



Oregon

Tina Kotek, Governor

Department of Transportation
Delivery & Operations Division/
Engineering & Technical Services
Environmental Section, MS #6
4040 Fairview Industrial Dr SE
Salem, OR 97302
Main Line 503-986-3252

June 6, 2024

Christine Curran
Deputy State Historic Preservation Officer
State Historic Preservation Office
725 Summer Street NE, Suite C
Salem, OR 97310-1271

Lane County
Veneta and Eugene West Quads
Township: 17S, Range: 4W
Sections: 30, 31, 32, and 33

Township: 17S, Range: 5W
Sections 31, 32, 33, 34, 35, and 36

SUBJECT: REQUEST FOR CONCURRENCE
Joint Finding of No Adverse Effect
OR126: Veneta to Eugene Project
Veneta/Eugene, Lane County,
Oregon ODOT Key No. 21231
Federal Aid No. SA00(166)PE
SHPO Case No. 21-0007

Dear Ms. Curran,

The Oregon Department of Transportation (ODOT), on behalf of the Federal Highway Administration (FHWA), has prepared the following letter in compliance with Section 106 of the National Historic Preservation Act. The letter includes a combined Finding of No Adverse Effect (Built Environment and Archaeological Resources) for elements of the OR126: Veneta to Eugene Project (project) located in Veneta and Eugene, Lane County, Oregon.

Project Description

Through the OR126: Veneta to Eugene Project, ODOT is proposing multiple safety and congestion relief improvements to approximately 7.3 miles of OR126 in Lane County between Huston Road in Veneta and Terry Street in Eugene. This roadway segment currently comprises two travel lanes with left-turn lanes at major intersections; it is classified as a Freight Route and Statewide Highway with a posted speed of 55 miles per hour. The surrounding land use is primarily agricultural and residential, with increased density of commercial and industrial development on the western and eastern edges of the corridor near the Veneta and Eugene city limits. The proposed improvements include widening the two-lane road to a four-lane road and developing a shared-use path adjacent to the roadway. The improvements also include traffic control changes, such as traffic signals or roundabouts and additional and modified left-turn lanes at multiple intersections.

The proposed improvements along OR126 address safety deficiencies that were documented in the Highway 126 Fern Ridge Corridor Plan (Corridor Plan) prepared by ODOT and adopted by the Oregon Transportation Commission on April 17, 2013. The project builds upon the Corridor Plan to refine the design of the Four-Lane Alternative and to complete the environmental documentation necessary for the project to advance. The current project is state-funded through

House Bill 2017 but has a federal nexus for environmental clearances with FHWA to qualify the project for future federal funding. Additional funding for final design, right-of-way acquisition, and construction has not yet been identified. When funding is secured, this document should be reevaluated to determine if it remains consistent with the project scope, current laws, regulations, and practices, and that there have been no changes within the project's Area of Potential Impact (API) that effect the accuracy of its content and recommendations.

A project Programmatic Agreement (PA) (Misc. Contracts & Agreements 33992, executed ~~April 8, 2020~~ **August 2, 2023**) was developed that dictates the Section 106 compliance process once funding is identified.

Consulting Parties

- Oregon State Historic Preservation Office (Built Environment & Archaeology)
- Federal Highway Administration
- Confederated Tribes of the Grand Ronde Community of Oregon
- Confederated Tribes of Siletz Indians
- Confederated Tribes of the Warm Springs Reservation of Oregon
- City of Eugene Certified Local Government

ODOT, on behalf of FHWA, consulted with the above parties early in and throughout the Section 106 process and invited to concur in the PA, and none declined participation. Additionally, ODOT communicated with interested parties Restore Oregon, the Applegate Pioneer Museum, the Lane County Historical Society and Museum, and the Long Tom Watershed Council, and none declined participation.

