation fall within Class 4 or 5 roads. Type 0 – Proposed roads not open to traffic

- Type 1 – Primitive (virtually no maintenance) two track Jeep or Wagon Trail
- Type 2 – Earth Road
- Type 3 – Gravel Surface
- Type 4 – A bituminous material less than 2” thick (including chip seal over asphalt penetration)
- Type 5 – Bituminous material 2” thick or more
- Type 6 – Concrete

OWNER	AGENCY	RESERVATION	ROUTE	SECTION	CLASS
			NO.	NO.	
TRIBE	WESTERN	ON RESERVATION	22	10	RURAL LOCAL
TRIBE	FORT DEFIANCE	ON RESERVATION	31	70	RURAL LOCAL
TRIBE	FORT DEFIANCE	ON RESERVATION	34	10	RURAL LOCAL
TRIBE	FORT DEFIANCE	ON RESERVATION	35	10	RURAL LOCAL
TRIBE	FORT DEFIANCE	ON RESERVATION	36	10	RURAL LOCAL
TRIBE	FORT DEFIANCE	ON RESERVATION	38	10	RURAL LOCAL
TRIBE	WESTERN	ON RESERVATION	41	180	RURAL MAJOR COLLECTOR
TRIBE	WESTERN	ON RESERVATION	41	190	RURAL MAJOR COLLECTOR
TRIBE	WESTERN	ON RESERVATION	41	195	RURAL MAJOR COLLECTOR
TRIBE	WESTERN	ON RESERVATION	42	90	RURAL MAJOR COLLECTOR
TRIBE	EASTERN	OFF RESERVATION	53	10	RURAL LOCAL
TRIBE	FORT DEFIANCE	ON RESERVATION	56	10	RURAL MAJOR COLLECTOR
TRIBE	WESTERN	ON RESERVATION	62	810	
TRIBE	FORT DEFIANCE	ON RESERVATION	88	10	RURAL LOCAL
TRIBE	FORT DEFIANCE	ON RESERVATION	89	10	RURAL LOCAL
TRIBE	FORT DEFIANCE	ON RESERVATION	90	10	RURAL LOCAL
TRIBE	FORT DEFIANCE	ON RESERVATION	91	10	RURAL LOCAL
TRIBE	EASTERN	OFF RESERVATION	92	810	RURAL LOCAL
TRIBE	FORT DEFIANCE	ON RESERVATION	100	60	CITY LOCAL
TRIBE	CHINLE	ON RESERVATION	101	810	CITY LOCAL
TRIBE	CHINLE	ON RESERVATION	104	810	CITY LOCAL
TRIBE	FORT DEFIANCE	ON RESERVATION	104	10	RURAL LOCAL
TRIBE	FORT DEFIANCE	ON RESERVATION	104	20	RURAL LOCAL
TRIBE	CHINLE	ON RESERVATION	105	810	CITY LOCAL
TRIBE	FORT DEFIANCE	ON RESERVATION	105	10	RURAL LOCAL
TRIBE	WESTERN	ON RESERVATION	106	20	CITY LOCAL
TRIBE	WESTERN	ON RESERVATION	106	30	CITY LOCAL
TRIBE	WESTERN	ON RESERVATION	106	40	CITY LOCAL
TRIBE	WESTERN	ON RESERVATION	106	50	CITY LOCAL
TRIBE	WESTERN	ON RESERVATION	106	60	CITY LOCAL
TRIBE	WESTERN	ON RESERVATION	106	70	CITY LOCAL
TRIBE	CHINLE	ON RESERVATION	106	810	CITY LOCAL
TRIBE	CHINLE	ON RESERVATION	107	810	RURAL LOCAL
TRIBE	CHINLE	ON RESERVATION	107	820	RURAL LOCAL
TRIBE	FORT DEFIANCE	ON RESERVATION	107	10	RURAL LOCAL
TRIBE	CHINLE	ON RESERVATION	108	810	RURAL LOCAL
TRIBE	CHINLE	ON RESERVATION	108	820	RURAL LOCAL
TRIBE	FORT DEFIANCE	ON RESERVATION	109	10	RURAL LOCAL
TRIBE	CHINLE	ON RESERVATION	110	810	RURAL LOCAL
TRIBE	CHINLE	ON RESERVATION	111	810	RURAL LOCAL
TRIBE	CHINLE	ON RESERVATION	111	820	RURAL LOCAL
TRIBE	CHINLE	ON RESERVATION	112	810	RURAL LOCAL
TRIBE	CHINLE	ON RESERVATION	113	810	CITY LOCAL
TRIBE	CHINLE	ON RESERVATION	114	810	CITY LOCAL

TRIBE	FORT DEFIANCE	ON RESERVATION	114	10	RURAL LOCAL
TRIBE	CHINLE	ON RESERVATION	115	810	CITY LOCAL
TRIBE	CHINLE	ON RESERVATION	115	820	CITY LOCAL
TRIBE	CHINLE	ON RESERVATION	115	830	CITY LOCAL
TRIBE	FORT DEFIANCE	ON RESERVATION	115	10	RURAL LOCAL
TRIBE	CHINLE	ON RESERVATION	116	810	CITY LOCAL
TRIBE	FORT DEFIANCE	ON RESERVATION	116	10	CITY LOCAL
TRIBE	FORT DEFIANCE	ON RESERVATION	119	10	RURAL LOCAL
TRIBE	FORT DEFIANCE	ON RESERVATION	121	10	RURAL LOCAL
TRIBE	EASTERN	OFF RESERVATION	124	10	RURAL LOCAL
TRIBE	EASTERN	OFF RESERVATION	125	10	RURAL LOCAL
TRIBE	EASTERN	OFF RESERVATION	126	10	RURAL LOCAL
TRIBE	EASTERN	OFF RESERVATION	127	10	RURAL LOCAL
TRIBE	EASTERN	OFF RESERVATION	128	10	RURAL LOCAL
TRIBE	WESTERN	ON RESERVATION	128	10	CITY LOCAL
TRIBE	WESTERN	ON RESERVATION	128	20	CITY LOCAL
TRIBE	FORT DEFIANCE	ON RESERVATION	129	10	RURAL LOCAL
TRIBE	EASTERN	OFF RESERVATION	131	10	RURAL LOCAL
TRIBE	EASTERN	OFF RESERVATION	134	10	RURAL MAJOR COLLECTOR
TRIBE	EASTERN	OFF RESERVATION	135	10	RURAL MAJOR COLLECTOR
TRIBE	EASTERN	OFF RESERVATION	136	10	RURAL LOCAL
TRIBE	FORT DEFIANCE	ON RESERVATION	139	10	CITY LOCAL
TRIBE	EASTERN	OFF RESERVATION	140	10	RURAL LOCAL
TRIBE	FORT DEFIANCE	ON RESERVATION	140	10	CITY LOCAL
TRIBE	EASTERN	OFF RESERVATION	142	10	RURAL MAJOR COLLECTOR
TRIBE	FORT DEFIANCE	ON RESERVATION	142	10	CITY LOCAL
TRIBE	EASTERN	OFF RESERVATION	144	10	RURAL LOCAL
TRIBE	EASTERN	OFF RESERVATION	145	10	RURAL LOCAL
TRIBE	EASTERN	OFF RESERVATION	150	10	RURAL LOCAL
TRIBE	EASTERN	OFF RESERVATION	151	10	RURAL LOCAL
TRIBE	EASTERN	OFF RESERVATION	152	10	RURAL LOCAL
TRIBE	WESTERN	ON RESERVATION	152	10	CITY MINOR ARTERIAL
TRIBE	FORT DEFIANCE	ON RESERVATION	152	30	RURAL MAJOR COLLECTOR
TRIBE	FORT DEFIANCE	ON RESERVATION	158	10	RURAL LOCAL
TRIBE	EASTERN	OFF RESERVATION	165	10	RURAL LOCAL
TRIBE	FORT DEFIANCE	ON RESERVATION	165	10	RURAL LOCAL
TRIBE	EASTERN	OFF RESERVATION	166	10	RURAL LOCAL
TRIBE	FORT DEFIANCE	ON RESERVATION	166	10	RURAL LOCAL
TRIBE	EASTERN	OFF RESERVATION	167	10	RURAL LOCAL
TRIBE	FORT DEFIANCE	ON RESERVATION	167	10	RURAL LOCAL
TRIBE	EASTERN	OFF RESERVATION	168	10	RURAL MINOR ARTERIAL
TRIBE	FORT DEFIANCE	ON RESERVATION	168	10	RURAL LOCAL
TRIBE	FORT DEFIANCE	ON RESERVATION	170	10	RURAL LOCAL
TRIBE	EASTERN	OFF RESERVATION	171	10	RURAL MAJOR COLLECTOR
TRIBE	EASTERN	OFF RESERVATION	172	10	RURAL LOCAL
TRIBE	EASTERN	OFF RESERVATION	173	10	RURAL LOCAL
TRIBE	EASTERN	OFF RESERVATION	174	10	RURAL LOCAL

OWNER	AGENCY	RESERVATION	ROUTE SECTION		CLASS
			NO.	NO.	
BIA	WESTERN	HOPI	2	80	RURAL MINOR ARTERIAL
BIA	WESTERN	ON RESERVATION	2	20	RURAL MAJOR COLLECTOR
BIA	WESTERN	ON RESERVATION	2	30	RURAL MAJOR COLLECTOR
BIA	WESTERN	ON RESERVATION	2	40	RURAL MAJOR COLLECTOR
BIA	WESTERN	ON RESERVATION	2	70	RURAL MINOR ARTERIAL
BIA	WESTERN	ON RESERVATION	2	10	RURAL MAJOR COLLECTOR
BIA	WESTERN	ON RESERVATION	2	60	RURAL MINOR ARTERIAL
BIA	CHINLE	HOPI	4	10	RURAL MINOR ARTERIAL
BIA	CHINLE	HOPI	4	15	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	4	20	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	4	25	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	4	32	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	4	30	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	4	70	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	4	73	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	4	76	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	4	90	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	4	95	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	4	100	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	4	110	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	4	114	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	4	116	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	4	120	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	4	34	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	4	36	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	4	50	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	4	51	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	4	53	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	4	56	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	4	130	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	4	132	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	4	134	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	4	136	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	4	136	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	4	40	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	4	60	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	4	80	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	4	112	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	4	118	RURAL MINOR ARTERIAL
BIA	NORTHERN	OFF RESERVATION	5	50	RURAL MAJOR COLLECTOR
BIA	NORTHERN	ON RESERVATION	5	30	RURAL MAJOR COLLECTOR
BIA	NORTHERN	ON RESERVATION	5	40	RURAL MAJOR COLLECTOR
BIA	NORTHERN	ON RESERVATION	5	10	RURAL MAJOR COLLECTOR
BIA	NORTHERN	ON RESERVATION	5	45	RURAL MAJOR COLLECTOR

