



MEMORIAL  
AIRPORT

## APPENDIX D



U. S. Department  
of Transportation

**Federal Aviation  
Administration**

December 10, 2020

Ashley Brown  
Historic Preservation Review Officer  
Idaho State Historic Preservation Office  
210 Main Street  
Boise, Idaho 83702

Helena Airports District Office  
2725 Skyway Drive, Suite 2  
Helena, MT 59602-1213

Subject: Determinations of Eligibility and Effect on Historic Properties due to Proposed Improvements at the Driggs-Reed Memorial Airport at Driggs, Idaho

Dear Ms. Brown:

The Federal Aviation Administration (FAA) is examining the environmental impacts regarding proposed improvements at the Driggs-Reed Memorial Airport at Driggs, Idaho. A project description and layout are enclosed with this letter. The proposed improvements and their associated activities are subject to the National Historic Preservation Act (NHPA) and its implementing regulations under Section 106 36 CFR part 800 (as amended) as well as the National Environmental Policy Act (NEPA). The FAA has initiated preparation of an Environmental Assessment to meet its regulatory obligations and intends to complete Section 106 in conjunction with the NEPA process.

The *Class III Cultural Resources Inventory and Architectural History Survey of the Driggs-Reed Memorial Airport* (CRI) was recently completed for the Airport (dated September 2020). The CRI was completed as a supplement to a 2014 CRI, which was coordinated with Idaho SHPO in a letter dated July 31, 2014. Only one previously recorded property was identified within the Area of Potential Effect (APE) – Site 10TN67 (Grand Teton Canal). Two newly recorded historic-age properties were identified, but the CRI does not recommend them as eligible to the National Register of Historic Places (NRHP). These properties include the Driggs-Reed Memorial Airport (NRD-1) and Runway 4/22 (FN-35). No archaeological resources were identified in the APE during either survey.

The FAA has considered and agrees with the recommendations made in the CRI. The FAA has made a determination of eligibility and individually discusses the two potentially eligible historic resources below.

NRD-1 (Driggs-Reed Memorial Airport)

- NRD-1, Driggs-Reed Memorial Airport, as a whole, is ***not eligible*** for listing in the NRHP under any Criteria.
- The Driggs-Reed Memorial Airport was developed in 1947 as a single grass strip runway, surrounded by agricultural fields. As late as 1962, the airport was still only

lightly used, unlighted, and lacked a full-time staff. It underwent only minor modifications until the mid-1970s when the runway was finally paved, and the first airplane hangar was constructed. In the early 1990s, the Driggs-Reed Memorial Airport received the first of a series of large grants to improve its overall infrastructure. Since that time, the Airport has experienced significant modifications including the addition of approximately 40 airplane hangars, construction of a full-length taxiway, and excavation, leveling and widening of the existing runway.

- The Airport has been known by several names – Driggs Airport and Teton Peaks-Driggs Municipal Airport – until it was renamed the Driggs-Reed Memorial Airport in 1995 after the death of Fred Reed, who had been the manager at the Airport beginning in the 1970s.
- Today, only one feature – the runway – dates to the original construction of the Airport. The remaining 40 buildings and structures that currently comprise the facility were constructed on the property between 1973 and 2017.
- The Airport as a whole (NRD-1) is not eligible for listing in the NRHP due to a loss of integrity as a result of the cumulative effect of the series of late-twentieth and early twenty-first century changes.

#### FN-35 (Driggs-Reed Memorial Airport Runway)

- FN-35, Driggs-Reed Memorial Airport Runway is *not eligible* for listing in the NRHP under any Criteria.
- The runway is the only remaining historic age resource at the Driggs-Reed Memorial Airport. In 1947, the runway was constructed as a grass strip surrounded by agricultural fields. It was lengthened by 2,400 feet in 1965, but was not paved until 1975.
- Today, Runway 4/22 is 7,300 feet long and 100 feet wide with a full parallel taxiway, connecting taxiways, apron, airfield lighting, and visual and electronic navigational aids (NAVAIDs).
- The runway lacks integrity of design, setting, materials, workmanship, feeling, and association and does not meet the requirements for listing in the NRHP under any Criteria.

The FAA invited the Confederated Tribes of the Warm Springs Reservation of Oregon, the Fort Belknap Indian Community, the Shoshone Bannock Tribes, and the Shoshone Tribe of the Wind River Reservation to provide information to the surveys that the FAA should consider and to participate in government-to-government consultation for the proposed improvements. The letters were dated November 4, 2020. No responses have been received to date, aside from one request from the Shoshone Bannock Tribes to provide electronic copies of the surveys.

In addition to the determinations of eligibility of resources to the NRHP, the FAA has also considered the effects of the proposed improvements on historic resources. The area has been heavily disturbed by past activity and the CRI did not identify historic or cultural resources that would be affected by the project within the current airport property. However, implementation of the Proposed Action will require placing the Grand Teton Canal (10TN67) into a culvert in several locations in order to facilitate the shifting of Runway 4/22 and reconfiguration of roads. The Grand Teton Canal is eligible to the National Register of Historic Places (NRHP), and placing the Canal into multiple culverts will constitute an *Adverse Effect to Historic Properties*. Informal discussion of this has been conducted with the Idaho SHPO to discuss a mitigation strategy for inclusion in a Memorandum of Agreement (MOA).

Please review these findings and the enclosed documentation and provide either your concurrence or non-concurrence on these determinations. You can provide your response, comments, or recommendations to me at [diane.stilson@faa.gov](mailto:diane.stilson@faa.gov) or send them to me at the following address:

Diane Stilson, P.E.  
FAA Helena Airport District Office  
2725 Skyway Drive, Suite 2  
Helena, Montana 59602-1213

I can also be reached by phone at (406) 441-5411.

Thank you in advance for any comments or information you have to offer.