Summary of Resources Present (Archaeological Resources)

Archaeologists with Archaeological Investigations Northwest, Inc. (AINW), under contract with DOWL, conducted a pedestrian survey of the APE in 2020 (Sarjeant and Hulse 2021). AINW identified 3,480 meters of high probability landforms and 2,630 meters of moderate probability landforms and recommended subsurface archaeological investigations. AINW conducted archaeological probing within a subset of the high probability and moderate probability landforms. During probing efforts, AINW identified five archaeological isolates and bounded two of the finds with satellite probes to establish boundaries and confirm the isolates were not associated with a larger archaeological site (Sarjeant and Hulse 2021).

The University of Oregon Museum of Natural and Cultural History (MNCH) was contracted by ODOT to complete subsurface reconnaissance in the high and moderate probability landforms and to bound the third isolate identified by AINW. Additional APE parcels were added to the project after initial pedestrian survey and subsurface probing was conducted by AINW. Archaeologists with MNCH conducted pedestrian survey and exploratory probing in portions of an expanded APE defined after AINW finished their work. Due to a lack of Rights of Entries to private properties, MNCH was only able to access 7 of the 14 acres of added APE.

AINW recommended additional work in numerous locations (Sarjeant and Hulse 2021). Several of these locations were not examined by the crews from MNCH. Of the 23 High Potential Areas (HPA) identified by AINW, seven (HPA 1, 5, 6, 7, 8, 15, and 16) were not examined by archaeologists from MNCH, due to either the lack of Rights of Entries (ROEs) or the need to avoid impacting sensitive plants. Three HPAs (14, 20, and 23) were partially probed, but not completed due to lack of ROEs. A total of 116 exploratory probes were excavated, leading to the identification of a single historic isolate. One inaccessible portion of the additional APE is directly north of site 35LA1724, therefore the northern extent of the site has not been delineated. The locations of isolates 20/2965-1 and 20/2965-2 were not accessible and MNCH did not excavate at these locations. Maps and charts detailing this information can be found within the archaeology reports (Sarjeant and Hulse 2021, Boehm et al. 2024) and outlined in the project's Programmatic Agreement (No.73000-00019807, 2023).

In total, 6 isolates were recorded, and 1 previously recorded site was investigated:

- Isolate 20/2965-1: one cryptocrystalline silicate core found on the surface. The isolate may be directly impacted by the project. ODOT recommends the isolate as unevaluated for listing in the National Register of Historic Places (NRHP). Subsurface testing is needed to determine eligibility.
- Isolate 20/2965-2: one fragment of a historic-period ceramic whiteware bowl with a flow blue pattern that was found on the surface. The isolate may be directly impacted by the project. ODOT recommends the isolate as unevaluated for listing in the NRHP. Subsurface testing is needed to determine eligibility.
- Isolate 20/2965-3: one cryptocrystalline silicate flake found during shovel testing. Three shovel tests were excavated to the west, north, and east of the isolate. No additional archaeological materials were encountered. The isolate may be directly impacted by the project. ODOT recommends the isolate as not eligible for listing in the NRHP.
- Isolate 20/2965-4: two cryptocrystalline silicate flakes that were identified during shovel testing. Nine shovel tests were excavated to delineate the isolates to the north, west, south, and east. No additional archaeological materials were encountered. The isolate may be directly impacted by the project. ODOT recommends the isolate as not eligible for listing in the NRHP.
- Isolate 20/2965-5: one obsidian flake that was found during shovel testing. The isolate may be directly impacted by the project. ODOT recommends the isolate as unevaluated for listing in the NRHP. Subsurface testing is needed to determine eligibility.
- Isolate 22-1: one machine cut nail found during shovel testing. One shovel probe was excavated to the north of the isolate. No additional archaeological materials were encountered. No satellite probes were excavated to the south, east, or west due to the limits of the APE. The isolate may be directly impacted by the project. ODOT recommends the isolate as not eligible for listing in the NRHP.