BIA	NORTHERN	ON RESERVATION	5	20	RURAL MAJOR COLLECTOR
BIA	FORT DEFIANCE	HOPI	6	70	RURAL MINOR ARTERIAL
BIA	FORT DEFIANCE	ON RESERVATION	6	10	RURAL MINOR ARTERIAL
BIA	FORT DEFIANCE	ON RESERVATION	6	20	RURAL MINOR ARTERIAL
BIA	FORT DEFIANCE	ON RESERVATION	6	40	RURAL MINOR ARTERIAL
BIA	FORT DEFIANCE	ON RESERVATION	6	50	RURAL MINOR ARTERIAL
BIA	FORT DEFIANCE	ON RESERVATION	6	60	RURAL MINOR ARTERIAL
BIA	FORT DEFIANCE	ON RESERVATION	6	80	RURAL MINOR ARTERIAL
BIA	FORT DEFIANCE	ON RESERVATION	6	30	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	7	60	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	7	63	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	7	66	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	7	10	MAJOR ARTERIAL
BIA	CHINLE	ON RESERVATION	7	50	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	7	52	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	7	54	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	7	56	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	7	15	MAJOR ARTERIAL
BIA	CHINLE	ON RESERVATION	7	40	MAJOR ARTERIAL
BIA	CHINLE	ON RESERVATION	7	42	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	7	44	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	7	46	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	7	48	RURAL MINOR ARTERIAL
BIA	CHINLE	ON RESERVATION	7	30	MAJOR ARTERIAL
BIA	CHINLE	ON RESERVATION	7	20	MAJOR ARTERIAL
BIA	FORT DEFIANCE	ON RESERVATION	7	80	RURAL MAJOR COLLECTOR
BIA	FORT DEFIANCE	ON RESERVATION	7	70	RURAL MINOR ARTERIAL
BIA	FORT DEFIANCE	ON RESERVATION	7	90	RURAL MINOR ARTERIAL
BIA	FORT DEFIANCE	ON RESERVATION	7	100	RURAL MINOR ARTERIAL
BIA	FORT DEFIANCE	ON RESERVATION	7	110	RURAL MINOR ARTERIAL
BIA	FORT DEFIANCE	ON RESERVATION	7	120	RURAL MINOR ARTERIAL
BIA	FORT DEFIANCE	ON RESERVATION	7	140	RURAL MINOR ARTERIAL
BIA	FORT DEFIANCE	ON RESERVATION	7	150	RURAL MINOR ARTERIAL
BIA	FORT DEFIANCE	ON RESERVATION	7	150	RURAL MINOR ARTERIAL
BIA	FORT DEFIANCE	ON RESERVATION	7	130	RURAL MINOR ARTERIAL
BIA	EASTERN	OFF RESERVATION	9	240	RURAL MINOR ARTERIAL
BIA	EASTERN	OFF RESERVATION	9	242	RURAL MINOR ARTERIAL
BIA	EASTERN	OFF RESERVATION	9	244	RURAL MINOR ARTERIAL
BIA	EASTERN	OFF RESERVATION	9	246	RURAL MINOR ARTERIAL
BIA	EASTERN	OFF RESERVATION	9	250	RURAL MINOR ARTERIAL
BIA	EASTERN	OFF RESERVATION	9	252	RURAL MINOR ARTERIAL
BIA	EASTERN	OFF RESERVATION	9	254	RURAL MINOR ARTERIAL
BIA	EASTERN	OFF RESERVATION	9	256	RURAL MINOR ARTERIAL
BIA	EASTERN	OFF RESERVATION	9	260	RURAL MINOR ARTERIAL
BIA	EASTERN	OFF RESERVATION	9	262	RURAL MINOR ARTERIAL
BIA	EASTERN	OFF RESERVATION	9	264	RURAL MINOR ARTERIAL
BIA	EASTERN	OFF RESERVATION	9	266	RURAL MINOR ARTERIAL

OWNER	AGENCY	RESERVATION	ROUTE SECTION		CLASS
			NO.	NO.	
STATE	EASTERN	TOHAJIILEE	40	810	MAJOR ARTERIAL
STATE	EASTERN	TOHAJIILEE	40	820	MAJOR ARTERIAL
STATE	EASTERN	TOHAJIILEE	40	830	MAJOR ARTERIAL
STATE	EASTERN	OFF RESERVATION	57	840	RURAL LOCAL
STATE	EASTERN	OFF RESERVATION	57	845	RURAL LOCAL
STATE	EASTERN	OFF RESERVATION	57	860	RURAL LOCAL
STATE	NEW LANDS	OFF RESERVATION	61	830	RURAL MINOR ARTERIAL
STATE	NEW LANDS	OFF RESERVATION	61	810	RURAL MINOR ARTERIAL
STATE	NEW LANDS	ON RESERVATION	61	820	RURAL MINOR ARTERIAL
STATE	NEW LANDS	ON RESERVATION	61	840	RURAL MINOR ARTERIAL
STATE	NORTHERN	OFF RESERVATION	64	810	MAJOR ARTERIAL
STATE	WESTERN	OFF RESERVATION	64	808	RURAL MINOR ARTERIAL
STATE	WESTERN	OFF RESERVATION	64	816	RURAL MINOR ARTERIAL
STATE	WESTERN	OFF RESERVATION	64	800	RURAL MINOR ARTERIAL
STATE	WESTERN	OFF RESERVATION	64	804	RURAL MINOR ARTERIAL
STATE	WESTERN	OFF RESERVATION	64	810	RURAL MINOR ARTERIAL
STATE	NORTHERN	ON RESERVATION	64	820	MAJOR ARTERIAL
STATE	NORTHERN	ON RESERVATION	64	824	MAJOR ARTERIAL
STATE	NORTHERN	ON RESERVATION	64	826	MAJOR ARTERIAL
STATE	NORTHERN	ON RESERVATION	64	830	MAJOR ARTERIAL
STATE	NORTHERN	ON RESERVATION	64	870	MAJOR ARTERIAL
STATE	NORTHERN	ON RESERVATION	64	805	RURAL MINOR ARTERIAL
STATE	NORTHERN	ON RESERVATION	64	810	RURAL MINOR ARTERIAL
STATE	NORTHERN	ON RESERVATION	64	812	RURAL MINOR ARTERIAL
STATE	NORTHERN	ON RESERVATION	64	814	RURAL MINOR ARTERIAL
STATE	NORTHERN	ON RESERVATION	64	816	RURAL MINOR ARTERIAL
STATE	NORTHERN	ON RESERVATION	64	818	RURAL MINOR ARTERIAL
STATE	NORTHERN	ON RESERVATION	64	850	MAJOR ARTERIAL
STATE	NORTHERN	ON RESERVATION	64	822	MAJOR ARTERIAL
STATE	NORTHERN	ON RESERVATION	64	823	MAJOR ARTERIAL
STATE	NORTHERN	ON RESERVATION	64	840	MAJOR ARTERIAL
STATE	NORTHERN	ON RESERVATION	64	860	MAJOR ARTERIAL
STATE	NORTHERN	ON RESERVATION	64	811	RURAL MINOR ARTERIAL
STATE	NORTHERN	ON RESERVATION	64	813	RURAL MINOR ARTERIAL
STATE	NORTHERN	ON RESERVATION	64	815	RURAL MINOR ARTERIAL
STATE	NORTHERN	ON RESERVATION	64	817	RURAL MINOR ARTERIAL
STATE	WESTERN	ON RESERVATION	64	820	RURAL MINOR ARTERIAL
STATE	WESTERN	ON RESERVATION	64	828	RURAL MINOR ARTERIAL
STATE	WESTERN	ON RESERVATION	64	836	RURAL MINOR ARTERIAL
STATE	WESTERN	ON RESERVATION	64	844	RURAL MINOR ARTERIAL
STATE	WESTERN	ON RESERVATION	64	852	RURAL MINOR ARTERIAL
STATE	WESTERN	ON RESERVATION	64	860	RURAL MINOR ARTERIAL
STATE	WESTERN	ON RESERVATION	64	868	RURAL MINOR ARTERIAL
STATE	WESTERN	ON RESERVATION	64	876	RURAL MINOR ARTERIAL

STATE	WESTERN	ON RESERVATION	64	884	RURAL MINOR ARTERIAL
STATE	WESTERN	ON RESERVATION	64	824	RURAL MINOR ARTERIAL
STATE	WESTERN	ON RESERVATION	64	832	RURAL MINOR ARTERIAL
STATE	WESTERN	ON RESERVATION	64	840	RURAL MINOR ARTERIAL
STATE	WESTERN	ON RESERVATION	64	848	RURAL MINOR ARTERIAL
STATE	WESTERN	ON RESERVATION	64	856	RURAL MINOR ARTERIAL
STATE	WESTERN	ON RESERVATION	64	864	RURAL MINOR ARTERIAL
STATE	WESTERN	ON RESERVATION	64	872	RURAL MINOR ARTERIAL
STATE	WESTERN	ON RESERVATION	64	880	RURAL MINOR ARTERIAL
STATE	EASTERN	TOHAJILEE	66	810	RURAL LOCAL
STATE	EASTERN	TOHAJILEE	66	830	RURAL LOCAL
STATE	EASTERN	TOHAJILEE	66	820	RURAL LOCAL
STATE	FORT DEFIANCE	OFF RESERVATION	77	810	RURAL MINOR ARTERIAL
STATE	FORT DEFIANCE	OFF RESERVATION	77	820	RURAL MINOR ARTERIAL
STATE	FORT DEFIANCE	OFF RESERVATION	77	840	RURAL MINOR ARTERIAL
STATE	FORT DEFIANCE	OFF RESERVATION	77	850	RURAL MINOR ARTERIAL
STATE	FORT DEFIANCE	OFF RESERVATION	77	830	RURAL MINOR ARTERIAL
STATE	FORT DEFIANCE	OFF RESERVATION	87	810	RURAL MINOR ARTERIAL
STATE	FORT DEFIANCE	ON RESERVATION	87	820	RURAL MINOR ARTERIAL
STATE	FORT DEFIANCE	ON RESERVATION	87	840	RURAL MINOR ARTERIAL
STATE	FORT DEFIANCE	ON RESERVATION	87	860	RURAL MINOR ARTERIAL
STATE	FORT DEFIANCE	ON RESERVATION	87	880	RURAL MINOR ARTERIAL
STATE	FORT DEFIANCE	ON RESERVATION	87	892	RURAL MINOR ARTERIAL
STATE	FORT DEFIANCE	ON RESERVATION	87	894	RURAL MINOR ARTERIAL
STATE	FORT DEFIANCE	ON RESERVATION	87	896	RURAL MINOR ARTERIAL
STATE	FORT DEFIANCE	ON RESERVATION	87	830	RURAL MINOR ARTERIAL
STATE	FORT DEFIANCE	ON RESERVATION	87	850	RURAL MINOR ARTERIAL
STATE	FORT DEFIANCE	ON RESERVATION	87	870	RURAL MINOR ARTERIAL
STATE	FORT DEFIANCE	ON RESERVATION	87	890	RURAL MINOR ARTERIAL
STATE	FORT DEFIANCE	ON RESERVATION	87	893	RURAL MINOR ARTERIAL
STATE	FORT DEFIANCE	ON RESERVATION	87	895	RURAL MINOR ARTERIAL
STATE	WESTERN	ON RESERVATION	89	800	RURAL MINOR ARTERIAL
STATE	WESTERN	ON RESERVATION	89	805	RURAL MINOR ARTERIAL
STATE	WESTERN	ON RESERVATION	89	810	RURAL MINOR ARTERIAL
STATE	WESTERN	ON RESERVATION	89	824	RURAL MINOR ARTERIAL
STATE	WESTERN	ON RESERVATION	89	830	RURAL MINOR ARTERIAL
STATE	WESTERN	ON RESERVATION	89	832	RURAL MINOR ARTERIAL
STATE	WESTERN	ON RESERVATION	89	834	RURAL MINOR ARTERIAL
STATE	WESTERN	ON RESERVATION	89	836	RURAL MINOR ARTERIAL
STATE	WESTERN	ON RESERVATION	89	840	RURAL MINOR ARTERIAL
STATE	WESTERN	ON RESERVATION	89	842	RURAL MINOR ARTERIAL
STATE	WESTERN	ON RESERVATION	89	844	RURAL MINOR ARTERIAL
STATE	WESTERN	ON RESERVATION	89	846	RURAL MINOR ARTERIAL
STATE	WESTERN	ON RESERVATION	89	848	RURAL MINOR ARTERIAL
STATE	WESTERN	ON RESERVATION	89	850	RURAL MINOR ARTERIAL
STATE	WESTERN	ON RESERVATION	89	852	RURAL MINOR ARTERIAL
STATE	WESTERN	ON RESERVATION	89	854	RURAL MINOR ARTERIAL