Sincerely,

 Digitally signed by  
DIANE STILSON  
Date: 2020.12.10  
13:39:52 -07'00'

Diane Stilson, P.E.  
Civil Engineer  
Environmental Protection Specialist

Enclosures:

Project Description and Project Layout  
Cultural Resource Inventory (2020)

cc: (Via e-mail)

City of Driggs, Idaho (Airport Sponsor)  
Aviation, Inc.  
file

## **Proposed Improvements at the Driggs-Reed Memorial Airport at Driggs, Idaho**

The City of Driggs, Idaho, as Sponsor of the Driggs-Reed Memorial Airport (Airport), is proposing improvements to the Airport as described below and shown in the attached layout. The airport is located at Driggs, Idaho.

The purpose of the Proposed Action is to support a safe and viable Airport now and into the future. To accomplish this, improvements and modifications must be made to facilities at the Airport in accordance with the FAA's recommended design standards and guidance to address deficiencies in the Airport's Runway Protection Zone (RPZ) and Runway Object Free Area (ROFA) as identified in the most recent Airport Master Plan Update (2020 AMP).

The Proposed Action is needed because the 2020 AMP determined that the current RPZ for the Runway 4 approach end extends over N Highway 33 and encompasses five residential dwellings. Sponsor control over RPZ land is emphasized by the FAA. The shift of Runway 4/22 and associated facilities 1,945 feet to the northeast is proposed in order to remove existing land use compatibility issues at the Airport and allow for a Sponsor-controlled RPZ. As a result of the shifting of Runway 4/22, the existing property fence would be removed, a new wildlife fence installed, and flight procedures would require amendments.

Additionally, the ROFA associated with Runway 4/22 also includes aircraft parking positions and a portion of the Fixed Based Operator (FBO) building. The presence of aircraft parking and a portion of the FBO building violate both RPZ and ROFA requirements established by the FAA. As such, the 2020 AMP recommends that the Runway 4 threshold should be relocated to bring the Airport into compliance with FAA guidelines and standards.

An Environmental Assessment (EA) is being prepared by the engineering firm of Jviation, Inc. in accordance with FAA requirements and guidelines. The FAA has determined that the proposed action is a federal undertaking.

The proposed project includes the following, and is shown on the attached layout:

1. Acquisition of approximately 240 acres of agriculture land to support the runway shift, relocated runway protection zone, and runway approach/departure surface
2. Extension of runway pavement by 1,945 feet on the northeast end of the runway (Runway 22)
3. Extension of existing west partial parallel taxiway by 1,945 feet and new connecting taxiway at relocated Runway 22
4. Relocation of the Runway 4 threshold by 1,945 feet
5. Removal of existing pavement south of the relocated Runway 4 end.
6. Construction of paved blast pads off ends of each runway
7. Closure of Teton Vista Road, extension of Sweetgrass Road, and construction of new connector road between Sagebrush and Sweetgrass Roads
8. Removal of existing property fence and construction of new wildlife fence on new property line.
9. Relocation of associated Navigational Aids (NAVAIDs) including the Runway 4 and 22 Precision Approach Path Indicators (PAPIs), and Runway 22 Runway End Identifier Lights (REILs), and runway/taxiway lighting and marking
10. Amending flight procedures to accommodate the shift in runway location





23 February 2021



**Brad Little**  
Governor of Idaho

**Janet Gallimore**  
Executive Director  
State Historic  
Preservation Officer

**Administration:**  
2205 Old Penitentiary Rd.  
Boise, Idaho 83712  
208.334.2682  
Fax: 208.334.2774

**Idaho State Museum:**  
610 Julia Davis Dr.  
Boise, Idaho 83702  
208.334.2120

**Idaho State Archives  
and State Records  
Center:**  
2205 Old Penitentiary Rd.  
Boise, Idaho 83712  
208.334.2620

**State Historic  
Preservation Office:**  
210 Main St.  
Boise, Idaho 83702  
208.334.3861

**Old Idaho Penitentiary  
and Historic Sites:**  
2445 Old Penitentiary Rd.  
Boise, Idaho 83712  
208.334.2844

HISTORY.IDAHO.GOV

Diane Stilson, P.E.  
Federal Aviation Administration  
Helena Airports District Office  
2725 Skyway Drive  
Suite 2  
Helena, Montana 59602-1213  
[diane.stilson@faa.gov](mailto:diane.stilson@faa.gov)

Via Email

**RE: Class III Cultural Resources Inventory and Architectural History  
Survey of the Driggs-Reed Memorial Airport / SHPO Rev. No. 2021-  
179**

Dear Ms. Stilson :

Thank you for consulting with our office on the above referenced project. The State Historic Preservation Office is providing comments to the Federal Aviation Administration pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR § 800. Consultation with the SHPO is not a substitution for consultation with Tribal Historic Preservation Offices, other Native American tribes, local governments, or the public.

It is our understanding that the scope of the undertaking will include runway improvements, including placing the Teton Canal (10TN67) in multiple culverts to allow for the runway to be extended at the Driggs-Reed Memorial Airport in Driggs, Teton County, Idaho

After review of the documentation provided, we concur with the following proposed eligibility determinations: Driggs-Reed Memorial Airport (NRD-1) and Runway (FN-35) are not eligible for listing in the National Register of Historic Places (NRHP). The Teton Canal (10TN67) is eligible for listing in the NRHP.

Pursuant to 36 CFR § 800.5, we have applied the criteria of effect to the proposed undertaking. Based on the information received 10 December 2020 and 3 February 2021, we concur the proposed project actions will have **an adverse effect to historic properties.**

In the event that cultural material is inadvertently encountered during implementation of this project, work shall be halted in the vicinity of the finds until they can be inspected and assessed by the appropriate consulting parties.