- Site 35LA1724: Shovel testing was conducted within the APE to the north and east of the previously recorded boundary. A total of 3 lithic flakes were found during shovel testing. The site boundary has been revised to the north and east. The current project plans to expand OR126 into the site. Additional testing and evaluation work is recommended at the site to determine whether the added portion of the site contributes to its eligibility for listing in the NRHP.

ODOT, in consultation with FHWA, SHPO, and consulting parties, determined that preparation of a PA was the appropriate means to ensure completion of the identification and evaluation of historic properties within the APE and to provide for the resolution of adverse effects to historic properties subsequent to its approval of the proposed project. The fully executed PA is enclosed for reference.

Summary of Resources Present (Built Environment)

Secretary of the Interior (SOI)-qualified architectural historian Samantha Gordon and architectural historian Allison Geary of AINW conducted a reconnaissance survey of the project area on June 2, 2021, in an effort to identify potential historic resources within and adjacent to the area of potential effect (APE) for historic built environment resources. AINW staff also reviewed the Oregon Historic Sites Database (OHSD), a statewide inventory of surveyed resources managed by the Oregon State Historic Preservation Office (SHPO), and the City of Eugene's Planning and Development Department (PDD) Historic Sites Map to locate previously documented historic resources within the APE.

These efforts, supplemented by a review of historical maps, land patents, newspaper articles, and aerial photographs, led AINW historians to identify seven resources within or adjacent to the APE that may be eligible for inclusion in the National Register of Historic Places (NRHP): the former Fern Ridge Park Ballroom at 25901 OR126, Diess Feed and Seed at 5590 W. 11th Ave., Lane Memorial Gardens & Funeral Home at 5300 W. 11th Ave., Perkins Peninsula Park at 26647 OR126, the Southern Pacific Railroad - Coos Bay Rail Link (Eugene Yard to Veneta), the Marion-Lane No. 1 500-kV Transmission Line, and the Eugene-Lane No. 1 115-kV Transmission Line. Each of these resources was subsequently evaluated for NRHP eligibility and potential project effects, as summarized below.

Fern Ridge Park Ballroom (25901 OR126)

Following the reconnaissance survey of the APE, AINW's Samantha Gordon completed a Section 106 Determinations of Eligibility (DOE) for the former Fern Ridge Park Ballroom in June 2021. Gordon concluded that the property, which was used as a roller rink and event space from 1948 through the early 1970s, is locally significant under Criterion A for its association with recreational and social history in Lane County in the post-World War II era, and under Criterion C as a good example of its type and period of construction. It retains sufficient integrity to communicate this association and is therefore individually eligible for the NRHP. Its period of significance is 1948 to 1971, and its boundaries correspond to the legal boundary

of the tax lot. The DOE was submitted to the Oregon SHPO for review on September 7, 2021, and SHPO concurred with the eligibility determination on October 7, 2021.

As currently proposed, the OR126: Veneta to Eugene Project would require the acquisition of approximately 20 feet of right-of-way as measured from the southern boundary of the Fern Ridge Park Ballroom property. To determine the potential for adverse effects to the NRHP-eligible property, Gordon completed a Section 106 Finding of Effect (FOE). The FOE documentation concluded that although the proposed project would have an effect on the Fern Ridge Park Ballroom property, that effect would not be adverse. The portion of the property that would be acquired for right-of-way and for a temporary construction easement does not encompass any character-defining features that contribute to the property's historic significance; surface parking would still be accommodated, and the property would remain accessible from OR126. Although the immediate setting of the Fern Ridge Ballroom property would be altered by the project, its integrity of setting has been previously diminished by surrounding development along OR126 and at adjacent tax lots since the end of the property's period of significance. The FOE detailing these conclusions and presenting a preliminary finding of "No Historic Properties Adversely Affected" was submitted to SHPO for review on July 7, 2022. SHPO concurred on July 16, 2022.

Diess Feed and Seed (5590 W. 11th Ave.)