OWNER	AGENCY	RESERVATION	ROUTE NO.	SECTION NO.	CLASS
COUNTY	EASTERN	OFF RESERVATION	1	830	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	1	850	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	1	855	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	1	865	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	1	875	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	1	880	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	1	898	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	1	899	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	1	810	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	1	820	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	1	835	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	1	845	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	1	885	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	1	895	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	1	897	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	1	815	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	1	825	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	1	840	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	1	860	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	1	870	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	1	890	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	1	896	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	2	850	RURAL LOCAL
COUNTY	EASTERN	OFF RESERVATION	2	860	RURAL LOCAL
COUNTY	EASTERN	OFF RESERVATION	2	870	RURAL LOCAL
COUNTY	EASTERN	OFF RESERVATION	2	880	RURAL LOCAL
COUNTY	EASTERN	OFF RESERVATION	2	810	RURAL LOCAL
COUNTY	EASTERN	OFF RESERVATION	2	820	RURAL LOCAL
COUNTY	EASTERN	OFF RESERVATION	2	830	RURAL LOCAL
COUNTY	EASTERN	OFF RESERVATION	2	840	RURAL MINOR ARTERIAL
COUNTY	EASTERN	OFF RESERVATION	3	810	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	4	10	RURAL LOCAL
COUNTY	EASTERN	OFF RESERVATION	4	13	RURAL LOCAL
COUNTY	EASTERN	OFF RESERVATION	4	16	RURAL LOCAL
COUNTY	EASTERN	OFF RESERVATION	4	30	RURAL LOCAL
COUNTY	EASTERN	OFF RESERVATION	4	50	RURAL LOCAL
COUNTY	EASTERN	OFF RESERVATION	4	820	RURAL LOCAL
COUNTY	EASTERN	OFF RESERVATION	4	830	RURAL LOCAL
COUNTY	EASTERN	OFF RESERVATION	4	20	RURAL LOCAL
COUNTY	EASTERN	OFF RESERVATION	4	40	RURAL LOCAL
COUNTY	EASTERN	OFF RESERVATION	6	820	RURAL LOCAL
COUNTY	EASTERN	OFF RESERVATION	6	810	RURAL LOCAL
COUNTY	WESTERN	OFF RESERVATION	7	810	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	8	810	RURAL LOCAL

COUNTY	EASTERN	OFF RESERVATION	9	810	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	9	830	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	9	840	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	9	820	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	10	810	RURAL LOCAL
COUNTY	EASTERN	OFF RESERVATION	12	810	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	14	810	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	15	810	RURAL LOCAL
COUNTY	EASTERN	OFF RESERVATION	15	820	RURAL LOCAL
COUNTY	EASTERN	OFF RESERVATION	15	880	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	15	830	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	15	860	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	15	870	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	15	890	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	16	810	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	16	820	CITY MINOR ARTERIAL
COUNTY	EASTERN	OFF RESERVATION	16	830	CITY MINOR ARTERIAL
COUNTY	EASTERN	OFF RESERVATION	17	810	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	19	840	RURAL LOCAL
COUNTY	EASTERN	OFF RESERVATION	19	820	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	19	828	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	19	830	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	19	833	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	19	835	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	19	822	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	19	850	RURAL LOCAL
COUNTY	EASTERN	OFF RESERVATION	19	815	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	19	810	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	19	825	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	19	832	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	20	810	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	20	830	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	20	840	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	20	820	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	23	830	RURAL LOCAL
COUNTY	EASTERN	OFF RESERVATION	23	850	RURAL LOCAL
COUNTY	EASTERN	OFF RESERVATION	23	880	RURAL LOCAL
COUNTY	EASTERN	OFF RESERVATION	23	870	RURAL LOCAL
COUNTY	EASTERN	OFF RESERVATION	23	810	RURAL LOCAL
COUNTY	EASTERN	OFF RESERVATION	23	820	RURAL LOCAL
COUNTY	EASTERN	OFF RESERVATION	23	860	RURAL LOCAL
COUNTY	EASTERN	OFF RESERVATION	23	840	RURAL MAJOR COLLECTOR
COUNTY	EASTERN	OFF RESERVATION	24	810	RURAL LOCAL
COUNTY	EASTERN	OFF RESERVATION	24	820	RURAL LOCAL
COUNTY	EASTERN	OFF RESERVATION	26	810	RURAL LOCAL
COUNTY	EASTERN	OFF RESERVATION	26	820	RURAL LOCAL
COUNTY	EASTERN	OFF RESERVATION	26	805	RURAL MAJOR COLLECTOR

Appendix “B”

Navajo Nation

Proposed Program (Five Year Plan)

Total Available Funds	\$55,500,000.00	\$55,500,000.00	\$55,500,000.00	\$55,500,000.00	\$55,500,000.00
- Proposed Expenditures as per TTHF	\$55,500,000.00	\$55,500,000.00	\$55,500,000.00	\$55,500,000.00	\$55,500,000.00
Balance	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Program Manager	Fiscal Year 15	Fiscal Year 16	Fiscal Year 17	Fiscal Year 18	Fiscal Year 19	Total Five Year
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Request for Equipment Purchase	\$1,350,000.00	\$2,000,000.00	\$0.00	\$0.00	\$0.00	\$3,350,000.00
Airport Maintenance	\$232,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$232,000.00
NDOT	\$5,568,000.00	\$5,800,000.00	\$5,800,000.00	\$5,800,000.00	\$5,800,000.00	\$28,768,000.00
NNDOT Safety Projects	\$500,000.00	\$500,000.00	\$500,000.00	\$500,000.00	\$500,000.00	\$2,500,000.00
NDOT 2% Planning funds	\$1,300,000.00	\$1,300,000.00	\$1,300,000.00	\$1,300,000.00	\$1,300,000.00	\$6,500,000.00
NDOT Maintenance	\$4,400,000.00	\$4,400,000.00	\$4,400,000.00	\$4,400,000.00	\$4,400,000.00	\$22,000,000.00
N16(6)/N162(1)/N164(1)2,4 Navajo Mountain	\$450,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$450,000.00

Project Name Construction Year Programmed Approval Price Programmed Approval Price Programmed Approval Price Programmed Approval Price Programmed Approval Price

N35(9-1)4 US160 to Sweetwater	2013	\$10,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$10,000.00
N7057(1)1,2,3 White Rock Wash Brdg N487	2013	\$5,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,000.00
N39(1-1)(2)1,2,4 Kinlichee Wash Bridge N628	2013	\$5,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,000.00
N7150(1) 1,2,3 San Juan County Bridge Replacement N. 8105 (Huertano Bridge)	2013	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
N2007(1-1)1,2,4 N666 New Lands Rio Puerco Bridge Replace	2014	\$140,000.00	\$300,000.00	\$0.00	\$0.00	\$0.00	\$440,000.00
N55(3)1,2&4 Alamo to I-40	2014	\$250,000.00	\$200,000.00	\$25,000.00	\$0.00	\$0.00	\$475,000.00
N55(2)1,2,4 Alamo to I-40	2014	\$25,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$25,000.00
N9345(2)2&4 Wide Ruins Access	2014	\$225,000.00	\$100,000.00	\$0.00	\$0.00	\$0.00	\$325,000.00
N8008(1)1,2,3 & Lukachukai Wash Bridge	2014	\$225,000.00	\$225,000.00	\$0.00	\$0.00	\$0.00	\$450,000.00
N31(4)1,2,4 Navajo toward Mex Springs N31/N321 Jct w/75m Brdg	2014	\$435,000.00	\$100,000.00	\$0.00	\$0.00	\$0.00	\$535,000.00
BIA DOT NR Safety Projects	2015	\$4,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,000,000.00
N27(4-2)(2-3)(2-2)/N7(2-3)/N105(1-1) Nazini North to Chinle	2015	\$13,780,000.00	\$11,400,000.00	\$300,000.00	\$0.00	\$0.00	\$25,480,000.00