Thank you for the opportunity to comment. Please note that our response does not affect the review timelines afforded to other consulting parties. Additionally, information provided by other consulting parties may cause us to revise our comments. We look forward to working with you, as well as other consulting parties (e.g. Teton County CLG, Preservation Idaho, and others) to avoid, minimize or mitigate this adverse effect. To learn more about the mitigation process please visit: <https://history.idaho.gov/section-106/mitigation-process/>. If you have any questions or the scope of work changes, please contact me via phone or email at 208.488.7463 or ashley.brown@ishs.idaho.gov.

Sincerely,



**Ashley Brown, M.A.**  
**Historical Review Officer**  
**Idaho State Historic Preservation Office**





March 16, 2021

Ms. Diane Stilson, P.E.  
Civil Engineer  
Environmental Protection Specialist  
FAA, Helena Airports District Office  
2725 Skyway Drive, Suite 2  
Helena, MT 59602

Ref: *Proposed Land Acquisition and Shift of Runway 4/22 at Driggs-Reed Memorial Airport  
Driggs, Teton County, Idaho  
ACHP Project Number: 16627*

Dear Ms. Stilson:

On March 5, 2021, the Advisory Council on Historic Preservation (ACHP) received your notification and supporting documentation regarding the potential adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information you provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800) implementing Section 106 of the National Historic Preservation Act, does not apply to this undertaking. Accordingly, we do not believe our participation in the consultation to resolve adverse effects is needed.

However, if we receive a request for participation from the State Historic Preservation Officer, Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Should the undertaking's circumstances change, consulting parties cannot come to consensus, or you need further advisory assistance to conclude the consultation process, please contact us.

Pursuant to Section 800.6(b)(1)(iv), you will need to file the final Section 106 agreement document (Agreement), developed in consultation with the Idaho State Historic Preservation Office and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the Agreement and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with your notification of adverse effect. If you have any questions or require our further assistance, please contact Mr. Anthony G. Lopez at (202) 517-0220 or by email at [alopez@achp.gov](mailto:alopez@achp.gov) and reference the ACHP Project Number above.

Sincerely,

LaShavio Johnson  
Historic Preservation Technician  
Office of Federal Agency Programs

**MEMORANDUM OF AGREEMENT**

**AMONG THE  
FEDERAL AVIATION ADMINISTRATION,  
CITY OF DRIGGS, IDAHO,  
AND THE IDAHO STATE HISTORIC PRESERVATION OFFICE  
REGARDING**

**THE PROPOSED LAND ACQUISITION AND SHIFT OF RUNWAY 4/22 AT DRIGGS-REED MEMORIAL  
AIRPORT AT DRIGGS, IDAHO**

WHEREAS the Federal Aviation Administration (FAA) is considering funding for the acquisition of land, shifting of Runway 4/22, and associated improvements (the undertaking) at the Driggs-Reed Memorial Airport (Airport) at Driggs, Idaho, pursuant to 49 USC § 47107(a)(16), FAA Order 5100.38D, Airport Improvement Program Handbook; and

WHEREAS the undertaking consists of the acquisition of approximately 245 acres of agricultural land, shifting of Runway 4/22 by 1,945 feet to the northeast, relocation of the property fence and navigational aids, construction of blast pads, amendment of flight procedures, and reconfiguration of roads (layout included in Appendix A); and

WHEREAS, the FAA has determined that this undertaking is subject to the National Environmental Policy Act (NEPA) as well as the National Historic Preservation Act (NHPA) and its implementing regulations under Section 106 36 CFR part 800 (as amended); and

WHEREAS, the FAA is the lead agency for complying with NEPA; Section 106 of the NHPA as amended (16 USC 470f), and the regulations implementing Section 106 of the NHPA (36 CFR Part 800); and Government to Government consultation under Executive Order 13175; and

WHEREAS, the FAA has defined the undertaking's area of potential effect (APE), as defined at 36 CFR Part 800.16(d), as shown on the layout provided in Appendix A; and

WHEREAS, the FAA has determined that the undertaking may have an adverse effect on the Grand Teton Canal (10TN67), which is eligible to the National Register of Historic Places (NRHP) under Criteria A. The Canal and associated ditches, which are contributing features to the Canal, are proposed, as part of the undertaking, to be placed in numerous culverts to facilitate the shifting of Runway 4/22 and the reconfiguration of roads.

WHEREAS, the FAA has consulted with the Idaho State Historic Preservation Office (SHPO) pursuant to 36 CFR Part 800, the regulations implementing Section 106 of the NHPA (54 USC § 306108); and

WHEREAS, the FAA contacted the Confederated Tribes of the Warm Springs Reservation of Oregon, the Fort Belknap Indian Community, the Shoshone Bannock Tribes, and the Shoshone Tribe of the Wind River Reservation in accordance with Section 106 of the NHPA and implementing regulations 36 CFR Part 800 regarding the effects of the undertaking on historic properties and Executive Order 13175 regarding government to government consultation; and

WHEREAS, the FAA received no responses from any of the Tribes aside from one request for an electronic copy of the Cultural Resource Inventories; and

WHEREAS, in accordance with 36 CFR § 800.6(a)(1), the FAA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination with specified documentation regarding the Grant Teton Canal (10TN67) and the ACHP has chosen not to participate in the consultation pursuant to 36 CFR § 800.6(a)(1)(iii); and

NOW, THEREFORE, the FAA, the SHPO, and the City of Driggs agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

### STIPULATIONS

The FAA shall ensure that the following measures are carried out:

#### I. MITIGATION PLAN

The Idaho State University (ISU) is partnering with Idaho State Historical Society (ISHS) to help create an Idaho Irrigation Historic Context and Survey (Context). The ISHS has agreed to pay ISU to undertake this effort as documented in a memorandum of agreement (MOA) between ISHS and ISU that is effective from January 15, 2021 to December 31, 2022. The Context requires preparation of a history of the State's irrigation networks from pre-statehood through the present day. Objectives for the Context include completing a history of the State's irrigation networks, to resolve errors and omissions in existing documentation regarding NRHP eligibility of Idaho's network of irrigation systems, to create a resource to enable efficient completion of Section 106 consultation for federal agencies whose undertakings may affect irrigation networks, and to complete a survey to inform a Multiple Property Documentation NRHP nomination.