Gordon completed a DOE for the Diess Feed and Seed property in June 2021 and concluded that this property is also individually eligible for the NRHP. The property, which comprises an ensemble of resources including a 1936 feed store, is locally significant under Criterion A for its association with broad patterns of development related to the early- to mid-twentieth century emergence of local commercial enterprise catering to farmers of the greater Eugene area, and under Criterion C as a relatively rare example of a utilitarian style, 1930s agricultural commercial complex in Lane County. The ensemble's period of significance is 1936 to 1971, and its boundaries correspond to the legal boundary of the tax lot; contributing resources on the property are the 1936 feed store, a ca. 1936 outbuilding, a 1939 garage, and a ca. 1963 barn. The DOE for this property was submitted to the Oregon SHPO for review on September 7, 2021; SHPO concurred with the eligibility determination on October 7, 2021.

As currently proposed, the project would require the acquisition of approximately 7 feet of right-of-way as measured from the existing right-of-way along the northeastern boundary of the Diess Feed and Seed property. The proposed right-of-way is expected to terminate approximately 21 feet north of the north elevation entrance to the Diess Feed and Seed store, and a new, low (2 to 3-foot-tall) retaining wall in the right-of-way would separate the building from a new sidewalk. The U-shaped driveway at the north edge of the property would be modified to remove the west access point, and future access to the property from OR126 would be restricted to right turns only.

To evaluate the potential for adverse effects to the NRHP-eligible Diess Feed and Seed property, Gordon completed an FOE for the ensemble in early 2022. Through these efforts, Gordon determined that the project as currently proposed would have an effect on the property,

but that effect would not be adverse. No character-defining features of the NRHP-eligible property would be adversely affected by the project as proposed, as contributing buildings would be avoided by the project and the property's access to OR126 would be partially retained. Access to the property via Crow Road to the south would not be impeded. The FOE detailing these conclusions and presenting a preliminary finding of "No Historic Properties Adversely Affected" for the Diess Feed and Seed property was submitted to SHPO for review on July 6, 2022, and SHPO concurred with the findings on July 18, 2022. Should the proposed project design be altered in such a way that vehicular access to the property from OR126 is removed, or in a such a way that access to the Diess Feed and Seed store is either permanently or temporarily altered, the findings of the FOE would no longer be valid and potential impacts to the property would need to be reevaluated.

Lane Memorial Gardens & Funeral Home (5300 W. 11th Ave.)

SOI-qualified architectural historian Morgan Quirk of Architectural Resources Group (ARG) completed a DOE for the Lane Memorial Gardens & Funeral Home property in November 2021, in connection with the OR569: Green Hill Rd. – Coburg Rd. Sec. Project (ODOT Key No. 21261, SHPO Case No. 20-1501). Quirk found the property to be eligible for inclusion in the NRHP under Criterion C for its distinctive landscape features and as a good, intact example of a postwar memorial garden cemetery in Eugene. Its period of significance spans 1953 to 1975, in which time the major gardens and buildings in the cemetery's early development plans were completed, and its resource boundaries correspond to the present boundaries of the associated tax lot. The DOE was submitted to the Oregon SHPO for review on November 22, 2021; SHPO responded on November 23, 2021, concurring that the property is eligible for the NRHP.

Because the proposed project would require reconstruction of one of the Lane Memorial Gardens & Funeral Home's driveways and a temporary construction easement extending approximately 20 feet into the northwest corner of the property, Samantha Gordon of AINW completed an FOE evaluating the project's potential for adverse effects. Gordon concluded that although the proposed project would have an effect on the NRHP-eligible property, that effect would not be adverse. Driveway reconstruction would occur in the same location as the existing driveway, and fill slope would be constructed in an area that has been previously disturbed by installation of gate posts. Trees on either side of the proposed fill slope would be avoided, and no graves are located within the vicinity of the proposed temporary construction easement. No character-defining features of the property, including access from OR126, would be adversely affected by proposed project activities. The FOE summarizing these conclusions and presenting a preliminary finding of "No Historic Properties Adversely Affected" was submitted to SHPO for review on July 6, 2022. SHPO concurred on July 16, 2022.