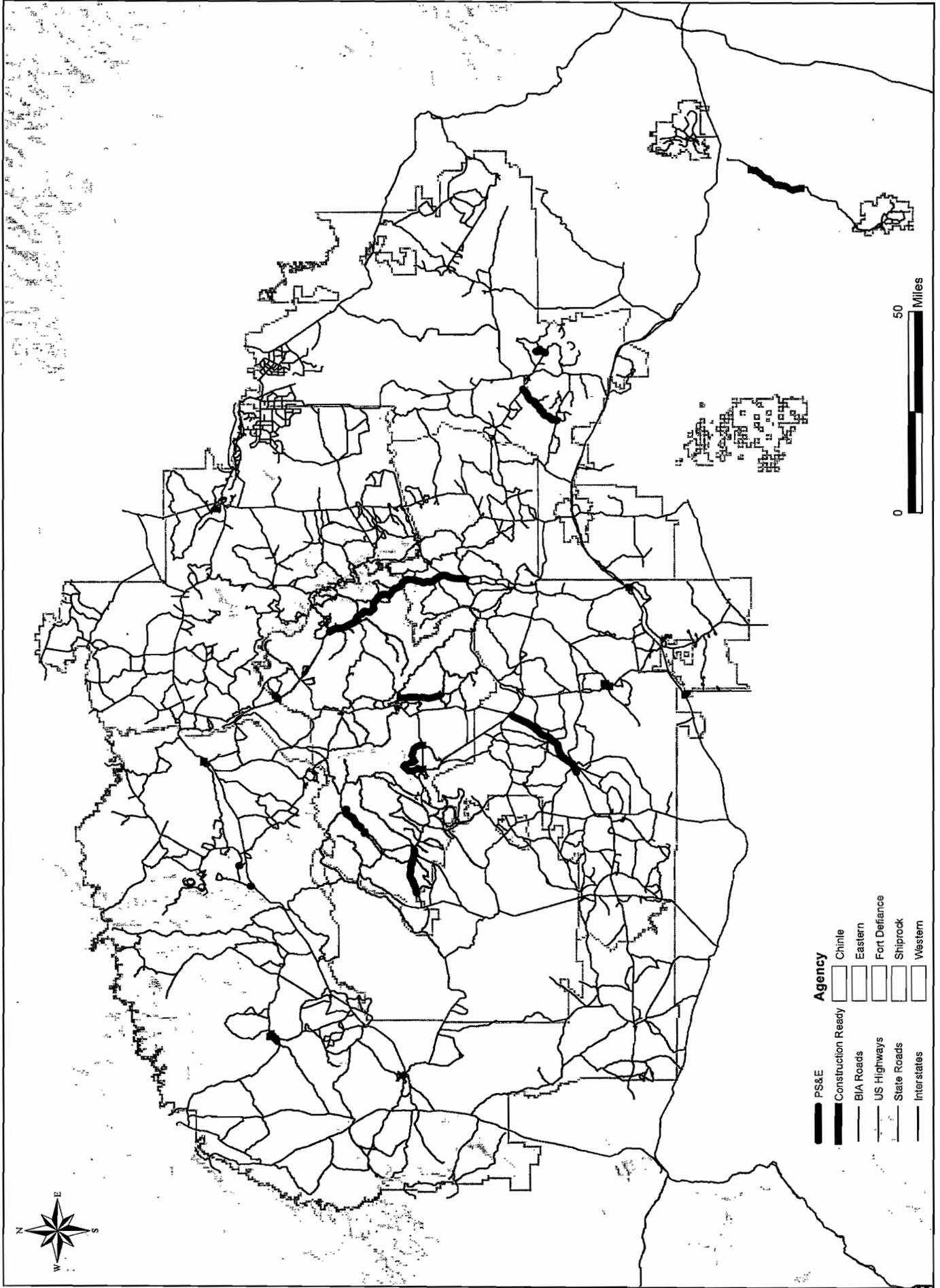
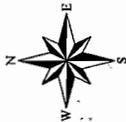
Project Name	Construction Year	Programmed Available	TOTAL Program Available							
N6461(1-2)/N6460(1)2&4 Dennehotso Loop Road	2015	\$6,000,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$6,000,000.00
N15(2-2)(3-1)(4-1) ROW Fencing Project from Burnside to Greasewood Sprines	2015	\$3,200,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,200,000.00
N6331(2)2&4/N6330(1)/N21(1A)1,2,4 Trading Post Brdg Rehab-N310	2015	\$8,150,000.00	\$250,000.00	\$100,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$8,500,000.00
N251(5-2)2,3 North loop Tselani off N4	2015	\$3,525,000.00	\$1,040,000.00	\$25,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,590,000.00
N6461(1-1)1,2&3 Dennehotso Bridge - N313	2015	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
N101(1)2&4 Ojo Amarillo School Access	2016	\$100,000.00	\$1,660,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,760,000.00
N7119(1)/N481(1)2,3 Little Water Chapter Access	2016	\$100,000.00	\$4,900,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,000,000.00
N5012(1)1,2,3 Sanostee Wash Bridge N204	2016	\$200,000.00	\$2,435,000.00	\$50,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,685,000.00
N55(1-1)2,4 Alamo to I-40	2017	\$60,000.00	\$60,000.00	\$1,670,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,790,000.00
N4000 & N3000 Series Chip Sealing	2017	\$0.00	\$25,000.00	\$705,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$730,000.00
N71(3)2&4 Birdsprings/N15 & Little Singer School Access	2017	\$300,000.00	\$3,950,000.00	\$6,310,000.00	\$300,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$10,860,000.00
N12(19-4)(13-2)(12-2)1,2&4 Wheatfields Lake to Tsaille N64 Junction	2017	\$225,000.00	\$14,400,000.00	\$5,700,000.00	\$150,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$20,475,000.00

Program Name	Construction Year	Programmed Available P.W.	TOTAL Prog. Available				
N6720(1)1,2,3 Brdg N309	2020	\$20,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$20,000.00
N9402(1)1,2 Rio Puerco Brdg N656	2020	\$15,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$15,000.00
N100(1-1)/N12(1A)2,4 NN Capitol Streets & Access to Judicial Complex	2020	\$30,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$30,000.00
N203(2)1,2 Kinilchee Wash Bridge N629	2020	\$20,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$20,000.00
PROGRAM TOTALS:		\$55,500,000.00	\$55,500,000.00	\$55,500,000.00	\$55,500,000.00	\$55,500,000.00	\$277,500,000.00

Appendix “C”

Navajo DOT TTIP

Construction Ready Projects and PS&E Projects



- | | |
|-----------------|--------------------|
| PS&E | Agency |
| | Chinle |
| | Construction Ready |
| | Eastern |
| | Fort Defiance |
| | Shiprock |
| | Western |
| | BIA Roads |
| | US Highways |
| | State Roads |
| | Interstates |

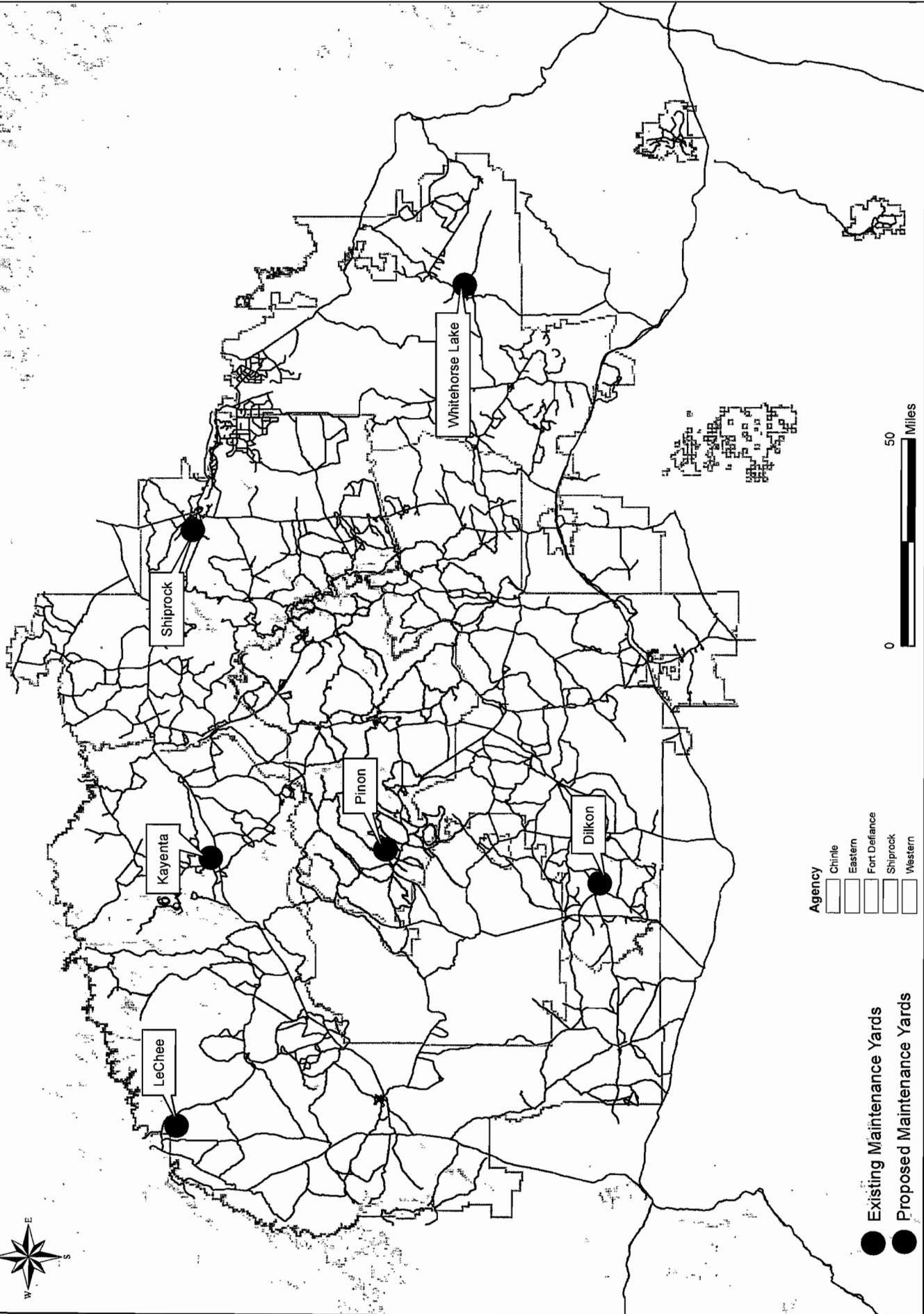
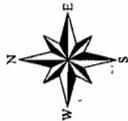
0 50 Miles

Appendix “D”

Appendix “E”



Navajo DOT Maintenance Yards



● Existing Maintenance Yards
● Proposed Maintenance Yards

Agency
Chinle
Eastern
Fort Defiance
Shiprock
Western

0 50 Miles

Appendix “F”