To mitigate the adverse effect of placing approximately 2,800 feet of the Grand Teton Canal (10TN67) and associated ditches into numerous culverts (two culverts to shift Runway 4/22 and five culverts for roads), the City of Driggs, Idaho (Airport Sponsor) will provide \$8,000 to the ISHS to contribute to the fund for the Idaho Irrigation Historic Context and Survey.

Contribution to this fund will provide for mitigation for the adverse effect to the Grand Teton Canal due to the Proposed Action at the Driggs-Reed Memorial Airport.

#### II. MONITORING AND REPORTING

The City of Driggs will notify the FAA when it completes the contribution to the fund for the Idaho Irrigation Historic Context and Survey. Upon receipt of confirmation, the FAA will notify the SHPO.

#### III. UNANTICIPATED DISCOVERIES AND EFFECTS

- A. A Plan for Discovery of Unanticipated Cultural Resources can be found in Appendix B of this MOA. If proposed project activities encounter a previously unknown cultural resource, or if project activities directly or indirectly affect a known resource in an unanticipated manner, the terms of this Plan will be followed.

- B. Design and initiation of data recovery or other mitigation measures will be implemented as expeditiously as possible. If data recovery is deemed necessary, it will be based upon a Data Recovery Plan developed in consultation with the SHPO. In the event a dispute arises with regard to appropriate mitigation measures, the FAA will consult with the ACHP in accordance with Stipulation VI to resolve the issue.

#### IV. DISCOVERY OF HUMAN REMAINS

If construction or other project personnel identify what they believe to be human remains, they will immediately halt construction at that location and notify the Teton County Coroner in accordance with Idaho Code Title 19, Chapter 43, Sections 19-4301. The Coroner is responsible to determine the cause and manner of death of any person who dies in Teton County. The Coroner should make every reasonable effort to gather evidence at the site without disturbing the remains. After all the evidence is gathered, the Coroner will write a report and present it to the family, if identified, and law enforcement. If it is determined that a crime has been committed, then the Coroner's report will be turned over to the Prosecuting Attorney. The Coroner should notify the SHPO of the findings within 48 hours. The SHPO will notify the Tribes (if applicable) and coordinate with FAA. The FAA will consult with all signatories to the MOA to determine if and when construction activities in the location of the discovery may resume.

#### V. DURATION

This MOA will be null and void if its terms are not carried out within (5) years from the date of its execution. Prior to such time, the FAA may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation VII below.

#### VI. DISPUTE RESOLUTION

Should any signatory to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, the FAA shall consult with such party to resolve the objection. If the FAA determines that such objection cannot be resolved, the FAA will:

- A. Forward all documentation relevant to the dispute, including the FAA's proposed resolution, to the ACHP. The ACHP shall provide the FAA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the FAA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP and signatories, and provide them with a copy of this written response. The FAA will then proceed according to its final decision.
- B. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period, the FAA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, the FAA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories to the MOA, and provide them and the ACHP with a copy of such written response.
- C. The FAA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.

#### VII. AMENDMENTS

This MOA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the ACHP.

VIII. TERMINATION

- A. If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other signatories to attempt to develop an amendment per Stipulation VII, above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.
- B. Once the MOA is terminated, and prior to work continuing on the undertaking, the FAA must either (a) execute an MOA pursuant to 36 CFR § 800.6 or (b) execute a PA pursuant to 36 CFR § 800.14 or (c) request, take into account, and respond to the comments of the ACHP under 36 CFR 800.7. The FAA shall notify the signatories as to the course of action it will pursue.
- C. Execution of this MOA and implementation of its terms evidence that the FAA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

**SIGNATORIES:**

UNITED STATES OF AMERICA  
FEDERAL AVIATION ADMINISTRATION

STEVEN L  
ENGBRECHT

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ENGBRECHT  
Date: 2021.06.14 17:14:57 -06'00'

June 14, 2021

Date: \_\_\_\_\_

Steve Engebrecht, Acting Manager  
Helena Airports District Office

IDAHO STATE HISTORIC PRESERVATION OFFICE

Digitally  
signed by  
Tricia Canaday



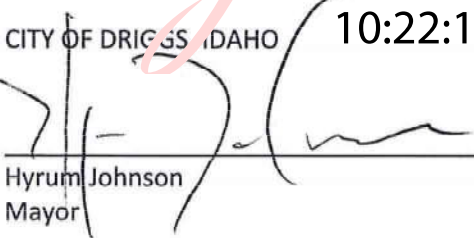
Tricia Canaday  
Deputy State Historic Preservation Officer

