

Facts About The Navajo Nation Draft Grand Canyon Tramway Legislation

December 2014

Funding:

There no mention of any funds going to the Bodaway/Gap Chapter, or any other adjacent chapter, beyond any sort of normal taxes the Chapter may impose.

The Navajo Nation gets a cut of the Gross Revenues, depending on the number of paying visitors. That percent goes from 8% for 800,000 visitors or less, and slides up to 18% ONLY if there are over 2,000,000 visitors a year.

The Navajo Nation has to provide infrastructure enough to support over 2,000,000 visitors a year. This is the equivalent of building a brand new town in the desert the size of South Rim/Tusayan. And this is just the first step.

The LLC can sell out, as long as they have the approval of the Navajo Nation Hospitality Enterprise, and that approval "... shall not be unreasonably withheld."

The draft legislation requires the Navajo Nation to pay for all legal costs to defend the legislation against multiple appeals from within the Navajo Nation, by the Hopi Tribe and other affected interests.

Employment:

The Confluence Partners LLC does all the hiring. Since there is NO mention of hiring Navajo, jobs could benefit outsiders instead of providing much-needed tribal employment.

The vast majority of the jobs created will be low paying jobs, like cashiers, parking booth attendants, and housekeepers.

There is no provision for housing for the full-time employee force supporting 2 million people a year.

The LLC gets to choose to whom they will lease surrounding acreage. The contractors who will build the luxury hotel and boutique have no obligation to hire local.

Environmental Impacts:

The legislation states there will be 4,000 square feet dedicated to toilet facilities at the bottom of the tramway. The sensitive area is a spawning site for the endangered humpback chub yet there is no mention of sewage treatment facilities. 800,000 to 2,000,000 people a year at the bottom of the Grand Canyon? The Grand Canyon has NEVER seen that kind of below the rim visitation, even at present use levels, in 100 years!

Serious refuse problems exist today for the Bodaway-Gap and Cameron Chapters, yet the project does not address refuse disposal at the Escalade site. The Navajo Nation is responsible for taking care of that in this scheme, and will experience the same problems with disposal just like at Cameron and Bodaway today.

Support and Infrastructure:

The Navajo Nation will be responsible for Law Enforcement, as the LLC employees who provide emergency medical services and security will not be armed.

Besides hotels and eateries, the actual development will need heliports on the Rim and at the river, far below. There is no mention of that, and the air-tours to follow. While there is no mention of these activities, they are not specifically excluded and were in an earlier Master Plan, along with an airport.

The Navajo Nation is 100% responsible for providing a brand new twenty mile long all-weather year round road from HWY 89 to the Project Site, with power, water, and a wastewater treatment plant, all called Offsite Infrastructure. The "estimate" for this cost is \$65 Million. If it costs more, the Navajo Nation is responsible for that. There is no mention of the costs of upkeep and regular maintenance.

There is no discussion of where the water will come from to operate such a massive complex.

Political and Legal:

The developer, Confluence Partners LLC, has NO track record of building a tramway and or building a town capable of handling 800,000 annual visitors.

The first stage of the development would withdraw 420 acres of land and grant right-of-ways for roads and utilities across thousands of acres, trampling the rights of dozens of fully documented Navajo grazing permit holders.

The project would prohibit all business activities on thousands of acres of Navajo land on a more than 20 mile corridor along the access road and Highway 89 in a “Covenant not to Compete”.

The development would override Bodaway-Gap resolutions including one to require 25% of all revenues to be returned to the local Bodaway Gap Chapter.

The legislation would override resolutions against the project by four surrounding Navajo Nation Chapters, Lechee, Cameron, Coal Mine, and Tuba City.

The legislation would violate the Inter-tribal Compact between the Hopi and Navajo Nations that requires a review of all new developments within cultural areas established under a court-approved consent decree that lifted the Bennett Freeze