**STATE OF NEW MEXICO
CAPITAL OUTLAY AND TRIBAL INFRASTRUCTURE PROJECTS**

ACCT. #	CHAPTER	DESCRIPTION	FUND	PROJ. #	AMOUNT APPROP.	EXPENDITURE	ENCUMBER	BALANCE	ENDING DATE	STATUS
K133029	Alamo	Sewage Lagoon Improvements - P.D.C	12stb	#1392	50,000.00			50,000.00	06/30/16	IGA signed by NMIAD 10/16/12, BU issued by CGS/ OMB 11/20/12; To plan, design, repair and construct improvements to the sewage lagoons; no expenses 2012, Chapter 64, Section 13, Item 5; no expenses; to plan, design and construct a parking lot at the chapter.
Certified	Baahaali	Parking Lot, P.D.C	12stb	#1392	100,000.00			100,000.00	06/30/16	
K133050	Baahaali	Powerline Ext/Housewiring	13stb	#1533	150,000.00			150,000.00	06/30/17	5/15/14 - IGA finalized and signed by IAD, 06/08/14; forward to OCG for BU. BU issued on 6/18/14
K133066 K0830426	Baahaali	Chap Powerline p/d/c	09stb	#1122 #3926	91,013.00			91,013.00	06/30/15	CERTIFIED - Project extended through FY2015; re-authorized of \$91,013.00 to the tax. Tax not paid yet.
KXXXXXX	Baahaali	Chapter House Improvement	14stb	#1754	100,000.00			100,000.00		HB55 - 9-5-14/IAD received SOW; 11-13-14 - IAD CFO reviewing NN audit to determine execution of IGA; 12/15/14 - No IGA yet from IAD; 3/13/15 - 164 Handicarrried to DOJ.
K133059	Baca/Prewitt	Powerline Extension	13stb	#1534	125,000.00			125,000.00	06/30/17	6-6-14/Finalized IGA FedEx back to IAD; Business Unit issued 7/29/14
KXXXXXX	Beclabito	Road Grader	14stb	#1775	145,000.00			145,000.00		HB55 - 8/25/14 - SOW received @ IAD; 11/13/14 - IAD CFO reviewing NN Audit to determine execution of IGA; 1/29/15 - 164 Review packet @ Contract & Grants; 3/2/15- IGA mailed back to IAD for final signature.
K083039	Crownpoint	Wellness Ctr Construction	06gf	#1326	198,000.00	197,999.84		0.16	6/30/14	Legislative intent fulfilled. Balance revert.
K133067 K0830443	Crownpoint	Wellness Ctr/Modular Bldg	07gf	#1123 #4669	39,674.46			39,674.46	6/30/15	Total amount approp was \$445,500, out of that \$443,548.44 was expended; retainage is still outstanding of \$39,674.46 which was re- authorized to FY15 to pay the retainage and tax.
KXXXXXX	Casamero Lake	Powerline Extension	14stb	#1755	100,000.00			100,000.00		HB55 - 9-5-14/IAD received SOW; 11-13-14 - IAD CFO reviewing NN audit to determine execution of IGA; 1/16/15 - SOW rejected by IAD Legal Counsel, req revised SOW; 3/18/15 - 164 handicarrried to OCG
KXXXXXX	Chichilitah	Chap Hse/Admin Ofc Renov	14stb	#1756	150,000.00			150,000.00		HB55 - 8/22/14 - IAD rec SOW; 11/13/14 - IAD CFO reviewing NN Audit to determine execution of IGA; 1/16/15 - SOW rejected by IAD Legal Counsel, req revised SOW; 3/2/15 - No IGA yet
KXXXXXX	Coyote Canyon	Powerline Extension	14stb	#1757	95,000.00			95,000.00		HB55 - 9/16/14 - SOW emailed to IAD; 11/13/14 - IAD CFO reviewed NN Audit to determine execution of IGA; 1/16/15 - SOW rejected by IAD Legal Counsel, req revised SOW; 3/2/15 - No IGA yet
K133051	Gadii'ah-To'koi	Demolition of Senior Ctr	13stb	#1548	85,000.00			85,000.00	6/30/17	5/15/14 - IGA finalized and signed by IAD, 06/08/14; forward to OCG for BU. BU issued on 6/18/14
KXXXXXX	Gadiiahi	Irrigation System Phase 4	14stb	#1776	142,725.00			142,725.00		HB55 - 8/15/14 - SOW request emailed to chapter, 2/2/15 - No SOW
K133056	Iyanbito	P.D.C Chap Hse/Parking Lot	13stb	#1535	148,500.00			148,500.00	6/30/17	6-6-14/Finalized IGA FedEx back to IAD; Business Unit issued 7/25/14
KXXXXXX	Iyanbito	Motor Grader	14stb	#1759	170,000.00			170,000.00		HB55 - 9-5-14/IAD received SOW; 11-13-14 - IAD CFO reviewed NN audit to determine execution of IGA; 3/13/15 - 164#003515 HC to DOJ.
K133053	Lake Valley	Construct Bathroom Add.	13stb	#1549	114,350.00			114,350.00	6/30/17	6-6-14/Finalized IGA FedEx back to IAD; Business Unit issued 7/29/14; 12/15/14 - No IGA yet from IAD.

**STATE OF NEW MEXICO
CAPITAL OUTLAY AND TRIBAL INFRASTRUCTURE PROJECTS**

ACCT. #	CHAPTER	DESCRIPTION	FUND	PROJ. #	AMOUNT APPROP.	EXPENDITURE	ENCUMBER	BALANCE	ENDING DATE	STATUS
KXXXXXX	Littlewater	Powerline Extension	14stb	#1760	100,000.00			100,000.00		HB55 - 9-3-14/IAD received SOW; 11-13-14 : IAD CFO reviewed NN audit to determine execution of IGA; 3/2/15 - No IGA yet.
KXXXXXX	Lake Valley	Solar Project	14stb	#1777	25,000.00			25,000.00		HB55 - 9/16/14 - SOW emailed to IAD; 11/13/14 - IAD CFO reviewed NN Audit to determine execution of IGA; 3/13/15 - 164 #003525 handcarried to DOJ
K133054	Mariano Lake	Construct Bathroom Add.	13stb	#1536	45,000.00			45,000.00	6/30/17	DOJ memo dated 3/31/14 regarding Personnel cost in the project budget. 8-4-14/Forward IGA to President's Office for final signature. There's still issues/concern with the Personnel
K133054	Mariano Lake	C, P, and install B/A & Pimbnr	13stb	#1537	50,000.00			50,000.00	6/30/17	06/06/14: forward to OCG for BU. BU issued on 6/18/14
KXXXXXX	Mariano Lake	Chapter Heaters	14stb	#1761	5,000.00			5,000.00		HB55 - 8/15/14 - SOW request emailed to chapter; 11-13-14: IAD CFO reviewed NN Audit to determine execution of IGA; 1/16/15 - SOW rejected by IAD Legal Counsel, req revised SOW; 3/15/15 - #003522 handcarried to DOJ.
K133053	Nageezi	Constr B/A and Water/Sewer	13stb	#1550	50,000.00			50,000.00	6/30/17	DOJ memo dated 3/31/14 regarding Personnel cost in the project budget. 8-4-14/Forward IGA to President's Office for final signature. There's still issues/concern with the Personnel
KXXXXXX	Newcomb	Capitan Tom Irrigation	14stb	#1778	45,000.00			45,000.00		HB55 - 9/8/14 - SOW submit to IAD; 11/13/14 - IAD CFO reviewed NN Audit to determine execution of IGA; 1-16-15 - SOW rejected by IAD Legal Counsel. Req revised SOW; 2/2/15 - No IGA
KXXXXXX	Newcomb	Parking Area Improvement	14stb	#1779	100,000.00			100,000.00		HB55 - 8/19/14 - SOW received @ IAD; 10/20/14 - IAD indicate project did not go forward at there recent Bond Sale; 11/13/14 - Bond Questionnaire submitted to DFA.
K133031	Ramah	Bathroom Addition Constr	12stb	#1363	50,000.00	\$ 49,882.89		117.11	06/30/16	2012, Chapter 64, Section 13, Item 17 - IGA executed on 12/4/12; to construct bathroom addition, 3041800P issued to purchase BA materials; materials received and payment issued to vendor.
K133052	Rock Springs	Veterans Facility	13stb	#1541	50,000.00			50,000.00	06/30/17	5/15/14 - IGA finalized and signed by IAD, 06/06/14: forward to OCG for BU. BU issued on 6/18/14; need revise updated SOW and Budget.
KXXXXXX	Red Rock	Emergency Response Mod	14stb	#1762	90,000.00			90,000.00		HB55 - 9/9/14 - SOW to emailed to IAD; 10/20/14 - IAD indicated project did not go forward at the recent Bond Sale; 11/13/14 - Bond Questionnaire submitted to DFA.;
KXXXXXX	Rock Springs	Multi-Purpose Building	14stb	#1769	365,000.00			365,000.00		HB55 - 9/9/14 - SOW emailed to IAD; 11/13/14 - IAD CFO reviewed NN Audit to determine execution of IGA; 1/16/15 - SOW rejected by IAD Legal Counsel, req revised SOW; 3/2/15 - No IGA
K133055	Shiprock	P, C, security fencing for S/R Irrigation Compound	13stb	#1551	70,000.00			70,000.00	06/30/17	5/15/14 - IGA finalized and signed by IAD, 06/06/14: forward to OCG for BU. BU issued on 6/18/14
KXXXXXX	Smith Lake	Activity Bldg Design	14stb	#1763	25,000.00			25,000.00		HB55 - 8/15/14 - SOW request emailed to chapter; 10/20/14 - IAD indicate project did not go forward at there recent Bond Sale; 11/13/14 - Bond Questionnaire submitted to DAF;