Date:  
2021.06.15

Date: \_\_\_\_\_

CITY OF DRIGGS, IDAHO

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Hyrum Johnson  
Mayor

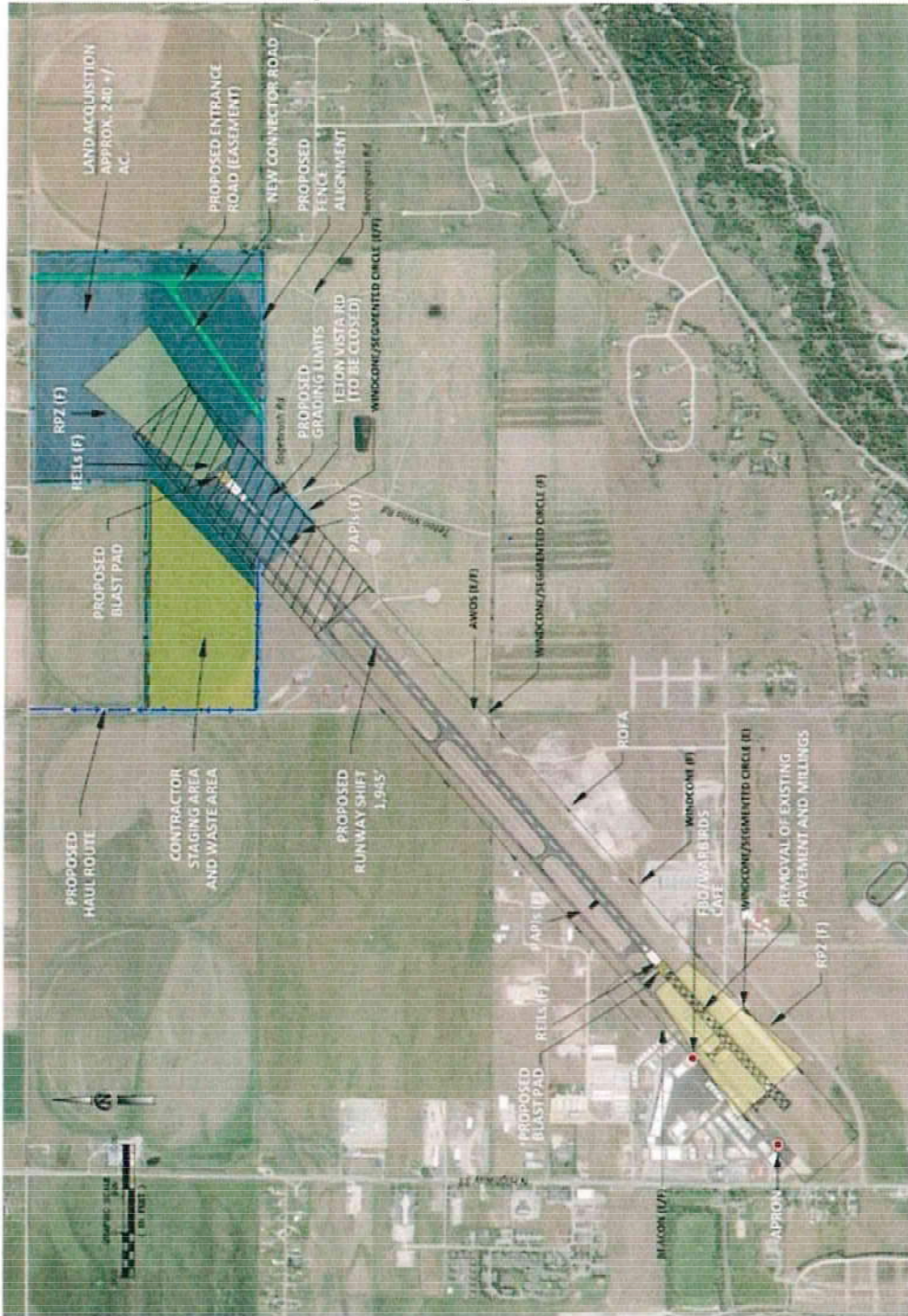
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**APPENDIX A**

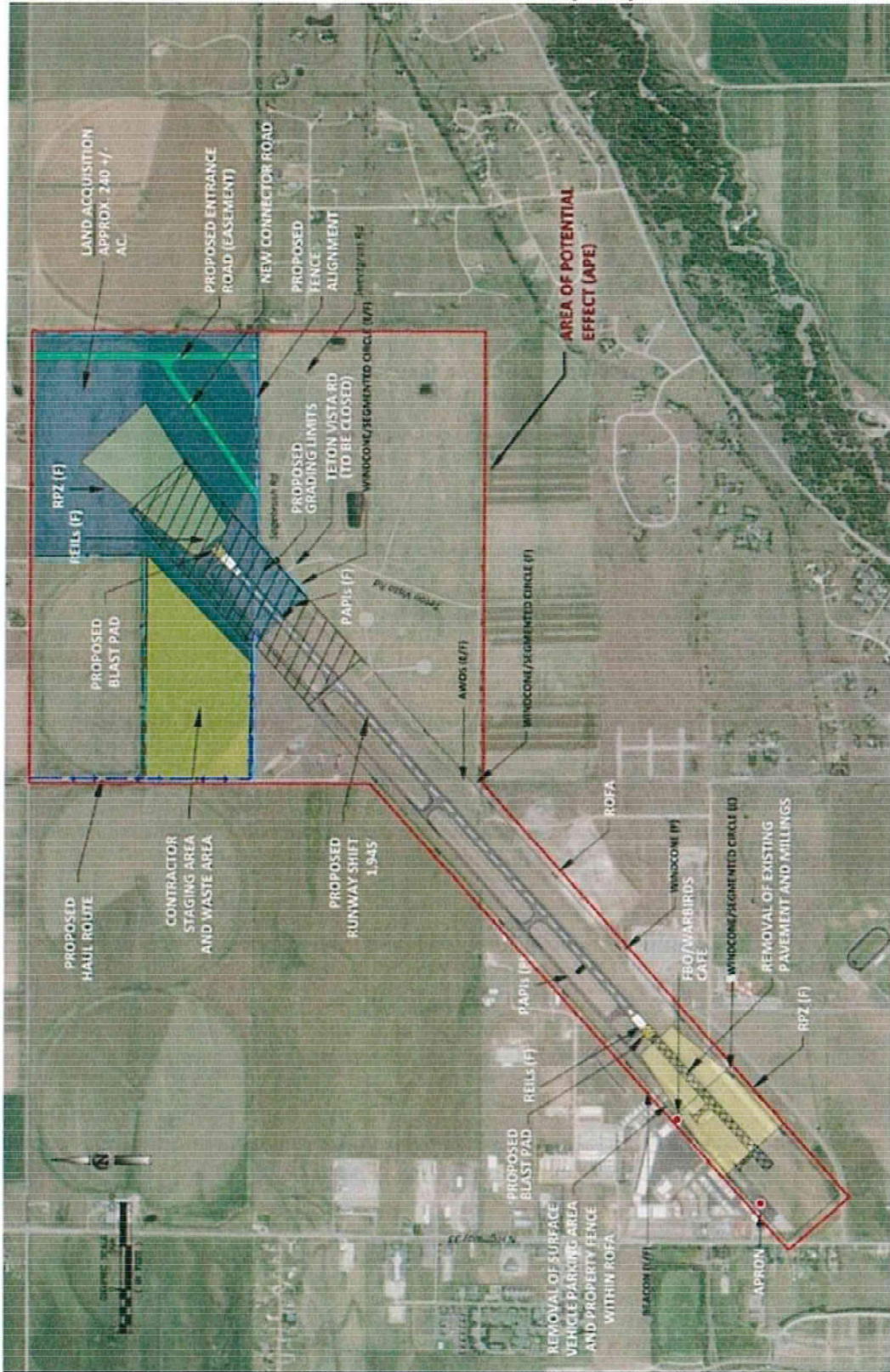
**TO THE MEMORANDUM OF AGREEMENT REGARDING THE PROPOSED LAND  
ACQUISITION AND SHIFT OF RUNWAY 4/22  
AT DRIGGS-REED MEMORIAL AIRPORT  
AT DRIGGS, IDAHO**