Perkins Peninsula Park (26647 OR126) / Fern Ridge Dam Historic District

No DOE was completed for Perkins Peninsula Park, because the resource lies within the proposed boundaries of the potentially NRHP-eligible Fern Ridge Dam Historic District, which covers 12,752 acres of land on the Long Tom River and overlaps the project APE. The district is eligible for listing in the NRHP under Criterion A for its significant association with

the Willamette Valley Project, a system of thirteen dams and reservoirs that were authorized by various Flood Control Acts between 1936 and 1962. The period of significance for the historic district is 1940 to 1970, encompassing the initiation of Fern Ridge Dam's construction to the first full year of operation of all projects in the Willamette Valley Project system. Four contributing features of the district are partially located within the project APE: Fern Ridge Reservoir, Perkins Peninsula Park, East and West Coyote Wildlife Areas, and Fisher Butte Wildlife Area. The U.S. Army Corps of Engineers (USACE) is in the process of nominating the Fern Ridge Dam Historic District to the NRHP, and the USACE's draft NRHP registration form was submitted to the Oregon SHPO in lieu of a DOE on July 6, 2022, and April 25, 2024. SHPO responded on April 29, 2024, concurring that the property is eligible for the NRHP.

The project proposes to expand existing right-of-way at several places within the Fern Ridge Dam Historic District in order to accommodate the widening of the current two-lane highway to a four-lane highway with shoulders. Near the southern extent of the Fern Ridge Reservoir, a contributing feature within the district, a retaining wall up to two miles in length would be constructed along the north edge of the highway. At Perkins Peninsula Park, the current intersection would be replaced by a roundabout that would encroach upon the boundary of the park and require the realignment of its access road. To determine the nature of project impacts to the Fern Ridge Dam Historic District and its features, Samantha Gordon of AINW completed an FOE for the property. This documentation concluded that proposed right-of-way acquisition, which would total 8.94 acres across the entire 12,752-acre district, and related project activities would not diminish the character-defining features and aspects of integrity of the historic district that qualify it for eligibility in the NRHP. The project would therefore have an effect on the Fern Ridge Dam Historic District, but that effect would not be adverse. The FOE summarizing these conclusions and presenting a preliminary finding of "No Historic Properties Adversely Affected" for the district was submitted to SHPO for review on July 6, 2022. SHPO responded on July 16, 2022, concurring that there will be no adverse effects to the property related to this undertaking.

Southern Pacific Railroad - Coos Bay Rail Link (Eugene Yard to Veneta)

The Southern Pacific Railroad - Coos Bay Rail Link (Eugene Yard to Veneta) was previously determined eligible through a DOE with which the Oregon SHPO concurred on February 14, 2018. The resource is a 12.1-mile linear section of rail along the larger Coos Bay Rail Link linear district that begins at the Eugene Yard (MP 648.4) and runs west, crossing the Oregon Electric/Burlington Northern main line (MP 649.3), continuing west towards Danebo. From Danebo (MP 651.6), the track travels under W 11th Ave. and aligns parallel with OR 126 / W. 11th Ave. It then continues west in this parallel position, skirting the southern edge of the Fern Ridge Reservoir, and ending in Veneta (MP 660.5). This section of the Coos Bay Rail Link, and the linear district of which it is a part, appear eligible for the NRHP under Criterion A for their instrumental role in the growth of tourism and commerce in Lane and Douglas counties in the twentieth century.