**STATE OF NEW MEXICO
CAPITAL OUTLAY AND TRIBAL INFRASTRUCTURE PROJECTS**

ACCT. #	CHAPTER	DESCRIPTION	FUND	PROJ.#	AMOUNT APPROP.	EXPENDITURE	ENCUMBER	BALANCE	ENDING DATE	STATUS
KXXXXXX	San Juan Dineh Water Users	Irrigation System	14stb	#1774	80,000.00			80,000.00		HB55 - 8/19/14 - SOW request emailed to Mr. Martin Duncan; 2/2/15 - per Martin Duncan, reauth in progress in 2015 Legis. Session. No SOW
K103070	Tohatchi	Skateboard Park & Improve	13gf	#3442— #1124	210,000.00			210,000.00	6/30/15	Project was authorized to DES for implementation; Project extended through FY2015; 8-5-14/Signed IGA mailed back to IAD
K133030	Torreón-Star Lake	Waterline Ext and Bathroom Addition - P, D, C	12stb	#1388	72,000.00	63,471.12		8,528.88	06/30/17	Project is in construction. To plan, design and construct water line ext and bathroom adds in the south areas of Torreón. Handle by CHID
KXXXXXX	Torreón - Star Lake	Clini Expend & Construction	14stb	#1771	75,000.00			75,000.00		9/5/14 - SOW received @ IAD; 10/20/14 - IAD indicate project did not go forward at the recent Bond Sale; 11/13/14 - Bond Questionnaire submitted;
K133057	Tse'ij'ahi	P.D.C.R, Headstart Bldg	13stb	#1538	123,750.00		50,000.00	73,750.00	6/30/17	6-6-14/Finalized IGA FedEx back to IAD; Business Unit issued 7/29/14; C011019 - Claw Excavating Inc.
K133066	Torreón - Star Lake	P.D.C, w/rlne for Cayaditto Camp and Torreón South	13stb	#1562	50,000.00			50,000.00	06/30/15	DOJ memo dated 3/31/14 regarding Personnel cost in the project budget. 8-4-14/Forward IGA to President's Office for final signature. There's still issues/concern with the Personnel
KXXXXXX	Tse'Daa'Kaan	Senior Center, Head Start & Chapter Hse Pkng Lot Paving	12stb	#1385	150,000.00			150,000.00	6/30/16	2012, Chapter 64, Section 13, Item 25; to pave parking lots for the SC, HSC and CH; no expenses
KXXXXXX	Tohajiilee	Emergency Medical Serv Bldg	14stb	#1750	50,000.00			50,000.00		HB55 - 9/19/14 - SOW received @ IAD; 11/13/14 - IAD CFO reviewed NN Audit to determine execution of IGA; 12/15/14 - No IGA yet from IAD; 3/5/15 - 164 handcarried to OCG.
KXXXXXX	Thoreau	Veterans Service Center	14stb	#1764	295,000.00			295,000.00		HB55 - 11/4/14 - SOW emailed to NM-IAD; 11/13/14 - IAD CFO reviewed NN Audit to determine execution of IGA; 1/16/15 - SOW rejected by IAD Legal Counsel, req revised SOW; 3/13/15 - 164 handcarried to DOJ
KXXXXXX	Tohatchi	Veterans Building	14stb	#1765	400,000.00			400,000.00		HB55 - 9/29/14 - SOW emailed to IAD; 11/13/14 - IAD CFO reviewed NN Audit to determine execution of IGA; 1/16/15 - SOW rejected by IAD Legal Counsel, req revised SOW; 3/2/15 - No IGA
KXXXXXX	Tsa-Ya-Toh	Backhoe Purchase	14stb	#1766	80,000.00			80,000.00		HB55 - 9/9/14 - SOW emailed to IAD; receive confirmed; 11/13/14 - IAD CFO reviewed NN Audit to determine execution of IGA; 1/16/15 - SOW rejected by IAD Legal Counsel, req revised SOW; 3/17/15 - 164 handcarried to OMB
KXXXXXX	Tsa-Ya-Toh	Rail Industrial Park Constr	14stb	#1767	50,000.00			50,000.00		HB55 - 9/9/14 - SOW emailed to IAD; receive con- firmed; 11/13/14 - IAD CFO reviewed NN Audit to determine execution of IGA; 1/16/15 - SOW rejected by IAD Legal Counsel, req revised SOW; 3/17/15 - 164 handcarried to OMB
KXXXXXX	Torreón - Star Lake	Clini Expend & Construction	14stb	#1771	75,000.00			75,000.00		HB55 - 8/15/14 - SOW request emailed to chapter; SOW received by IAD; 11/13/14 - Bond Questionnaire submitted.
K053088	Whitehorse Lake	P.D, Cons a w/l - Chap	04stb	#2107	344,000.00	344,000.00		0.00	6/30/14	Fund fully expended; Legislative intent fulfilled
K133058	Whiterock	Renovate Chapter House	13stb	#1543	50,000.00			50,000.00	6/30/17	6-6-14/Finalized IGA FedEx back to IAD; Business Unit issued 7/29/14

**STATE OF NEW MEXICO
CAPITAL OUTLAY AND TRIBAL INFRASTRUCTURE PROJECTS**

ACCT. #	CHAPTER	DESCRIPTION	FUND	PROJ. #	AMOUNT APPROP.	EXPENDITURE	ENCUMBER	BALANCE	ENDING DATE	STATUS
KXXXXXX	Whitehorse Lake	Road Maintenance Yard Ph II	14stb	#1768	50,000.00			50,000.00		HB55 - 8/15/14 - SOW request emailed to chapter; 11/3/14 - Arlando w/NDOT picked up 2nd info for SOW dev; 2/2/15 - No SOW
TOTAL:					\$ 5,229,012.46	\$ 655,353.85	\$ 50,000.00	\$ 4,523,658.61		

New 2012 TIF Projects

K133025	Churchrock	State Highway 118	12stb	#0012-20	\$ 50,000.00	\$ 44,960.00		\$ 5,040.00	10/14	11/1/12 - Construction completed and close out submitted by Arlando, NDOT; Final Payment of \$13,290 issued on 1/29/15; Legislative Intent Fulfilled.
K133024	Counselor	Ph II (Day Mesa) P/L Ext	12stb	#0012-14	417,678.00	\$ 379,202.93		38,475.07	10/14	Project completed and reimbursement was made to NN from State (DFA); Legislative Intent Fulfilled;
K133021	Mariano Lake	Water Distribution Sys	12stb	#0012-01	500,000.00	\$ 500,000.00		-	10/14	Fund fully expended, Legislative Intent Fulfilled
K133027	NAPI	Potable Water Project	12stb	#0012-13	813,347.00	\$ 813,347.00		-	10/14	Fund fully expended, Legislative Intent Fulfilled
K133023	Ramah	Water Well Project	12stb	#0012-21	350,250.00	\$ 350,250.00		-	10/14	11/07/12 - PSA w/ Souder, Miller & Assoc., to prepare a new exploratory/test water well. Fund fully expended, Legislative Intent Fulfilled.
K133028	Red Rock	Comprehensive Plan for Wastewater System	12stb	#0012-27	50,000.00	\$ 50,000.00		-	10/14	Fund fully expended, Legislative Intent Fulfilled
K133022	To'Hajilee	Water Supply/Infrastructure Study	12stb	#0012-22	75,000.00	\$ 75,000.00		-	10/14	Fund fully expended, Legislative Intent Fulfilled
K133026	Tse'i'iahi (Standing Rock)	STM-Aerator Grn Waste Water Initiative	12stb	#0012-02	300,000.00	\$ 300,000.00		-	10/9/14	MOA w/NIHS to install 2,000 ft of 8" sewerline and 5 manholes to carry sewage fr CH compd to new community lagoon. Payment issued to NIHS. Fund fully expended, Legislative Intent Fulfilled
K133060	Eastern	Eastern Navajo Water Pipeline	12stb	#0012-23	600,000.00			600,000.00	06/25/16	Grant Agmt signed by NMIAD 6/25/14 and BU issued on 8/8/14; per IAD, need new IGA.
TOTAL:					\$ 3,156,275.00	\$ 2,512,759.93	\$ -	\$ 643,515.07		

New 2013 TIF Projects

Planning Projects

K133041	To'hajilee/Canoncito	Water System Study	13stb	#-0001-TF01	75,000.00		75,000.00	0.00	3/10/16	Approve by TIF Board on 4/23/13, 3/10/14 - IGA signed by Cabinet Secretary; 5/01/14 BU issued. C010606 - Souder Miller & Assoc.
K133042	Newcomb	Captain Tom Irrigation Project	13stb	#-0001-TF04	80,000.00			80,000.00	3/10/16	Approve by TIF Board on 4/23/13, 3/10/14 - IGA signed by Cabinet Secretary; 5/01/14 BU issued.
K133043	Iyanbito	Chapter House Constr	13stb	#-0001-TF07	200,000.00			200,000.00	3/10/16	Approve by TIF Board on 4/23/13, 3/10/14 - IGA signed by Cabinet Secretary; 5/01/14 BU issued.
K133044	Sheepsprings	Plan/Design M/P Bldg	13stb	#-0001-TF08	240,000.00			240,000.00	3/10/16	Approve by TIF Board on 4/23/13, 3/10/14 - IGA signed by Cabinet Secretary; 5/01/14 BU issued.

**STATE OF NEW MEXICO
CAPITAL OUTLAY AND TRIBAL INFRASTRUCTURE PROJECTS**

ACCT. #	CHAPTER	DESCRIPTION	FUND	PROJ. #	AMOUNT APPROP.	EXPENDITURE	ENCUMBER	BALANCE	ENDING DATE	STATUS
Design/Construction Projects										
K133045	Mariano Lake	Water Sys Improvement	13stb	#-0001-TF09	500,000.00	499,999.88		0.12	3/10/16	Approve by TIF Board on 4/23/13, 3/10/14 - IGA signed by Cabinet Secretary, 5/01/14 BU issued; C07656 w/ Souder Miller and Assoc. for design and C010329 w/ KBK Constr, LLC for construction.
K133046	Ramah	Mountain View Waterline Ext	13stb	#-0001-TF12	350,000.00			350,000.00	3/10/16	Approve by TIF Board on 4/23/13, 3/10/14 - IGA signed by Cabinet Secretary, 5/01/14 BU issued.
K133048	Alamo	Waste Water Imprvment Plan	13stb	#-0001-TF13	1,500,000.00	191,021.20	1,231,757.00	268,243.00	3/10/16	Approve by TIF Board on 4/23/13, 3/10/14 - IGA signed by Cabinet Secretary, 5/01/14 BU issued. PSC with Velocity Build LLC. It reocase Sewer Lagon Ph II.
K133049	To'hajilee	Field Ofc EMS Bldg	13stb	#-0001-TF18	1,500,000.00			1,500,000.00	3/10/16	Approve by TIF Board on 4/23/13, 3/10/14 - IGA signed by Cabinet Secretary, 5/01/14 BU issued.
TOTAL:					\$ 4,445,000.00	\$ 691,021.08	\$ 1,306,757.00	\$ 2,538,243.12		

Funds coming Environment Department

NEW	Alamo	Water System Phase III	13stb	1505	100,000.00			100,000.00		12-22-14/Irvin Harrison, Water Management picked up copy of IGA to dev SOW.
NEW	Becent	P/D/C Water Sys Imprvment	14stb	1654	150,000.00			150,000.00		12-15-14/Andre Martin, CSC indicated they will not provide SOW. They are requesting for reauthorization in 2015 Legislative Session to change purpose.
NEW	Baahaail- Chichiltah	P/D/C Bathroom Addition and Cistern System	14stb	1653	30,000.00			30,000.00		SOW received, wil prepare 164 for review/approval
NEW	Naschitti		14stb	1681				-		1-30-15/No IGA yet. Still pending per NMED.
NEW	Ramah		14stb	1607				-		1-30-15/No IGA yet. Still pending per NMED.
NEW	Ramah	Mountain View Waterline Ext	13stb	1438	50,000.00			50,000.00		12-22-14/Irvin Harrison, Water Management picked up copy of IGA to dev SOW.
NEW	Red Lake	Improvement of a community water tank project.	14stb	1655	25,000.00			25,000.00		No SOW, written/verbal requests made to Chapter & Project Manager.
NEW	Tohatchi	Red Willow Farmland Pump System	13stb	1471	600,000.00			600,000.00		01-22-15: SOW received, will prepare 164 for review/approval.
TOTAL:					\$ 955,000.00	\$ -	\$ -	\$ 955,000.00		