**Project Layout and Area of Potential Effect (APE)**

# Layout of Proposed Action



# Area of Potential Effect (APE)





## APPENDIX B

### TO THE MEMORANDUM OF AGREEMENT REGARDING THE PROPOSED LAND ACQUISITION AND SHIFT OF RUNWAY 4/22 AT DRIGGS-REED MEMORIAL AIRPORT AT DRIGGS, IDAHO

#### Plan for Discovery of Unanticipated Cultural Resources

Cultural resources can be found during any ground-disturbing activity. If a monitor is onsite, he/she may determine if the discovery should trigger the procedures described in this document. If no monitor is onsite, all excavation and work in the area must stop, and the procedures as described below must be followed. If in doubt, follow the procedures outlined in this document. Unanticipated discoveries can vary and include evidence or remnants of historic-era and precontact activities by humans. Cultural resources can include, but are not limited to:

- Stone flakes, arrowheads, stone tools, bone or wooden tools, baskets, beads.
- Historic building materials such as nails, glass, metal such as cans, barrel rings, farm implements, ceramics, bottles, marbles, beads.
- Layers of discolored earth resulting from hearth fire
- Structural remains such as foundations
- Shell Middens
- Human skeletal remains and/or bone fragments which may be whole or fragmented.

In the event that previously unknown cultural resources are discovered within the Area of Potential Effects from construction activities of the undertaking, or should those activities directly or indirectly impact known historic properties in an unanticipated manner, the following actions, at a minimum, will be initiated by the FAA, or a representative duly authorized to perform these tasks:

1. All activities will halt in the immediate vicinity of the discovery and all actions that might adversely affect the property will be redirected to an area at least 200 feet from the point of discovery.
2. The FAA and the City of Driggs will be notified immediately (within 24 hours), and the FAA will notify SHPO and any Indian tribe that might attach religious and cultural significance to the affected property.
  - a. If not already onsite, a professional archaeologist who meets the Secretary of the Interior's qualifications (36 CFR Part 61) will be called in within 48 hours to assess the discovery.
3. Upon arriving at the site of the discovery, the professional archaeologist shall assess the resource. The assessment shall include:

- a. The nature of the resource (e.g., number and kinds of artifacts, presence/absence of features). This may require screening of already disturbed deposits, photographs of the discovery, Global Positioning System (GPS) data, and other necessary documentation. The archeologist will have basic archaeological excavation tools on hand.
  - b. The spatial extent of the resource. This may require additional subsurface examination, mapping or inspection, as is appropriate to the resource
  - c. The nature of deposition/exposure. This may require interviews with construction personnel and with other persons having knowledge about the resource or the expansion of existing disturbance to establish the characteristics of the deposits.
4. The professional archaeologist will complete a brief summary of the assessment and submit the report to the FAA, City of Driggs, and the SHPO within 10 days of fieldwork for further instruction. The FAA will also notify any Indian Tribe that might attach religious and cultural significance to the affected property.
5. The FAA will consult with the City of Driggs, SHPO, and any Indian tribe that might attach religious and cultural significance to the affected property to determine if and when construction activities in the location of the discovery may resume.
6. After consultation, the FAA will issue appropriate determinations of eligibility of any resources discovered and a determination of effect before construction in the location of the discovery may resume. Consistent with 36 CFR § 800.13(b)(3) (Post-review discoveries) Tribes and SHPO will have 72 hours to respond to the determinations.
7. If unanticipated discoveries are made on the undertaking, a technical report will be written at the end of the project by the on-site professional archaeologist and will be submitted within four months to the SHPO by the FAA. Reports dealing with sensitive information regarding sacred areas or other similar resources of historical or cultural importance to Native Americans will be reviewed only by those who have responsibility for National Register eligibility determinations or management concerns of such properties.
8. Report and documentation efforts shall conform with the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 FR. 44716-44740), as well as with all applicable standards, guidelines, and forms for historic preservation, including Historic American Buildings Survey/Historic American Engineering Record/Historic American Landscapes Survey (HABS/HAER/HALS) guidance, and guidance established by the SHPO.
9. Points of Contact:

FAA: Diane Stilson, HLN ADO - (406) 441-5411

City of Driggs: Chris Schuehler, Driggs-Reed Memorial Airport Manager - (208) 354-2362

SHPO: Ashley Brown, Historical Review Officer – (208) 488-7463

**MEMORANDUM OF AGREEMENT**  
**Between**  
**Idaho State Historical Society**  
**And**  
**Idaho State University Department of History**

**Agreement Title: IDAHO IRRIGATION HISTORIC CONTEXT AND SURVEY**

This Agreement (“Agreement”) is between the Idaho State Historical Society (the “Society”), whose address is 2205 Old Penitentiary Road, Boise, Idaho 83712 and the Idaho State University Department of History (the “Contractor”), whose mailing address is: 921 S. 8<sup>th</sup> Ave., Stop 8046 Pocatello ID 83209, for the services described in this Agreement.