Although the SHPO has confirmed that the Southern Pacific Railroad - Coos Bay Rail Link (Eugene Yard to Veneta) is eligible for the NRHP, ODOT feels the railroad meets the criteria

outlined in the Section 106 Program Comment for Rail Rights-of-Way, issued by the Advisory Council on Historic Preservation (ACHP) on November 17, 2017, and amended on June 28, 2019, which states that most undertakings to maintain, improve, or upgrade rail properties located in rail ROW are exempt from the Section 106 requirements because their effects on historic rail properties are foreseeable and likely to be minimal or not adverse (ACHP 2019). It is further described in Appendix A of the Program Comment which details specific activities that should have minimal or no adverse effects on historic rail properties, including erosion control and landscaping activities. Relevant activities described in the appendix include “placement of riprap and similar bank stabilization methods” (G.1), “erosion control through slide and slope corrections” (G.2), “corrections to drainage slopes, ditches, and pipes to alleviate improper drainage or changing alluvial patterns” (G.7), “in-kind replacement of landscaping” (J.1), and “mowing, seeding/reseeding, planting, tree trimming, brush removal, or other similar groundcover maintenance activities” (J.2). As these relevant and exempted activities encompass the proposed project activities, no Finding of Effect (FOE) or additional Section 106 documentation was prepared for the former PR&N Railroad, and it is the determination of ODOT Staff that the project results in a finding of No Adverse Effect for the resource. This finding has been determined through the application of the Criteria of Adverse Effect set forth in 36 CFR 800.5(a)(1).

Marion-Lane No. 1 500-kV and Eugene-Lane No. 1 115-kV Transmission Lines

The transmission lines are an associated property type identified in the 2011 Bonneville Power Administration (BPA) Pacific Northwest Transmission System Multiple Property Documentation (MPD) form; both were constructed during the period of significance ascribed by the MPD, and both retain sufficient integrity to meet the minimum eligibility standards for inclusion in the NRHP under Criterion A. As such, both the Marion-Lane No. 1 500-kV and Eugene-Lane No. 1 115-kV Transmission Lines are considered to be eligible for the NRHP for the purposes of this project. After evaluating these lines relative to any proposed project impacts, noo DOEs were completed for the Marion-Lane No. 1 500-kV and Eugene-Lane No. 1 115-kV Transmission Lines. While the transmission lines pass over the APE there are no towers located within the APE, therefore it was the conclusion of ODOT that there will be no effect to these lines by the project. This is consistent with the 2021 report summarizing the reconnaissance survey, where AINW architectural historians, and an approach agreed upon by ODOT, suggested that the two transmission lines are unlikely to be impacted by the proposed project, “as the lines cross over the property area and no [...] towers are located within the APE,” and recommended that no further work be performed for these resources. Should proposed project activities change so that the towers and/or transmission lines are expected to be impacted, further evaluation of the NRHP-eligible resources and potential project effects may be required.

Because ODOT is seeking FHWA funding for the OR126: Veneta to Eugene Project, the project must also be evaluated under Section 4(f) of the United States Department of Transportation Act of 1966. This legislation requires the FHWA to protect Section 4(f) properties, which include parks, recreational areas, historic sites, and wildlife and waterfowl refuges. Because the OR126:

Veneta to Eugene Project as currently proposed would affect the Fern Ridge Ballroom, Diess Feed and Seed, the Lane Memorial Gardens & Funeral Home, and the Fern Ridge Dam Historic District, the project was evaluated to determine if it would result in a Section 4(f) use.

It is ODOT's finding that the project's impact to the NRHP-eligible properties within the APE will be a *de minimis* impact, meaning that proposed right-of-way takes and project activities would not adversely affect the activities, features, or attributes qualifying the Fern Ridge Ballroom, Diess Feed and Seed, the Lane Memorial Gardens & Funeral Home, and the Fern Ridge Dam Historic District for protection under Section 4(f). For historic properties, a *de minimis* impact is one that results in a Section 106 determination of No Adverse Effect or No Historic Properties Affected. Therefore, ODOT's *de minimis* finding is supported by SHPO concurrence on the Section 106 finding of No Adverse Effect to historic properties.