New 2014 TIF Projects

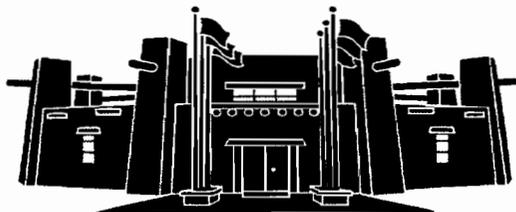
Planning Projects

KXXXXXX	Gallup	Regional Wastewater Treatment Plant Project	14stb	#0001-TF10	150,000.00			150,000.00		12-9-14 / Agreements rec'd @ CIO, pending 164. Error: IGA has under WHEREAS CLAUSE: Ramah Design for Wastewater Project, correction made and 2/18/15 - 164 #003483 hc to OCG.
KXXXXXX	Counselor	Lybrook ENWP Ph 6 Water System	14stb	#0001-TF11	150,000.00			150,000.00		12-9-14/Agreements rec'd @ CIO, pending 164 Error: IGA has under WHEREAS CLAUSE: Ramah Design for Waterwater Proj; correction made and 2/13/15 - 164 #003480 hc to OCG; 2/20/15 - 164#3480 HC to DOJ

**STATE OF NEW MEXICO
CAPITAL OUTLAY AND TRIBAL INFRASTRUCTURE PROJECTS**

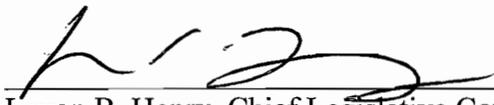
ACCT. #	CHAPTER	DESCRIPTION	FUND	PROJ. #	AMOUNT APPROP	EXPENDITURE	ENCUMBER	BALANCE	ENDING DATE	STATUS
KXXXXXX	Lake Valley	Owl Springs Waterline Ext	14stb	#0001-TF12	150,000.00			150,000.00		12-9-14/Agreements rec'd @ CIO, pending 164 Error: IGA has under WHEREAS CLAUSE: Ramah Design for Waterwater Proj need correction; 1/29/15 - 164 packet HC to OCG; 2/18/15 - 164#003417 hc to President's Ofc for final signature.
KXXXXXX	Ramah	Design for Rehabilitation/ Replacement Wastewtr Sys	14stb	#0001-TF13	75,000.00			75,000.00		11/13/14 - IAD CFO reviewing NN Audit to determine execution of IGA. 12-9-14/Agreement received @ CIO; 2/18/15 - 164#003417 hc to President's Ofc for final signature.
KXXXXXX	Ramah	Mountain View Waterline Expansion & Improvements	14stb	#0001-TF14	500,000.00			500,000.00		11/13/14 - IAD CFO reviewing NN Audit to determine execution of IGA. 12-9-14/Agreement received @ CIO, 2/18/15 - 164#003417 hc to President's Ofc for final signature
KXXXXXX	Red Valley	Regional Transfer Station	14stb	#0001-TF105	200,000.00			200,000.00		11/13/14 - IAD CFO reviewing NN Audit to determine execution of IGA. 12-9-14/Agreements rec'd @ CIO, pending 164 Error: IGA has under WHEREAS CLAUSE: Ramah Design for Waterwater Proj need correction; 2/20/15 - 164#003512 hc to OCG
KXXXXXX	Shiprock	Wastewater Treatment Plant Ph I	14stb	#0001-TF16	400,000.00			400,000.00		12-9-14/Agreements received @ CIO, 2/2/15 - Pending 164; 2/20/15-164#003431 HC to President's Ofc for final signature.
KXXXXXX	Standing Rock	Beacon Bistli Lateral Water Project	14stb	#0001-TF17	150,000.00			150,000.00		12-9-14/Agreements received @ CIO, 2/18/15 - 164#003481 hc to OCG; 2/20/15 - 164 HC to DOJ
KXXXXXX	To'hajilee	Field Office EMS Building	14stb	#0001-TF18	500,000.00			500,000.00		11/13/14 - IAD CFO review NN Audit to determine execution of IGA, 12-9-14/Agreements received @ CIO, 2/13/15 - 164#003418 hc to DOJ
TOTAL:					\$ 2,275,000.00	\$	-	\$	\$ 2,275,000.00	

Bond Sale did not go through for project
No SOW
In 164 Process



MEMORANDUM

TO: Honorable Dwight Witherspoon
Navajo Nation Council

FROM: 
Levon B. Henry, Chief Legislative Counsel
Office of Legislative Counsel

DATE: May 5, 2015

SUBJECT: AN ACT RELATING TO BUDGET AND FINANCE, NAABIK'ÍYÁTI' AND THE NAVAJO NATION COUNCIL; REFERRING A REFERENDUM MEASURE ON EXPENDITURE OF FUND PRINCIPAL PURSUANT TO 12 N.N.C. §904, PERMANENT TRUST FUND TO SUPPORT THE TRANSPORTATION STIMULUS PLAN

Pursuant to your request, attached is the above-referenced proposed resolution and associated legislative summary sheet. Based on existing law the resolution as drafted is legally sufficient. However, as with all legislation, it is subject to review by the courts in the event of a challenge.

Please review the proposed resolution to ensure it is drafted to your satisfaction. If this proposed resolution is acceptable to you, please sign it where it indicates "Prime Sponsor", and submit it to the Office of Legislative Services for the assignment of a tracking number and referral to the Speaker.

If the proposed resolution is unacceptable to you, or if you have further questions, please contact me at the Office of Legislative Counsel and advise me of changes you would like made to the proposed resolution. You may contact me at (928) 871-7166. Thank you.



May 5, 2015

MEMORANDUM

TO : *Honorable Members*
Budget and Finance Committee
Naabik'iyati' Committee
Navajo Nation Council

FROM : 
Hon. LoRenzo C. Bates, *Speaker*
23rd Navajo Nation Council

SUBJECT : **ASSIGNMENT OF LEGISLATION**

Pursuant to 2 N.N.C § 164 (A)(4), this memorandum serves to inform and advise you that I assign the following legislation to the Budget and Finance Committee, Naabik'iyati' Committee and Navajo Nation Council;

Legislation No. 0157-15

Relating to Budget and Finance, Naabik'iyati', and the Navajo Nation Council; Referring a Referendum Measure on Expenditure of Fund Principal Pursuant to 12 N.N.C. §904, Permanent Trust Fund to Support the Transportation Stimulus Plan.

As the Committee assigned to consider the legislation, Legislation No. 0157-15 must be placed on the Law and Order Committee, Naabik'iyati' Committee and Navajo Nation Council's agenda at the next regular meeting for final consideration.

ATTACHMENT: Legislation No. 0157-15

xc: Hon. Ben Shelly, *President*
The Navajo Nation
Harrison Tsosie, *Attorney General*
Robert Willie, *Controller*
Dominic Beyal, *Executive Director, OMB*
Honorable Dwight Witherspoon, Council Delegate (*Prime Sponsor*)

THE NAVAJO NATION
LEGISLATIVE BRANCH
INTERNET PUBLIC REVIEW PUBLICATION



LEGISLATION NO: _0157-15_

SPONSOR: Dwight Witherspoon

TITLE: An Action Relating To Budget And Finance, NAABIK'IYATI' And Navajo Nation Council; Referring A Referendum Measure On Expenditure Of Fund Principal Pursuant To 12 N.N.C. §904, Permanent Trust Fund To Support The Transportation Stimulus Plan

Date posted: May 5, 2015 at 8:09PM

Digital comments may be e-mailed to comments@navajo-nsn.gov

Written comments may be mailed to:

Executive Director
Office of Legislative Services
P.O. Box 3390
Window Rock, AZ 86515
(928) 871-7586

Comments may be made in the form of chapter resolutions, letters, position papers, etc. Please include your name, position title, address for written comments; a valid e-mail address is required. Anonymous comments will not be included in the Legislation packet.

Please note: This digital copy is being provided for the benefit of the Navajo Nation chapters and public use. Any political use is prohibited. All written comments received become the property of the Navajo Nation and will be forwarded to the assigned Navajo Nation Council standing committee(s) and/or the Navajo Nation Council for review. Any tampering with public records are punishable by Navajo Nation law pursuant to 17 N.N.C. §374 *et. seq.*

THE NAVAJO NATION
LEGISLATIVE BRANCH
INTERNET PUBLIC REVIEW SUMMARY

LEGISLATION NO.: 0157-15

SPONSOR: Honorable Dwight Witherspoon

TITLE: Relating To Budget And Finance, Naabik'iyati' And Navajo Nation Council; Referring A Referendum Measure On Expenditure Of Fund Principal Pursuant To 12 N.N.C. §904, Permanent Trust Fund To Support The Transportation Stimulus Plan.

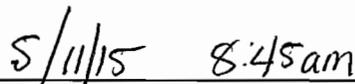
Posted: May 5, 2015 at 8:09 PM

5 DAY Comment Period Ended: May 10, 2015

Digital Comments received: *No comments were received.*



Policy Analyst
Office of Legislative Services



Date/Time

23rd NAVAJO NATION COUNCIL

First Year 2015

Mr. Speaker:

The **BUDGET & FINANCE COMMITTEE** to whom has been assigned

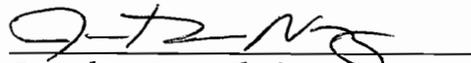
NAVAJO LEGISLATIVE BILL # 0157-15:

An Act Relating to Budget and Finance, Naabikiyati and the Navajo Nation Council;
Referring a Referendum Measure on Expenditure of Fund Principal Pursuant to 12
N.N.C. §904, Permanent Trust Fund to Support the Transportation Stimulus Plan
Sponsored by Dwight Witherspoon, Council Delegate

has had it under consideration and reports the same with the recommendation that It
Do Not Pass without amendment.

And therefore, referred to the **NAABIKIYATI** Committee

Respectfully submitted,


Jonathan Nez, Chairman

Adopted: _____
Legislative Advisor

Not Adopted: 
Legislative Advisor

11 MAY 2015

The vote was **2** in favor **3** opposed [*Chairman broke tie vote 2-2; vote failed*]
Absent: Lee Jack, Sr., Mel R. Begay

NAABIK'ÍYÁTI' COMMITTEE REPORT
23rd NAVAJO NATION COUNCIL---FIRST YEAR 2015

LEGISLATION 0157-15

Introduced by the Honorable Dwight Witherspoon

An Act relating to Budget and Finance, Naabik'iyáti' and the Navajo Nation Council; Referring a referendum measure on expenditure of fund principal pursuant to 12 N.N.C §904, Permanent Trust Fund to support the Transportation Stimulus Plan

TO THE 23RD NAVAJO NATION COUNCIL:

The Naabik'iyáti Committee, to whom has been referred Legislation 0157-15, has had it under consideration and reports a **DO PASS** recommendation with **an amendment**.