This MOA will be effective for the period beginning January 15, 2021 and completed prior to December 31, 2022 unless the MOA is amended in writing. Either party may terminate this MOA by providing the other party with thirty (30) calendar days advance written notice. In the event that one party provides the other party with notice of its intention to terminate, the parties will meet promptly to discuss the reasons for the notice and to try to resolve their differences.

The Society agrees to pay the Contractor to undertake performance of this Agreement under the terms and conditions set forth herein. The Society and the Contractor, in consideration of the mutual covenants and conditions contained herein, agree as follows:

**PROJECT MANAGEMENT FOR THE CREATION OF THE IDAHO IRRIGATION HISTORIC CONTEXT AND SURVEY**

**Scope of Work**

The Idaho State University (ISU) is partnering with Idaho State Historical Society (ISHS) to help create an Idaho Irrigation Historic Context and Survey. The detailed scope of work is as follows.

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**Idaho Irrigation Historic Context and Survey**

The Idaho Irrigation Historic Context requires the preparation of a history of the state’s irrigation networks from pre-statehood through the present day. The emphasis will be on early water conveyance efforts including pioneer ditches up through large reclamation activities that provide power and water for agricultural endeavors throughout the state.

The Idaho Irrigation Historic Context Project will fulfill the following objectives:

1. To complete a history of the state’s irrigation networks that will assist in meeting the requirements of Section 106 Compliance.
2. To resolve errors and omissions in existing documentation utilized by the Idaho State Historic Preservation Office (SHPO) and federal agencies regarding the National Register of Historic Places (NRHP or National Register) status of Idaho’s network of irrigation systems.
3. To create a resource that enables efficient completion of Section 106 consultation (36 CFR Part 800) for all federal agencies, thus reducing the time required for Section 106 reviews.
4. To create an easily accessible reference for all Idahoans to understand the importance and history of irrigation resources within the state.
5. Develop a National Register Multiple Property Documentation Nomination based on the context. Contractor will utilize National Register Bulletin: How to Complete the National Register Multiple Property Documentation Form, National Park Service, 1999.
  - a. Complete a singular NRHP nomination to accompany MPD based on survey data. The nomination will follow the SHPO’s National Register review process. The Contractor is responsible for any revisions to the draft nomination prior to submittal to the Keeper of the National Register of Historic Places.

After completion of the Idaho Irrigation Historic Context, a Secretary of the Interior (SOI)-qualified Contractor will complete the subsequent phases in which information will be used by SHPO and

federal agencies when assessing impacts to historic irrigation resources for the purpose of Section 106 reviews.<sup>1</sup> These efforts will bridge existing gaps, provide consistency, and advance Section 106 reviews more efficiently.

**Phase I: Scope of Work to Complete the Idaho Irrigation Historic Context:**

To prepare the Idaho Irrigation Historic Context, the Contractor will complete the following work:

**Task 1.1: Kick-Off Meeting**

Work under this task involves one teleconference meeting between the Idaho SHPO, and other stakeholders as determined by SHPO, to review the scope and schedule and to discuss the development of the working outline for the historic context and the specific sources that the Contractor is required to access. **Timeline: To be completed by January 22, 2021.**

**Task 1.2 Draft Review Meetings and Progress Reporting**

Contractor will participate in two, in-person stakeholder-consensus building meetings: one following the submittal of the first draft of the context and one following the submittal of the draft evaluation methodology. SHPO will coordinate meeting location, time, and participants. Two additional teleconference meetings may be held to continue and finalize discussions with SHPO on second drafts.

Contractor Project Manager will conduct regular project meeting with SHPO staff via telephone to discuss progress.

**Deliverables:**

- Kick-off meeting with SHPO, Agency stakeholders, and the Contractor
- Progress Reports – The Contractor shall submit a concise progress report to SHPO staff via email monthly. Progress reports will document work completed, any challenges, the results of any meetings and decisions that occurred, and future work according to the Schedule. **Timeline: Monthly from February 2021 through May/June 2022.**

**Schedule:**

Contractor will complete work within an appropriate schedule time frame. A total of 18 months is anticipated for Phases I and II. The Contractor (s) will work with SHPO to determine the schedule for draft reviews and meetings during the Project Kick-Off Meeting.

**Task 1.4 Outline**

Contractor will complete a working outline for the Idaho Irrigation Historic Context. The working outline will identify the broad topics and important themes in the development of Idaho’s

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<sup>1</sup> Professional qualifications for each phase are detailed on page 7.

Irrigation history. The primary focus will be on understanding state and national trends. Identified sections to be incorporated into the working outline are expected to include, but are not limited to:

- I. History (1860s – late 1900s, research dependent)
  - a. Development of Irrigated Pioneer Agriculture
  - b. Legal and Legislative Irrigation History
    - i. Federal Laws and Program
  - c. Reclamation Systems
  - d. Irrigation Institutions
    - i. Reclamation, Canal Companies, Irrigation Districts,
  - e. Regional Developments
  - f. The Evolution of Irrigation Systems
    - i. Contemporary issues
      1. Piping canals, relicensing of dams, raising dam heights, etc.
    - ii. Pivot/Groundwater irrigation
      1. Aquifer pumping
  - g. Dams and Water impoundment
    - i. Hydroelectric Systems
      1. Only include hydro dams that also serve or originally served an impoundment and irrigation purposes
      2. Consider multipurpose facilities through the lens of irrigation
    - ii. Irrigation infrastructure
      1. Canals, pipelines, holding ponds, pumping stations, drains, ditches, siphons,
  - h. Domestic/Urban Irrigation Systems
    - i. Flood irrigation/water wheels
- II. Property Types
- III. Industry definitions and important terms
- IV. Annotated Bibliography
  - a. End notes or foot notes throughout.