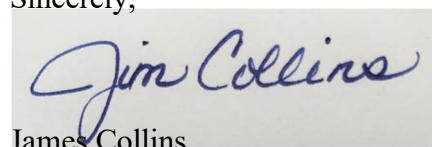
Because the Fern Ridge Ballroom, Diess Feed and Seed, Lane Memorial Gardens & Funeral Home, Fern Ridge Dam Historic District are historic properties for which the Oregon SHPO is the Official with Jurisdiction (OWJ), concurrence signatures obtained below will be used to fulfill *de minimis* compliance requirements for this project. Should the proposed project design be altered in such a way that right-of-way acquisition at any of these properties is changed or expanded, or in such a way that project activities at any of the properties are intensified, this finding is no longer valid and project impacts to the NRHP-eligible resources within the project's APE should be reevaluated.

Finding of Effect

Application of Section 106 Criteria for Identification and Evaluation of Historic Properties (36 CFR 800.4 and 800.5) indicates a finding of No Adverse Effect for the OR126: Veneta to Eugene Project, based on the findings outlined above. ODOT, acting as an agent of the FHWA, requests your concurrence with a FINDING OF NO ADVERSE EFFECT for the project. Additionally, ODOT, acting as an agent of the FHWA, requests your concurrence with a Section 4(f) *de minimis* finding for the Fern Ridge Park Ballroom at 25901 OR126, Diess Feed and Seed at 5590 W. 11th Ave., Lane Memorial Gardens & Funeral Home at 5300 W. 11th Ave., and the Fern Ridge Dam Historic District. All supporting documentation is attached.

If you have any questions, please contact James Collins, State NEPA & Cultural Resources Manager with ODOT, at (541) 643-3625, Jessica Curteman, ODOT Archaeologist/Tribal Liaison, at (503) 949-0842, or Chris Bell, ODOT Architectural History Program Coordinator, at (503) 779-3824.

Sincerely,

A handwritten signature in blue ink that reads "Jim Collins". The signature is written in a cursive, flowing style.

James Collins

State NEPA & Cultural Resources Unit Manager
ODOT Geo-Environmental Section

The State Historic Preservation Office concurs that the OR126: Veneta to Eugene Project will have No Adverse Effect to Historic Properties (Archaeology).



SHPO Official Signature (Archaeology)

06/07/2024

Date

The State Historic Preservation Office concurs that the OR126: Veneta to Eugene Project will have No Adverse Effect to Historic Properties (Built Environment).



SHPO Official Signature (Built Environment)

7/12/2024

Date

Attachments 1

Archaeology Reports (Boehm et al. 2024, Sarjeant and Hulse 2021)
Shapefiles associated with reports0
Project's Programmatic Agreement, fully executed 2023

Attachments 2

Project's Programmatic Agreement, fully executed 2023
No.73000-00019807

Copies with Attachments 1

THPO, Confederated Tribes of the Grand Ronde Community of Oregon
Cultural Resource Staff, Confederated Tribes of Siletz Indians
THPO, Confederated Tribes of the Warm Springs Reservation of Oregon
Kurt Roedel, ODOT SHPO Liaison
Misty Thorsgard, Federal Highway Administration

Copies with Attachments 2

Hannah Mellor, ODOT Region 2 Architectural Historian
Chris Bell, ODOT Architectural History Program Coordinator
Jessica Curteman, ODOT Archaeologist and Tribal Liaison
Donna Hinze, ODOT Region 2 Environmental Coordinator
Sarah Jalving, ODOT SHPO Liaison
SHPO Tracking File

References

- Advisory Council on Historic Preservation. "Notice of Amendment to the Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way." Federal Register, Vol. 84, No. 125 (Friday, June 28, 2019).
- Boehm, Andrew R., Marlene Jampolsky, Jaime L. Kennedy, and Julia A. Knowles
2024 *OR126W Veneta-Eugene Project Subsurface Probing*. Museum of Natural and Cultural History, University of Oregon, Eugene.
- Sarjeant, Carmen, and Eva Hulse
2021 Phase I Archaeological Report OR126: Veneta to Eugene, Lane County, Oregon. Archaeological Investigations Northwest, Inc., Portland, Oregon.