1. Amendment # 1.

1. Page 3, line 18, support a Transportation Stimulus Plan when approved separately by the Navajo Nation Council?
2. Page 3, line 28, \$566,500,000 as follows for the following purposes:
3. Page 4, STRIKE lines 1-3, ~~The amount of \$566,500,000 from the fund principal of the Permanent Trust Fund, if the use of such fund is approved by voters of the Navajo Nation will be used to fund the Transportation Stimulus Plan including:~~
4. Page 4, Lines 4-9, STRIKE dollar amounts and add a NEW number 6.
 1. Navajo Nation Tribal Transportation Improvement Program \$331,000,000
 2. Maintenance and Safety Road Activities \$100,000,000
 3. Navajo Nation Airports \$65,500,000
 4. Road Maintenance Yards \$50,000,000
 5. Equipment \$20,000,000

Total: \$566,500,000
6. Non-Paved Road Maintenance

Thence REFERRED TO THE 23rd NAVAJO NATION COUNCIL on this 14th Day of May, 2015.



Honorable LoRenzo C. Bates, Chairperson
NAABIK'ÍYÁTI' COMMITTEE

Motion: Honorable Kee Allen Begay, Jr.
Second: Honorable Tuchoney Slim, Jr.
Vote: 6-5-0

Amendment # 1

Motion: Honorable Leonard Tsosie
Second: Honorable Seth Damon
Vote: 6-5-0

OTHER MOTIONS

Motion to Refer Back to Resources and Development Committee

Motion: Honorable Edmund Yazzie

Second: Honorable Mel R. Begay

Vote: 6-7-0 Motion FAILED

With a Directive for the Resources and Development Committee to hold a special meeting on Monday, May 18, 2015 in Window Rock, AZ to followed by an Naabik'iyati' Committee meeting in the afternoon

Motion to TABLE to work out the details of the expenditure plan.

Motion: Honorable Edmund yazzie

Second: No Second



RECORD OF NAVAJO NATION COUNCIL ACTION

23RD Navajo Nation Council---First Year 2015

LEGISLATION 0157-15

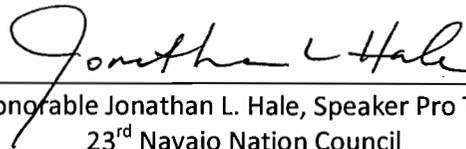
Introduced by the Honorable Dwight Witherspoon

An Act relating to Budget and Finance, Naabik'iyáti' and the Navajo Nation Council; Referring a referendum measure on expenditure of fund principal pursuant to 12 N.N.C §904, Permanent Trust Fund to support the Transportation Stimulus Plan

TO THE 23RD NAVAJO NATION COUNCIL:

The Navajo Nation Council, to whom has been referred Legislation 0157-15, has had it under consideration and reports a **TABLING** action on the 19th Day of May, 2015. Legislation 0157-15 is tabled until the 2015 Summer Navajo Nation Council Session/meeting with the Navajo Nation President/Vice President to discuss project priorities.

THENCE, LEGISLATION 0157-15 IS ON TABLE STATUS UNTIL THE 2015 SUMMER SESSION OF THE NAVAJO NATION COUNCIL.



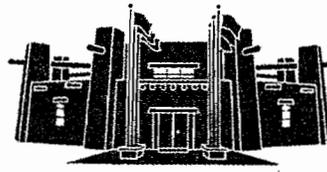
Honorable Jonathan L. Hale, Speaker Pro Tem
23rd Navajo Nation Council

Motion: Honorable Lee Jack, Sr.
Second: Honorable Nelson S. BeGaye
Vote:

MOTION	MOTIONING PARTIES	ACTION
Motion to TABLE until the 2015 Summer/meeting with the Navajo Nation President/Vice President to discuss Transportation Stimulus projects.	Motion: Honorable Edmund Yazzie Second: Honorable Leonard H. Pete	Motion Carried 17 in favor, 3 opposed, 0 abstained

SUMMARY OF DELIBERATION
Legislation 0157-15

QUESTIONS/COMMENTS	RESPONSES
1. Road construction is key to economic development, so why is Chinle left off the project list?	
2. Dirt road improvement is pathway to bordertowns, and does not generate revenue for the Navajo Nation. Consider that when the funds run out there are no new revenues.	
3. There are disparities/biases in road project funding; Chinle has been on the roads priority list for years yet it is not projected to be funded in this legislation. Request for an explanation.	
4. Many priority road projects were not selected for funding, including Pinedale Road.	
5. Request upcoming Navajo Nation Council meeting with the Navajo Nation President/Vice President, be exclusive, to discuss Transportation Stimulus projects ; and, the legislation is a referendum vote item on a fast track, its best to table	



RECORD OF NAVAJO NATION COUNCIL ACTION

23RD Navajo Nation Council---First Year 2015

LEGISLATION 0157-15

Introduced by the Honorable Dwight Witherspoon

An Act relating to Budget and Finance, Naabik'iyati', and the Navajo Nation Council; Referring a Referendum Measure on Expenditure of Fund Principal Pursuant to 12 N.N.C. §904, Permanent Trust Fund to Support the Transportation Stimulus Plan.

Main Motion held by: Honorable Lee Jack, Sr.

Second: Honorable Nelson S. BeGaye

Vote:

Voting Summary

July 21, 2015 Referral Motion

Motion: Honorable Edmund Yazzie

Second: Honorable Mel R. Begay

Vote: 12 in favor, 11 opposed, 0 abstained (Speaker voted in favor breaking a tie vote)

Legislation 0157-15 was **REFERRED** back to the Naabik'iyati' Committee for a one item work session on Roads (NDOT) to be held within 30 days. All entities involved in Navajo Nation roads planning, construction and maintenance shall be present, i.e., NDOT, counties, BIA, etc

Point Of Privilege raised by Delegate Shepherd asking Chief Legislative Counsel to write a clarifying legal memorandum on why Legislation 0157-15 was not assigned to the RDC, as the oversight over transportation according to the committee authorities.

July 21, 2015 Recall Motion

Motion: Honorable Jonathan Perry

Second: Honorable Nelson BeGaye

Vote: 10 in favor; 9 opposed; 0 abstained MOTION CARRIED

(Speaker voted in favor based on Delegate Witherspoon's comments to discuss)

June 27, 2015---A leadership meeting was held to discuss priority projects, including transportation projects

May 19, 2015 TABLING ACTION

Motion: Honorable Edmund Yazzie

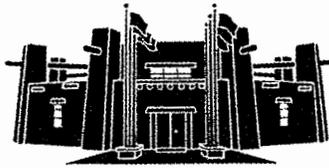
Second: Honorable Leonard H. Pete

Vote: 17 in favor, 3 opposed, 0 abstained

Tabled until the 2015 Summer Session. Schedule a meeting with the Navajo Nation President/Vice President to discuss Transportation Stimulus projects and priority projects

A handwritten signature in black ink, appearing to read 'Lorenzo C. Bates'.

Honorable Lorenzo C. Bates, Speaker
23rd Navajo Nation Council



NAABIK' IYATI' COMMITTEE REPORT

23RD Navajo Nation Council---First Year 2015

LEGISLATION 0157-15

Introduced by the Honorable Dwight Witherspoon

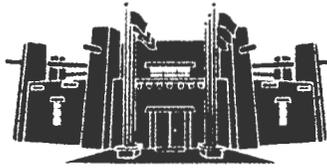
An Act relating to Budget and Finance, Naabik'iyati' and the Navajo Nation Council; Referring a referendum measure on expenditure of fund principal pursuant to 12 N.N.C §904, Permanent Trust Fund to support the Transportation Stimulus Plan

TO THE RESOURCES AND DEVELOPMENT COMMITTEE (RDC):

The Naabik'iyati' Committee, to whom has been referred Legislation 0157-15 by the Navajo Nation Council, reports that the work session directed by the Council took place on September 1, 2015. At the request of the RDC Chairperson and concurrence by the Sponsor, **the legislation is hereby referred to the Resources and Development Committee.**

THENCE, LEGISLATION 0157-15 IS IN REFERRAL STATUS UNTIL SUCH TIME RDC PROVIDES NOTIFICATION BY COMMITTEE REPORT THAT IT CONSIDERED THE LEGISLATION. ONCE CONSIDERED BY RDC, THE LEISLATION WILL BE PLACED BACK ON THE NAVAJO NATION COUNCIL AGENDA.

Honorable LoRenzo C. Bates, Chairman
Naabik'iyati' Committee



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Honorable LoRenzo C. Bates, Chairman
Naabik'iyati' Committee

Agenda
NAABIK'İYATI' COMMITTEE
Of the 23rd Navajo Nation Council

WORK SESSION

Legislation 0157-15: An Act relating to Budget and Finance, Naabik'iyati' and the Navajo Nation Council;
Referring a referendum measure on expenditure of fund principal pursuant to 12 N.N.C §904, Permanent
Trust Fund to support the Transportation Stimulus Plan

September 1, 2015; 10:00 a.m.
Window Rock, AZ, Council Chambers

1. Call Work Session to Order; Invocation

2. Purpose of the Work Session

Honorable LoRenzo C. Bates, Speaker

July 21, 2015 (Summer Session) – Legislation 0157-15 was referred back to the Naabik'iyati' Committee for a work session. Presenters will include all entities involved in Navajo Nation road planning, construction and maintenance, i.e. NDOT, counties and BIA Roads

3. Presentations

A. Navajo Division of Transportation

**Daryl Bradley, Acting Division Director
NDOT**

B. BIA Road

C. County Roads

4. Next Steps

5. Close of Session; Other Announcements; Adjournment

**RESOURCES AND DEVELOPMENT COMMITTEE
23rd NAVAJO NATION COUNCIL**

SECOND YEAR 2016

COMMITTEE REPORT

Mr. Speaker,

The **RESOURCES AND DEVELOPMENT COMMITTEE** to whom has been assigned:

LEGISLATION # 0157-15: An Action Relating to Resources and Development, Law and Order, Budget and Finance and Naabik'iyati Committees and Navajo Nation Council; Referring a Referendum Measure on Expenditure of Fund Principal Pursuant to 12 N.N.C. § 904, Permanent Trust Fund to Support the Transportation Stimulus Plan. *Sponsor: Honorable Dwight Witherspoon.*

Has had it under consideration and report the same the matter was referred back to Resources and Development Committee (RDC). RDC held a work session on the matter with NDOT on October 28, 2015 at NDOT Administrative Complex in Tse Bonito, NM

And thereafter the matter is referred back to Naabi'Iyati Committee

Respectfully submitted,



Alton Joe Shepherd, Chairperson
Resources and Development Committee
of the 23rd Navajo Nation Council

Date: June 21, 2016