**Deliverables:**

- Working outline – the Contractor will submit electronically one working outline to SHPO Staff for review and comments per the Schedule. **Timeline: To be completed by March 15, 2021.**

**Task 1.5 Research**

Contractor will conduct research into resource construction, materials and design and the events and trends in irrigation history in the Idaho, and within the United States more broadly to the extent relevant for its influence on Idaho, to prepare the Idaho Irrigation Historic Context.

Sources to be consulted are expected to include, but not limited to are:

Published books and articles about irrigation history; federal, state, county, municipal records, historic maps, historic newspapers, irrigation districts records, etc.,

Suggested collections include: General Land Office, Irrigation District Records, Idaho Transportation Department, Bureau of Reclamation,

Suggested repositories include: Idaho State Archives, National Archives Branches, County Repositories, Library of Congress, University Special Collections and Archives,

Additionally, the Idaho State Historic Preservation Office Records will conduct and provide Record Search for the Contractor SHPO)

**Deliverables:**

- Annotated Bibliography
- Gap Analysis (resources that were not considered or not available and why)
- Presentation or Meeting with stakeholders (hour-long presentation via Zoom) **Timeline: Because some research facilities are not open due to the Coronavirus Pandemic, this phase of the project will require research during June, July and August 2021. Completion of the research phase to be completed by September 2021.**

**Task 1.6 Historic Context**

The Idaho Irrigation Historic Context will discuss important state and national themes/trends and link them to periods, areas, and levels of NRHP significance for irrigation and agricultural development in Idaho. The context will include a description of the network of irrigation systems throughout Idaho; a history of the creation and evolution of irrigation in the West and Idaho; an explanation of design, use of materials, and construction methods for irrigation systems; and other relevant themes identified during research, such as significant maintenance or engineering. The Idaho Irrigation Historic Context will be illustrated with photographs, maps, and other pertinent graphic materials, and can include sidebars and other visuals including charts, graphs,

and diagrams. The illustrations will be selected by the Contractor with input from Idaho SHPO staff. The Contractor's finished product will include a table of contents, list of figures and maps, timeline, a glossary with relevant terms, references, and citations following the Chicago Manual of Style and utilize endnotes or footnotes in the document. The context will be formatted on standard 8 ½ by 11-inch paper. The goal is to provide a publication that is understandable and accessible to the public while providing the necessary framework for subsequent tasks to develop a methodology that can be used to assess NRHP eligibility.

**Deliverables:**

- Draft context (up to two submittals, one final with inclusion of visuals): The Contractor will submit a draft context to the Idaho SHPO, State Historic Sites Review Board, Agency stakeholders, for review and comments. Once comments have been addressed, a second draft will be submitted that includes illustrations for agency review comments. Drafts for review will be provided in the format agreed upon during the Project Kick-Off Meeting. The Idaho SHPO will provide to agency stakeholders and compile one set of comments. Review of drafts will follow the Schedule. **Timeline: To be completed by January 31, 2022.**
- Final: The Contractor will submit the final context to Idaho SHPO staff in electronic format. Contractor is responsible for the final deliverable will include a single unbound report and a publication-ready PDF. SHPO will print the context and provide to stakeholders and make it readily accessible on the Idaho SHPO website. **Timeline: To be completed by March 1, 2022.**

**Phase II: Prepare Methodology for Assessing NRHP Eligibility of Irrigation Resources in Idaho**

**Task 2.1 NRHP Evaluation Criteria**

The Contractor will provide subject matter expertise to assist SHPO staff in the development of a methodology to provide an efficient, streamlined, and consistent approach to identifying irrigation resources, assessing integrity, and assessing significance. The methodology will provide NRHP Criterion for Evaluation Criteria for individual irrigation resources using the registration requirements outlined in National Register Bulletins, *How to Apply the National Register Criteria for Evaluation* and *How to Complete a Multiple Property Documentation Form*.

**Qualifications:**

- A person or firm that meets SOI qualifications for Architectural History or History per 36 CFR Part 61;
- Experience performing primary and secondary research on the history of Idaho and irrigation in the West;
- Experience researching and writing historic contexts



**Idaho Irrigation Context and Survey Budget Justification**

The Society agrees to pay the Contractor the total as listed below. The Contractor will invoice the Society upon the completion of the outlined tasks per budget unit with accompanied submittal of deliverables. The Society is unable to pay indirect costs associated with this agreement.

<b>Task 1.1 Outline</b>	
\$130.00 per hour for 15 hours	\$3,250
<b>Task 1.2 Research</b>	
Travel for 6 Locations (by car)	\$4,363
15 total research "locations" <i>(most virtual) at 10 hours of research each</i>	\$19,500
<b>Task 1.3 Context</b>	
50 hours writing/editing	\$6,500
<b>Total for Project</b>	<b><u>\$33,613</u></b>

**Invoices to be sent to:**  
The Idaho State Historical Society  
Attention: Accounts Payable  
2205 Old Penitentiary Road  
Boise ID 83712

By signature of their authorized representatives below, the parties hereto have caused this Agreement to be executed as of the day and the year executed by the Society.

<b>Idaho State University</b>		
<b>Patricia Spotts</b>	<b>Director of Research Contracts</b>	
<i>Signature</i> Patricia Spotts	<small>Digitally signed by Patricia Spotts DN: cn=Patricia Spotts, o=Idaho State University, ou=Office for Research, email=spotpat@isu.edu, c=US Date: 2021.01.29 14:58:06 -0700</small>	<i>Date</i> 1/29/2021

<b>Idaho State Historical Society</b>		
<b>Janet Gallimore</b>	<b>Executive Director</b>	
<i>Signature</i>		<i>Date</i> 1/29/2021