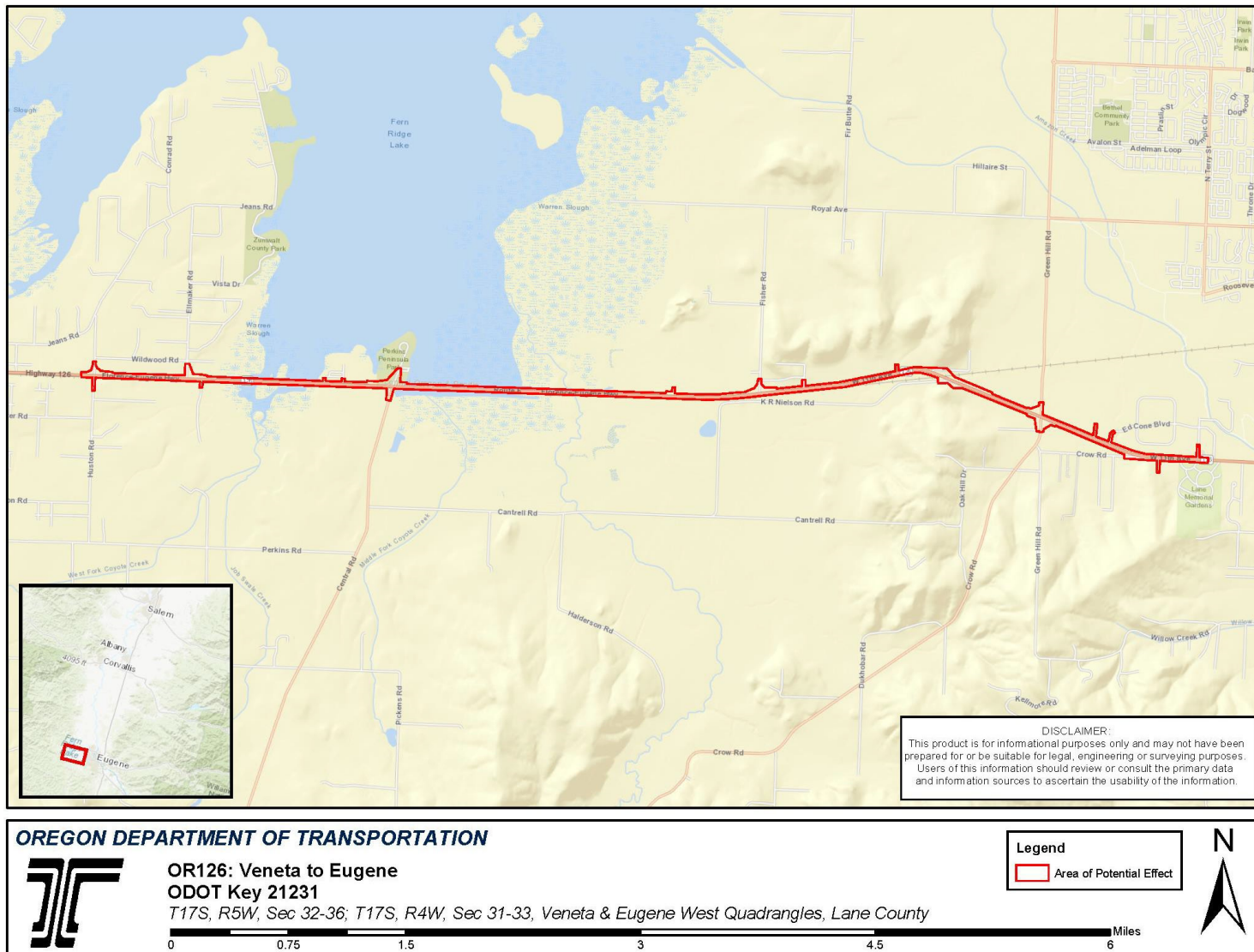


Figure 1. The project's Area of Potential Effect (APE) outlined in red.